

*The Fiscal Year 2011-2014
Transportation Improvement Program*



The Area Plan Commission of Tippecanoe County



*Fiscal Year 2011 – 2014
Transportation Improvement Program*

June 2010

*Amended:
August 9th, 2010
September 1st, 2010
November 3rd, 2010
November 17th, 2010
December 17th, 2010
February 16th, 2011
March 2nd, 2011
April 6th, 2011
May 27th, 2011*

Prepared by the
Area Plan Commission of Tippecanoe County

In cooperation with the
Greater Lafayette Public Trans. Corp. (CityBus)
Purdue University Airport
Indiana Department of Transportation
City of Lafayette
City of West Lafayette
Tippecanoe County
Town of Battle Ground
Town of Dayton
Town of Clarks Hill

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Amendment No. 1, August 9, 2010

Requested by: INDOT

Projects: I-65 Des # 1005500, from 5.82 miles south of SR 28 to 3.69 miles south of SR 24

Details: Originally scheduled for a January 2011 letting, the pavement surfaces are deteriorating rapidly and need to be addressed before winter.

Amendment No. 2, September 1, 2010

Requested by: CityBus

Projects: Program Section 5309 funds from a Statewide Hybrid Upgrade Grant.

Details: The grant allows CityBus to upgrade three new diesel buses to electric hybrids. The grant is for \$480,000 in federal funds.

Amendment No. 3, November 3, 2010

Requested by: Tippecanoe County

Project: Bridge Inspection Project, Des # 0902184

Details: This administrative amendment adds an additional \$15,960 to the project.

The total cost increases to \$295,820 with a federal share of \$236,656. The additional cost covers a new requirement that all bridge plans must be scanned electronically.

Amendment No. 4, November 17, 2010

Requested by: INDOT, CityBus & APC staff

Projects: 22 INDOT projects, a local utility project, a New Freedom Project, two JARC projects, six local HSIP projects, reallocate local STP funds to the US 52 Corridor Study, add a project designation number and correct a High Priority Project funding discrepancy.

Details: This is an extensive amendment involving programming new projects, redistributing local STP funds, correcting a minor discrepancy in High Priority project funds and program a project designation number. Specific details can be found in the staff report in the appendix.

Amendment No. 5, December 17, 2010

Requested by: APC Staff

Project: Pedestrian Improvements, Des #1006476

Details: This administrative amendment moves the project from the Table 2, Unfunded Local Projects to Table 1, Funded Local Projects. The INDOT/FHWA review team determined the project was eligible for HSIP funds on December 1, 2010.

Amendment No. 6, February 16, 2011

Requested by: CityBus & APC Staff

Project: CY 2011 Section 5307 projects, New Freedom Project, Section 5309 capital project, North 9th Street and Burnett's Road intersection project and the Black Backing Plate project.

Details: This amendment updates the 2011 capital list. CityBus will use New Freedom funds to purchase an Access replacement bus. The 5309 capital project is a fixed route replacement bus. Since the 2011 apportionments have not yet been published, the project is placed in the information only section. The county is seeking additional HSIP funds to purchase property needed for the project and for construction inspection and engineering. The funds allocated to the black baking plates will be reallocated to another project.

Amendment No. 7, March 2, 2011

Requested by: APC staff

Projects: North 9th Street and Burnett's Creek, Des #1006056

Details: This administrative amendment corrects a scrivener's error in Resolution T-11-1. The correct amounts are: \$845,658 in federal funds, \$93,962 in local funds and a total cost of \$939,620.

Amendment No. 8, March 2, 2011

Requested by: INDOT

Projects: Wabash Heritage Trail in Prophetstown State Park, Des #0810383

Details: This administrative amendment corrects funding information. The corrected amounts are \$746,500 in federal funds, \$186,625 in state funds and the total cost is \$933,125.

Amendment No. 9, April 6, 2011

Requested by: INDOT

Projects: US 231, Des #1006087

Details: This administrative amendment adds a surface treatment project to the TIP. The project is located in southern Tippecanoe County and the total cost is \$824,000. The federal share is \$659,200 and the state share is \$164,800.

Amendment No. 10, May 27, 2011

Requested by: City of Lafayette

Projects: Concord Road & Maple Point Extension, Des #0800256

Details: This administrative amendment moves \$1,190,972 in STP funds from the right-of-way phase to the construction phase. No additional federal funds were requested.

Executive Summary

The Transportation Improvement Program (TIP) is a capital improvement 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 four years: Fiscal Years 2011 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 proposed address and 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 four years.

This community proposes to spend over \$245.1 million for locally-initiated projects and benefit from over \$204.6 million in State-initiated projects between FY 2011 and FY 2014. The Federal share for these projects is over \$99.0 million and \$164.9 million respectively. The complete Four-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 2011, local jurisdictions requested over \$17.3 million in Surface Transportation Program funds (STP, see page 13, Key to Abbreviations). This includes \$14.0 million of STP Urban Group II funds, and \$380,000 in Enhancement funds (**Table 1**). The projects' priority rankings for STP Urban Group II funds are shown in **Table 15** thru **17**.

All federally funded projects in the TIP, except those listed for informational purposes 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 nine sections. Section one explains the public and private participation process. Section two documents the Environmental Justice process. The

method by which projects are selected for inclusion into the TIP comprises the third section. The fourth section contains the Four-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 provides a financial summary and plan. This section also provides a comparison between available funds and those needed. Section six lists local and state priorities for all federally funded projects. Section seven 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 eight section. Section nine 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) expired on September 30, 2009. With no new transportation act in the near future, Congress maintains authorization of both highway and transit programs through continuing resolutions. For the purposes of this TIP, the programs and funding authorized under SAFETEA-LU continue. This TIP complies with the requirements set forth under SAFETEA-LU and as outlined in final guidance issued by the Federal Highway and Federal Transit Administrations.

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.

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 given by personal contacts, publication of legal notices, and posting notices in public places. Personal contacts include notification 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 Citizens 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.

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, grassroots 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 and sent to the media one to two weeks prior to the meeting.

This year, information regarding the TIP was presented at the February and May CPC meetings. At the February 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 the **Appendix**.

At the May meeting, the draft TIP was discussed and the schedule for approval by the Area Plan Commission was presented. The meeting notification letter stated that the draft document was available on the APC transportation web site. It also invited citizens to review and comment. The letter further stated that a paper copy would be mailed upon request. The location, date and time when the Area Plan Commission reviews the TIP for adoption was also included. The May CPC 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 provided additional information about the TIP. It 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.

2. Environmental Justice

Environmental Justice is a vital component of the TIP and it amplifies and strengthens Title VI of the Civil Rights Act of 1964. Environmental Justice assures that minorities and persons of low income are considered in programming and funding the projects shown in this document. 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.

All projects requesting federal funds in this TIP were reviewed using APC's environment justice evaluation process. Projects were compared to those identified in the 2030 Transportation Plan and FY 2010 - 2014 Transportation Improvement Program. If a project is shown in either Plan as having a possible impact, it 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 entitled 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/Maple Point,
South 9th Street (V.M.P. to 430S),
South 18th Street (V.M.P. to 430S),
Yeager Road

Happy Hollow
Cumberland Road Extension
Williams/Harrison

INDOT Projects:

Hoosier Heartland, Phase 1
SR 26: CR 550E to CR 900E
US 52: Beech to Main/SR 38
US 231: Wabash River 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 and INDOT 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 Citizens 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 June 16, 2010 meeting, adopted the FY 2011 - 2014 Transportation Improvement Program with the concurrence of the CityBus Board of Directors (January 27, 2010) 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. The Four-Year Program of Projects

The Four-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 10**. Projects for which Surface Transportation Program Urban Group II funds will be used and their amounts are listed by their priority ranking in **Table 15** and **16**.

The Four-Year Program of Projects contemplates a total transportation budget of over \$449.7 million for the four-year period. In FY 2011, over \$78.0 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 \$45.9 million. Locally initiated projects account for over \$23.9 million, with state projects accounting for over \$22.0 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 and then again in 1994 and in 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. FTA issued additional guidelines on October 29, 1996. The guidelines state: "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** - Americans with Disabilities Act
- AMP** - Airport Master Plan
- APC** - Area Plan Commission of Tippecanoe County
- ARRA** - The American Recovery and Reinvestment Act of 2009
- AVL** - Advanced Vehicle Location Systemz
- 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)** - 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. Fiscal Year 2010 begins on July 1st, 2009 and ends on June 30th, 2010.
- 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 when the anticipated construction is performed. Federal funds shown may also be used for construction engineering.

Other projects proposed by LPAs 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
BRIS	Bridge Inspection Funds
Enhancement	STP Enhancement Funds
Federal Funds	Federal Funds Not Specified
Group IV	STP Funds for towns and counties
HES	Hazard Elimination Safety Funds
HSIP	Highway Safety Improvement Program
ARRA	The American Recovery and Reinvestment Act of 2009
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	Combination of Local Funds (CLF)
L18	Fares, Passes and Tokens (FPT)

Table 1. Funded Local Projects: Fiscal Years 2011 through 2014

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
City of Lafayette						
1. 36th Street	PE	L13	0	180,000	180,000	2012
Union to SR 26	RW	L13	0	200,000	200,000	2012
Road Reconstruction & Widening	CN	L13	0	2,150,000	2,150,000	2013
2. 71 Traffic Signals, Des # 1005756	CN	HSIP, L13	42,300	4,700	47,000	2011/2012
Install Black Backing Plates						
3. ADA Compliance Master Plan	ST	L3,4	0	75,000	75,000	2010
4. Beck Lane	PE	Not Identified	0	200,000	200,000	2014
Poland Hill to Old US 231	RW	Not Identified	0	120,000	120,000	2014
Road Reconstruction & Widening	CN	Not Identified	0	1,500,000	1,500,000	future
5. Concord Rd. & Maple Point Ext. Des # 0800256	PE					
US 52 to Brady Lane	RW	3AA,L13	524,018	131,007	655,035	2010
Reconstruction, Widening & New Road Construction	CN	3AA,L13	5,990,972	1,497,743	7,488,715	2011
6. Creasy Lane	PE	L13	0	30,000	30,000	2010
Eisenhower to US 52	RW					
Mill and Repave	CN					
7. Earl Avenue	PE	L13	0	200,000	200,000	2010
State to Union Street	RW					
Mill and Resurface	CN					
8. Hamman Drive	PE	L13	0	160,000	160,000	2013
Dead End to Kossuth Street	RW	L13	0	100,000	100,000	2013
New Road Construction	CN	L13	0	1,900,000	1,900,000	2014
9. Munger Trail Crossing Des # 1005758	CN	HSIP, L13	22,500	2,500	25,000	2011
at Shenandoah						
Safety Improvements						
10. North 26th Street, Des # 0800010	PE					
Union Street to Cason	RW					
Sidewalks & Handicapped Ramps	CN	SRTS,L3	100,000	102,000	202,000	2010

Table 1. Funded Local Projects: Fiscal Years 2011 through 2014 (continued)

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
11. Old Romney Road	PE	L13	0	250,000	250,000	2011
Twyckenham to SR 25	RW	L13	0	300,000	300,000	2012
Road Reconstruction & Widening	CN	L3,4,13	0	3,000,000	3,000,000	2013
12. Quiet Railroad Crossings	PE	L13	0	92,300	92,300	2010
Norfolk Southern RR Corridor	RW					
Convert to Quiet Crossing	CN	L13	0	750,000	750,000	2010
13. Regulatory Sign Replacement Des # 1005760	CN	HSIP, L13	16,650	1,850	18,500	2011/2012
Replace Speed Limit Signs						
14. Rome Drive	PE	L13	0	100,000	100,000	2011
Shenandoah to Creasy Lane	RW					
Road Reconstruction	CN	L13	0	1,250,000	1,250,000	2012
15. SR 26 & S. 4th St. Des # 1005759	CN	HSIP, L13	8,073	897	8,970	2011
Intersection Improvement						
16. SR 38 Sidewalk, Des # 0902211	PE	33B,L13	26,400	6,600	33,000	2013
Kingsway Dr to Creasy Lane	RW					
New Sidewalk	CN	33B,L13	184,700	46,175	230,875	2103
17. South 9th Street	PE	Local Funds	0	480,000	480,000	future
Twyckenham to Veterans M Pkwy	RW	Local Funds	0	300,000	300,000	future
Road Reconstruction & Widening	CN	Local Funds	0	6,000,000	6,000,000	future
18. South 18th Street, Des # 1172009	PE	3AA,L3,4,13	400,000	100,000	500,000	2011
Veterans M Pkwy to CR 430S	RW	3AA,L3,4,13	240,000	60,000	300,000	2011
Road Reconstruction & Widening	CN	3AA,L3,4,13	3,692,078	2,907,922	6,600,000	2014
19. Veterans Memorial Parkway	PE	L13	0	320,000	320,000	2011
Concord Road to US 52	RW					
Road Widening	CN	L3,4,13	0	4,000,000	4,000,000	2012
City of West Lafayette						
20. Cattail Trail Extension	PE	33B,L13	168,900	42,225	211,125	2013
Northwestern to Neil Armstrong Dr.	RW					
New Trail	CN	33B,L13	380,000	95,000	475,000	2014

Table 1. Funded Local Projects: Fiscal Years 2011 through 2014 (continued)

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
21. Cumberland Avenue, Ph 2 Yeager to Salisbury Road Reconstruction	PE RW CN	L13	0	4,600,000	4,600,000	2011
22. Cumberland Avenue, Ph 3 Salisbury to Soldiers Home Road Reconstruction	PE RW CN	L4 L4 L4	0 0 0	300,000 100,000 5,000,000	300,000 100,000 5,000,000	2012 2013 2014
23. Happy Hollow Road Des # 0900002 US 52 to North River Road Road Reconstruction	PE RW CN	L3,4,16 3AA,L3,9,16 State Funds	0 3,489,186	150,000 1,054,797 730,000	150,000 5,275,983	2011 2013
24. Salisbury Street Rainbow to US 52 Intersection Improvement & Added Travel Lanes	PE RW CN	L3,4 L3,4	0 0	250,000 1,450,000	250,000 1,450,000	2011 2012
25. Soldiers Home Road (Ph 1) US 52 to Kalberer Road Road Reconstruction & Urbanization	PE RW CN	3AA,L3,4 3AA,L3,4	520,000 400,000	130,000 100,000	650,000 500,000	2012 2012
26. Wabash Heritage Trail Ext #1 Trolley Line to existing Wabash H. Trail New Trail Des # 0710997	PE RW CN	33B,L13	811,784	202,946	1,014,730	2010
27. Wabash Heritage Trail Ext #2 Happy Hollow Park to Rose St. New Trail Des # 0810347	PE RW CN	33B,L3,4	380,000	75,000	475,000	2011
28. Yeager Road, Des # 0600696 US 52 to Northwestern Ave. Added Travel Lanes	PE RW CN	3AA,L3,4,13 3AA,L3,13	1,054,000 1,789,474	263,500 447,369	1,317,500 2,236,843	2009/10 2011
29. Yeager Road, Ph 2 Kalberer to City Limits Road Reconstruction & Widening	PE RW CN	L13	0	4,500,000	4,500,000	2013
30. Salisbury & LaGrange and on Tapawingo Drive, Des #1006476 Pedestrian Improvements	PE RW CN	HSIP	135,787	15,088	150,875	2011

Table 1. Funded Local Projects: Fiscal Years 2011 through 2014 (continued)

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
Tippecanoe County						
31. County Bridge Inspection Des # 0902184 Various Bridges in County	IN	BRIS, L2	236,656	59,164	295,820	2010/2011
32. Cumberland Road Extension Des # 0300593 & 0300595 Klondike Road to Existing Road New Road Construction	PE RW CN	3AA, L4,9	3,052,000	1,948,000	5,000,000	2012
33. Klondike Road CR 200N to US 52 Road Reconstruction & Widening	PE RW CN	L2,4,9 L2,4,9 L2,4,9	0 0 0	335,000 150,000 5,000,000	335,000 150,000 5,000,000	2011 2011 2014
34. Lilly Road Bridge (#U209) Des # 0100365 Replace Bridge & Approaches	PE RW CN	117, L2	920,000	680,000	1,600,000	2011
35. Lindberg Road Klondike to McCormick Road Reconstruction & Widening	PE RW CN	L2,4,9 L2,4,9 L2,4,9	0 0 0	250,000 150,000 2,600,000	250,000 150,000 2,600,000	2011 2011 2014
36. McCarty Lane Ext., Des #0400938 CR 550E to SR 26 New Road Construction	PE RW CN	3AA, L2,9 & INDOT	6,701,100	2,100,000	11,000,000	2011
37. South River Road, Phase III CR 300W to US 231 Widening & Resurfacing	PE RW CN	L2,9	0	2,000,000	2,000,000	2011
38. Tyler Road, Des # 0400311 North County Line Rd. to CR 900N Safety Improvements	PE RW CN	HSIP, L9	1,269,000	141,000	1,410,000	2011
39. Warning Sign Replacement Des # 1005757 Replace Warning Signs	CN	HSIP, L9	18,000	2,000	20,000	2011/2012
40. 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	170,000 230,000 1,900,000	2011 2011 2012

Table 1. Funded Local Projects: Fiscal Years 2011 through 2014 (continued)

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
41. County Bridge Replacement						
A Bridge #U64 (Lilly Rd at 210W)	RW	L2	0	50,000	50,000	2011
	CN	L2	0	900,000	900,000	2012
B Bridge #65 (Lilly Rd at CR240W)	PE	L2	0	50,000	50,000	2011
	RW	L2	0	50,000	50,000	2011
	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	2013
L Bridge #527 (Old US 231 at Wea)	CN	L2	0	1,300,000	1,300,000	2013
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	2013
O Bridge #17 (CR800S at 350E)	CN	L2	0	750,000	750,000	2012
42. North 9th St, Des #1006056						
At Burnett's Road	RW	HSIP	175,000	19,444	194,444	2011
Intersection Improvements	CN	HSIP	670,658	74,518	745,176	2011
CityBus						
43. Operating Assistance						
Section 5307	OP	S90,L1,3,10	1,450,000	5,355,359	10,464,751	2010
			1,450,000	5,604,286	10,464,751	2011
			1,450,000	5,829,121	10,987,989	2012
			1,500,000	6,063,536	11,537,388	2013
			1,690,000	6,307,960	12,114,258	2014
44. Capital Assistance						
Section 5307	CA	S9C,L3	6,197,188	1,549,297	7,736,485	2010
			988,000	247,000	1,235,000	2011
			1,220,547	305,137	1,525,684	2012
			1,277,370	319,342	1,596,712	2013
			1,208,464	302,116	1,510,580	2014
45. Capital Assistance						
Hybrid Bus Procurement, E2009-BUSP-358	CA	S3C,L10,18	2,945,000	736,250	3,681,250	2009
Riehle Plaza Transportation Imp., E2010-BUSP-086			450,000	112,500	562,500	2010
Electric Hybrid Bus Initiative, E2010-BUSP-083			480,000	120,000	600,000	2010
46. New Freedom, Section 5317						
Travel Training & Transfer Center	OP/CA	S17,L10,18	1,204,230	308,558	1,512,788	2010
Travel Training	OP	S17,L10,18	40,456	40,456	80,912	2011
Access Replacement Bus	CA	S17,L!0.18	480,000	120,000	600,000	2011

Table 1. Funded Local Projects: Fiscal Years 2011 through 2014 (continued)

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
47. Job Access and Reverse Commute (JARC), Section 5316						
A Extend Service to Clarian-Arnett hospital and four routes	OP	S16,L10.18	413,317	413,317	826,634	2009/2010
B Continued 350S Service, New Bus	OP/CA	S16,L10,18	901,293	543,543	1,444,836	2010/2011
C Continued 350S Service	OP	S16,L10,18	346,103	346,103	692,206	2012
D Extend Service to Clarian-Arnett Hospital and four routes	OP	S16,L10,18	338,905	338,905	677,810	2011
48. TIGGER Windmill Grant	CA	ARRA	2,180,000	0	2,180,000	2010
Town of Battle Ground						
49. North Street	PE	3AA,L9,16	88,000	22,000	110,000	2011
CSX RR tracks to Burnett's Creek	RW	3AA,L9,16	9,600	2,400	12,000	2011
Road Reconstruction	CN	3AA,L9,16	928,000	232,000	1,160,000	2014
50. Railroad Street, Des # 1005755	PE					
Prophet to North Street	RW					
Street Lighting	CN	HSIP, L17	22,500	2,500	25,000	2011/2012
51. Sign Replacement, Des # 1006068	PE					
Throughout Town	RW					
Sign Replacement	CN	HSIP, L17	10,800	1,200	12,000	2011
Purdue University Area						
52.. Harrison Street (Note 1)	PE					
Phase 1A, Des # 0501163	RW					
Road Reconstruction & Widening	CN	SAFETEA-LU	4,609,224	1,152,306	5,761,530	2010
53. Purdue Master Plan, Ph 1A, Pt 2	PE	SAFETEA-LU	272,000	68,000	340,000	2011
Des # 1005930	RW	SAFETEA-LU	368,000	92,000	460,000	2011
Portions of Harrison, Grant, Williams and Chauncey	CN					
Road Reconstruction & Widening						
54. Grant, Chauncey, Vine & Northwestern, Phase 1B	PE	L3,4,9,13,16	0	135,000	135,000	2010
Reconfigure One Way Streets	RW	L13	0	80,000	80,000	2011
	CN	L13	0	1,380,000	1,380,000	2012

Purdue University Airport

No Projects At This Time

Table 1. Funded Local Projects: Fiscal Years 2011 through 2014 (continued)

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
<i>Town of Dayton</i>						
55. Dayton Rd at College & Clifty Falls and SR 28 at Market St. Des # 1006069 Pedestrian Improvements	PE RW CN	HSIP	84,870	9,430	94,300	2011
56. Sign Replacement, Des # 1006063 Throughout Town Sign Replacement	PE RW CN	HSIP	10,800	1,200	12,000	2011
<i>Town of Clarks Hill</i>						
57. Sign Replacement, Des # 1006067 Throughout Town Sign Replacement	PE RW CN	HSIP	10,800	1,200	12,000	2011
<i>Wabash Center</i>						
58. Replace 5 Passenger Vans Section 5310 Request	EQ	S10C,L17	122,400	30,600	153,000	2010/2011
<i>Tippecanoe County Council on Aging</i>						
59. Replace 2 Passenger Vans Section 5310 Request	EQ	S10C,L17	69,600	17,400	87,000	2010/2011
TOTAL			68,236,713	115,393,767	204,710,255	

Note 1: includes 0501163

Figure 1. Location of Funded Local Projects, FY 2011 – 2014

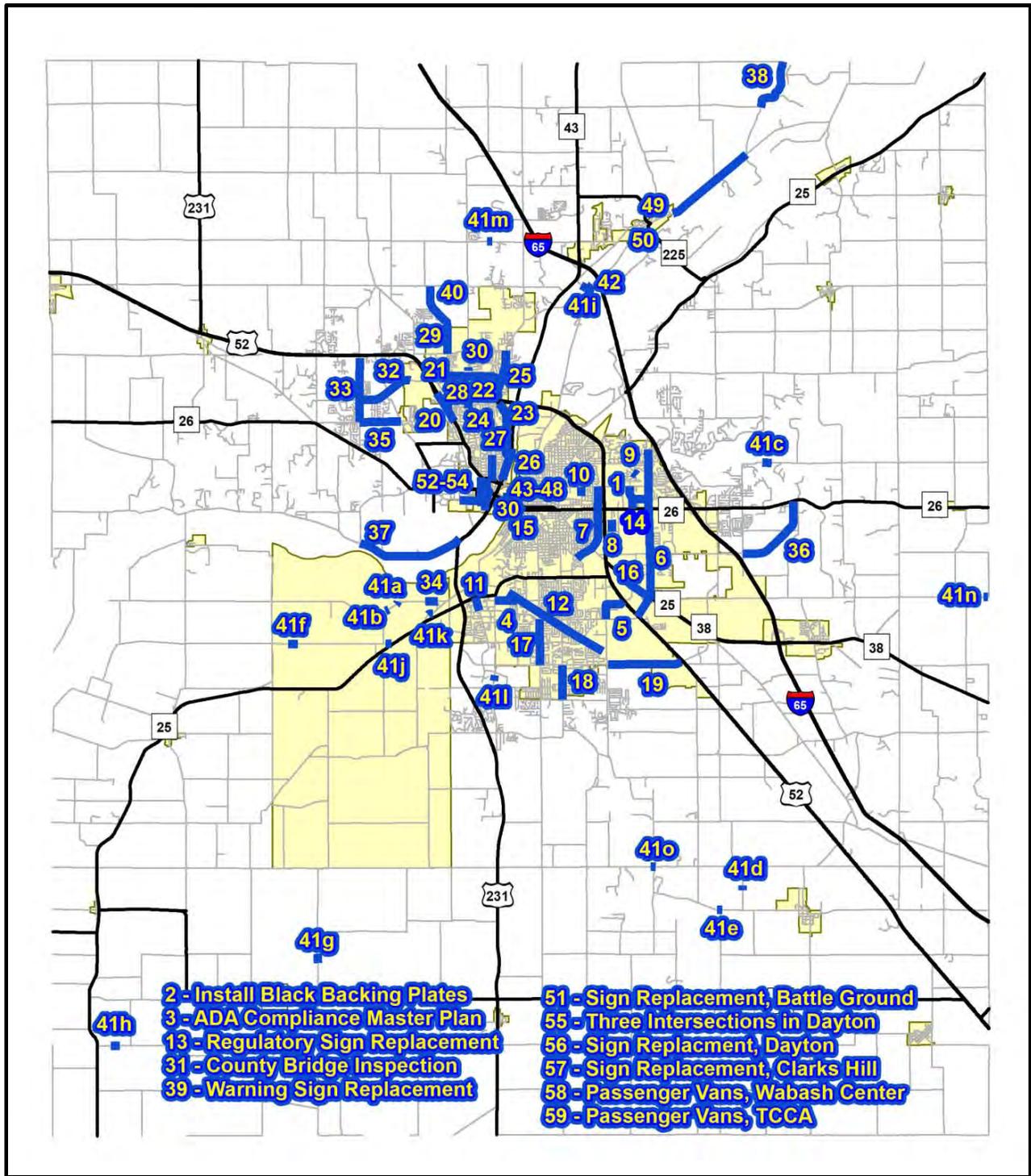


Table 2. Unfunded Local Projects - Fiscal Years 2011 through 2014

Project Location	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
City of Lafayette						
1. South 9th Street	PE		400,000	80,000	480,000	2011
Veterans M. Pkwy to CR 430S	RW		240,000	60,000	300,000	2011
Road Reconstruction & Widening	CN		5,280,000	1,320,000	6,600,000	future
City of West Lafayette						
2. Soldiers Home Road (Ph 1)	PE					
US 52 to Kalberer Road	RW					
Road Reconstruction &	CN		5,600,000	1,400,000	7,000,000	2014
3. Soldiers Home Road (Ph 2)	PE		560,000	140,000	700,000	2013
Kalberer Road to City Limits	RW		640,000	160,000	800,000	2013
Road Reconstruction &	CN		6,640,000	1,660,000	8,300,000	2015
Tippecanoe County						
4. McCormick Road	PE			0	150,000	150,000
Cherry Lane to Lindberg Road	RW			0	150,000	150,000
Road Reconstruction & Widening	CN			0	1,600,000	1,600,000
Purdue University Area						
5. Purdue Master Plan, Ph 1A, Pt 2	PE					
Des # 0501163	RW		800,000	200,000	1,000,000	2011
Portions of Harrison, Grant, Williams and Chauncey	CN		4,048,000	1,012,000	5,060,000	2012
Road Reconstruction & Widening						
6. Purdue Master Plan, Ph 2	PE		440,000	110,000	550,000	2011
Stadium, Jiske to Northwestern	RW					
Road Reconstruction & Widening	CN		5,160,000	1,290,000	6,450,000	2013
7. Purdue Master Plan, Ph 3A	PE		540,000	135,000	675,000	2015
Harrison, Airport to State Street	RW					
Road Reconstruction & Widening	CN					
CityBus						
8. Capital Assistance	CA	S9C,L3	480,000	120,000	600,000	2011
Full Size Replacement Bus						
TOTAL			3,0828,000	9,587,000	40,415,000	

Local Projects - Not Funded

Figure 2. Location of Unfunded Local Projects Shown for Informational Purposes Only, FY 2011 – 2014

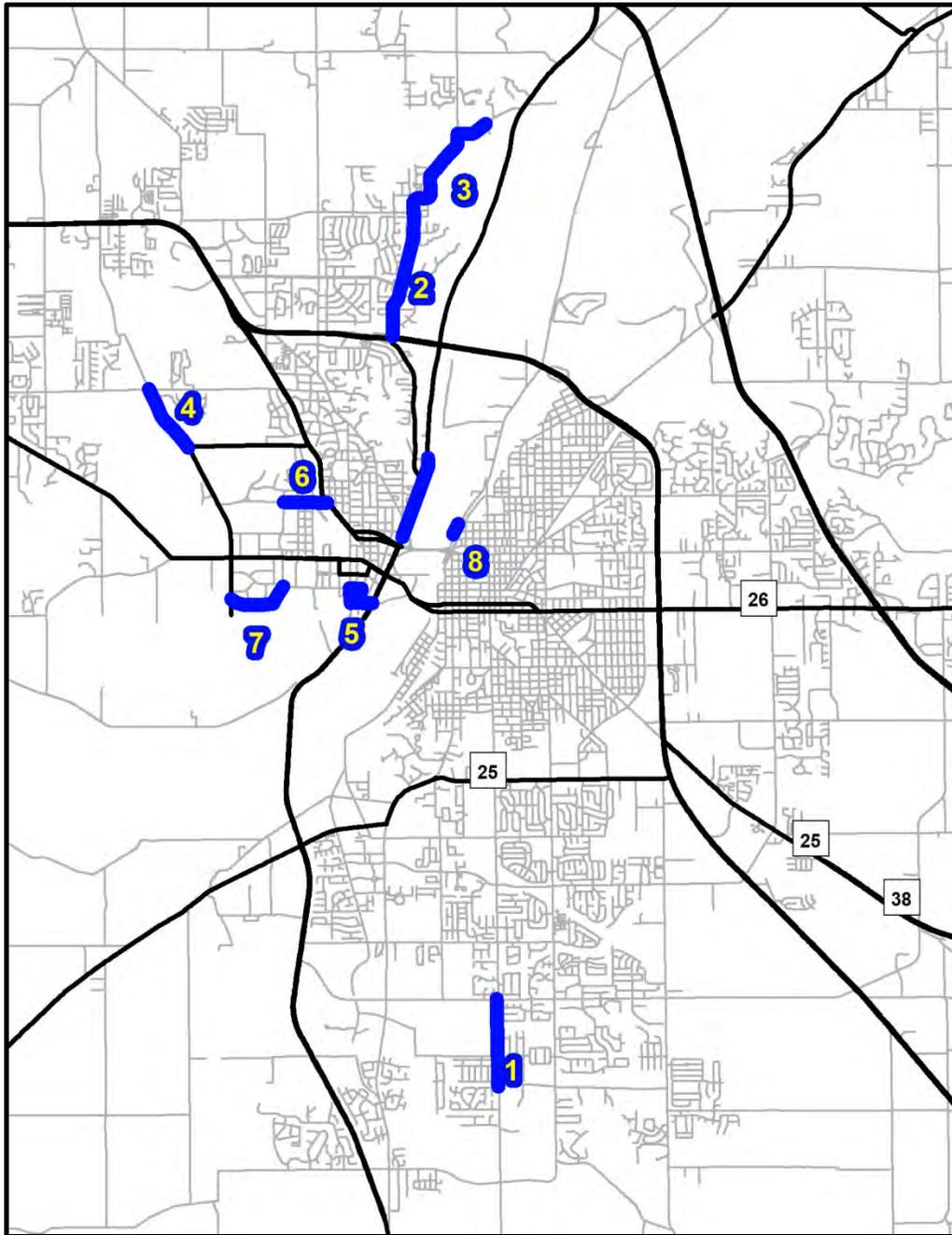


Table 3. Funded Indiana Department of Transportation Projects

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	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 # 0901665 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	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	24,000	6,000	30,000	2011

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

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
13. SR 26, Des # 0900319	PE	STP	3,280	820	4,100	2011
EB Bridge over Wabash River	RW					
Bridge Maintenance & Repair	CN					
14. SR 26, Des # 0900320	PE	STP	3,280	820	4,100	2011
WB Bridge over Wabash River	RW					
Bridge Maintenance & Repair	CN					
15. SR 43, Des # 0900183	PE					
.25 mi N of US 231 to 0.38 mi s I65	RW					
HMA Overlay	CN	STP	1,040,000	260,000	1,300,000	2013
16. US 52, Des # 9802510	PE	STP	353,360	88,340	441,700	2010-2012
Beech to SR 25/38	RW	STP	3,150,400	711,600	3,938,000	2010/2011
Pavement Rehabilitation	CN	STP	22,382,400	5,591,600	27,978,000	2010-2012
17. US 52, Des # 0100699	PE	STP	28,800	7,200	36,000	2010/2011
Wabash R. to Beech Street	RW					
Pavement Rehabilitation	CN	STP	9,013,427	2,253,357	11,266,784	2011
18. US 52, Des # 0201210	PE					
EB Br. over CSX RR & N 9 th	RW					
Bridge Deck Replacement	CN	STP	741,440	185,360	926,800	2011
19. US 52, Des # 0201211	PE	STP	12,000	3,000	15,000	2010
WB Br. over CSX RR & N 9 th	RW					
Bridge Deck Overlay	CN	STP	447,200	111,800	559,000	2010/2011
20. US 52, Des # 0400774	PE	Bridge	820,000	205,000	1,025,000	2010-2012
EB Bridge over Wabash River	RW					
Bridge Replacement	CN					
21. US 52, Des # 0710481	PE					
Bridge over Gaylord Branch	RW					
Bridge Deck Replacement	CN	STP	181,600	45,400	227,000	2013
22. US 52, Des # 0800317	PE	STP	12,000	3,000	15,000	2010
EB Bridge over N&S Railroad	RW					
Bridge Deck Overlay	CN	STP	240,480	60,120	300,600	2010/2011
23. US 52, Des # 0800318	PE					
WB Bridge over N&W Railroad	RW					
Bridge Deck Overlay	CN	STP	343,040	85,760	428,800	2011
24. US 52, Des # 0800515	PE					
EB Bridge over the Wabash River	RW	STP	40,000	10,000	50,000	2010
Bridge Maintenance & Repair	CN	STP	123,200	30,800	154,000	2011

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

	Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
25	US 52, Des # 0810451 Wabash River to Beech Street Traffic Signals	PE RW CN	Other	276,000	0	276,000	2011
26	US 52, Des # 0810454 Eleven signals at various locations Traffic Signals	PE RW CN	Other	875,000	0	875,000	2012
27.	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
28.	SR 126, Des # 0710363 SR 526 to US 231 HMA Overlay	PE RW CN	STP	385,760	96,440	482,200	2013
29.	SR 225, Des # 0900171 From SR 25 to SR 43 HMA Overlay	PE RW CN	STP	488,000	122,000	610,000	2010/2011
30.	US 231, Des # 9700830 (Note 2) Corridor Route ID: 216 Wabash River to US 52 New Road Construction (S. Intramural Widening 0300374)	PE RW CN	Lease \$ Local STP Local STP	64,800,000 447,032 2,696,349	16,200,000	81,000,000	2010/2011
31.	US 231, Des # 0400064 Bridges over Wabash River Bridge Maintenance & Repair	PE RW CN	NHS	1,000,000	250,000	1,250,000	2010
32.	US 231, Des # 0800885 0.62 mi N of US 52 Small Structure Replacement	PE RW CN	STP STP	152,000 88,000	38,000 22,000	190,000 110,000	2011/2012 2012/2013
33.	US 231, Des # 0800906 3.23 mi N of SR 28 Small Structure Replacement	PE RW CN	STP STP STP	168,000 77,600 40,000	42,000 19,400 10,000	210,000 97,000 50,000	2011/2012 2012/2013 2013
34.	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
35.	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

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

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
36. US 231, Des # 0901223	PE	STP	628,000	157,000	785,000	2010-2012
Southbound Bridge over Wabash	RW					
Bridge Rehabilitation/Repair	CN	STP	480,000	120,000	600,000	2012
37. US 231, Des # 0901953	PE					
South River Road to US 52	RW					
District Pavement Project	CN	STP	1,600,000	400,000	2,000,000	2013
38. US 231, Des # 1005817	PE					
Bridge over Indian Creek	RW					
Bridge Maintenance & Repair	CN	STP	16,000	4,000	20,000	2012
39. US 231, Des # 1005820	PE					
Bridge over Offield Creek	RW					
Bridge Maintenance & Repair	CN	STP	12,000	3,000	15,000	2012
40. US 231, Des # 1005822	PE					
Bridge over Mud Creek	RW					
Bridge Maintenance & Repair	CN	STP	16,000	4,000	20,000	2012
41. US 231, Des # 1005824	PE					
NB Bridge over Wea & Elliott	RW					
Bridge Maintenance & Repair	CN	STP	48,000	12,000	60,000	2012
42. US 231, Des # 1005826	PE					
SB Bridge over Wea & Elliott	RW					
Bridge Maintenance & Repair	CN	STP	28,000	7,000	35,000	2012
43. US 231, Des # 1006087	PE	STP	659,200	164,800	824,000	2011
From SR 28 to 5.7 mi N of SR 28	RW					
Surface Treatment	CN					
44. SR 443, Des # 0710378	PE					
SR 43 to US 52	RW					
Relinquishment/Transfer	CN	STP	730,000	0	730,000	2013
45. SR 526, Des # 0901493	PE					
PU Airport to SR 126	RW					
HMA Overlay	CN	STP	480,000	120,000	600,000	2013
46. I-65, Des # 0800916	PE	STP	67,500	7,500	75,000	2012
NBL over SR 26	RW					
District Bridge Rehab Project	CN					
47. I-65, Des # 0800917	PE	STP	48,000	12,000	60,000	2013
SBL over SR 26	RW					
District Bridge Rehab Project	CN					

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

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
48. I-65, Des # 0900174 Various Locations Pipe Lining	PE RW CN	IM	3,894,750	432,750	4,327,500	2011
49. I-65, Des # 1005500 5.82 mi S SR28 to 3.69 mi S SR24 Patch & Rehab Asphalt Pavement	PE RW CN	STP	1,800,000	200,000	2,000,000	2011
50. I-65, Des # 1005501 3.44 mi S SR 38 to 0.6 mi N SR 26 Resurface & Maintenance	PE RW CN	STP	2,880,000	320,000	3,200,000	2012
51. Purdue Campus, Des # 0900172 Various Locations around Campus Road Maintenance	PE RW CN	State	0	176,000	176,000	2010
52. Various Locations Des # 0800236 Raised Pavement Marking Replace	PE RW CN	Multiple	199,360	49,840	249,200	2011
53. Various Locations Des # 0800239 Debris Removal	PE RW CN	STP	156,598	39,150	195,748	2010
54. Traffic Signals, Des # 0801076 SR 26 & 16 th / Main and SR 25 & Old US 231/Carter Lumber Signal Upgrade/Replacement	PE RW CN	Multiple	320,000	80,000	400,000	2010
55. Wabash Heritage Trail Des # 0810383 3.1 miles in Prophetstown Park New Trail Construction	PE RW CN	Enhancement	746,500	186,625	933,125	2012
56. 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
57. Various Locations Des # 1005675 Removal of Invasive Species	CN	ARRA	200,000	0	200,000	2010/2011
58. Various Locations Des # 1005729 Plant Revegetation	CN	ARRA	200,000	0	200,000	2010/2011

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

Project Location	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
59. Various Locations	PE					
Des #0810035	RW					
Bridge Deck Scour Protection	CN	STP	320,000	80,000	400,000	2011
TOTAL			164,969,135	39,567,722	204,616,857	

Note 1: includes 9608220

Note 2: includes 9900831, 9900832, 9900833, 000083A, 030043, 0600629, 0100932, 0100933, 0902162, 0901003, 1000068, 1005275, and 1005721

Figure 3. Location of Funded INDOT Projects

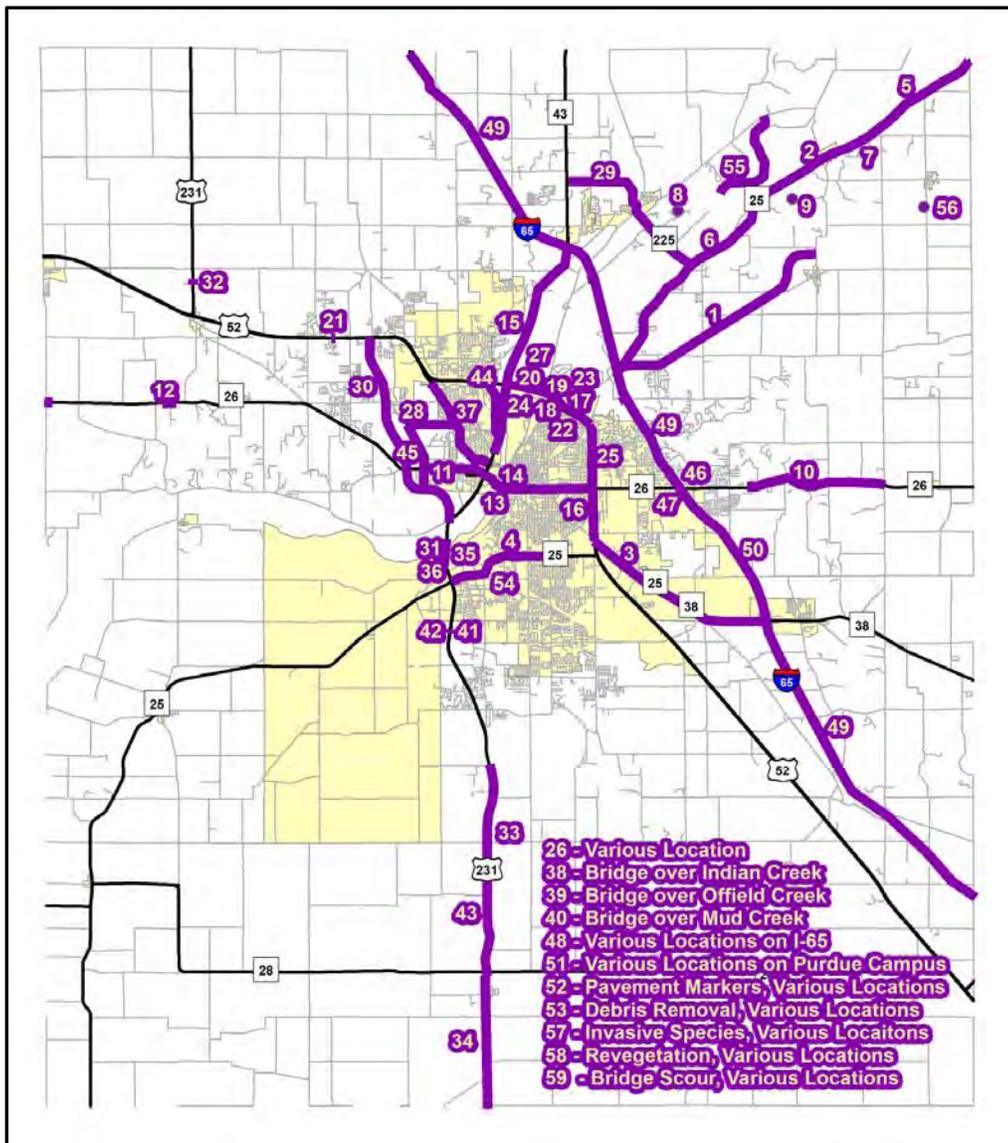
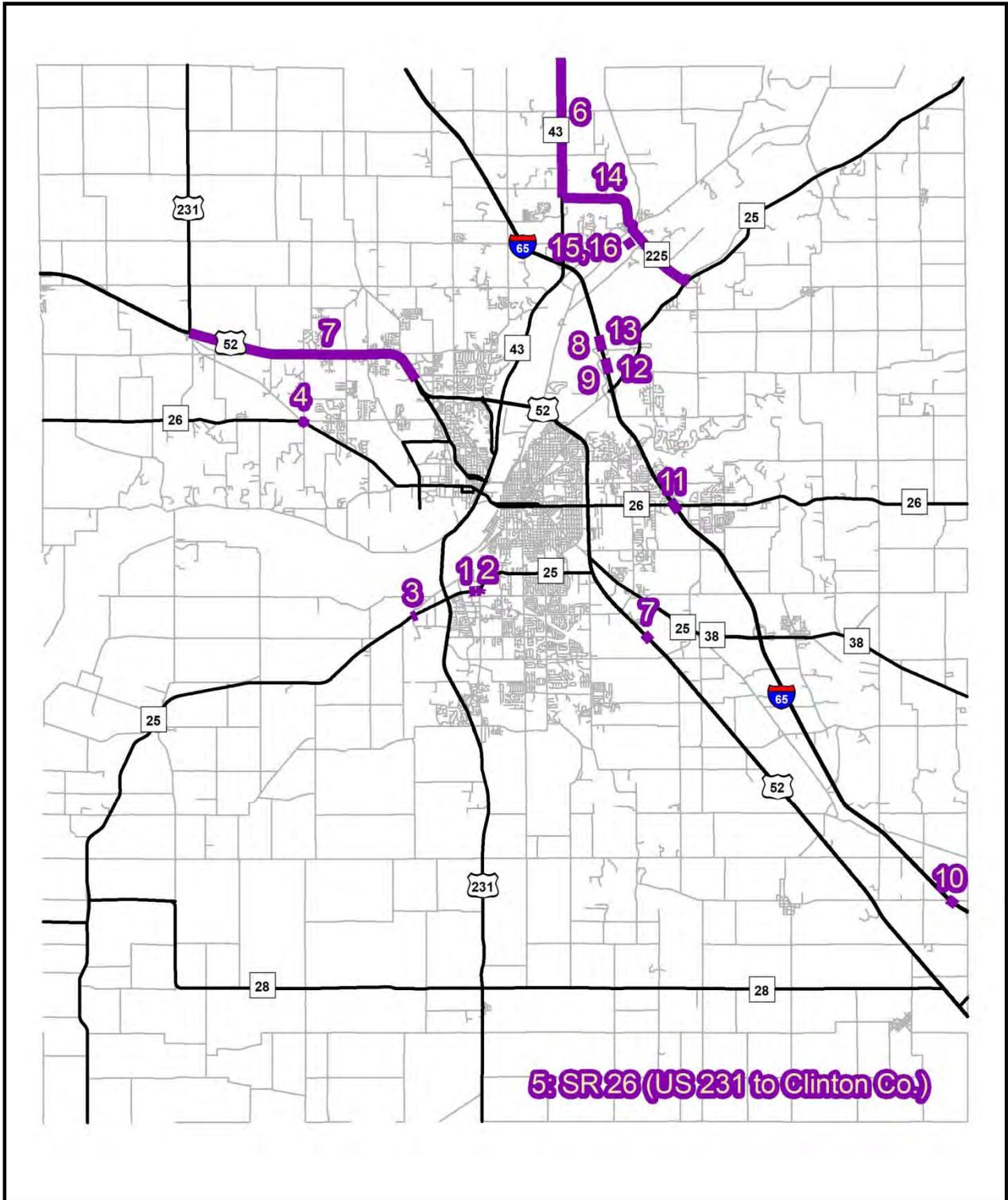


Table 4. Unfunded INDOT Projects for Informational Purposes Only

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

Unfunded INDOT Projects for Informational Purposes Only

Figure 4. Location of Unfunded INDOT Projects



5. Financial Summary and Plan

All Transportation Improvement Programs are required to be financially constrained (project costs cannot exceed expected revenue). Thus, no community can program or propose 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.

Available funding limits are provided by INDOT for three types of federal funds within the urban area. STP, 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 district or state 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 Four-Year Program of Projects anticipates a total cost of over \$431.4 million. Sources of federal and local funds for locally initiated projects are shown in **Tables 5, 9, 10 and 11**.

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. Thus, the MPO has the flexibility to spend these federal funds throughout the County. Additionally, STP Group II funds can be used by local governments to develop engineering plans and acquire right-of-way.

While this TIP mostly applies to projects that are funded under the new transportation act, it is still very important that we continue to monitor those projects funded under SAFETEA-LU. We simply do not want to leave any federal funds lapse or be reallocated. Thus, the financial review for STP funds is separated into two parts. The first part addresses our SAFETEA-LU allocation and the second addresses the allocation under the new act.

SAFETEA-LU FUNDS

Over the life of SAFETEA-LU, our MPO area has received nearly twenty one million dollars in federal STP Group II funding. **Table 5** shows the total amount as well as each

annual allocation. Our apportionment increased slightly, \$234,249, over the amount shown in the *FY 2010-2014 TIP*. INDOT has finalized the allocations for all years and **Table 5** reflects the updated amounts. The final amounts for 2008 and 2009 are slightly higher than INDOT's preliminary estimates, and all additional funds have been allocated to the McCarty Lane project.

Table 5. Summary of Federal STP Funds: FY 2004 – FY 2009

<u>Year</u>	<u>Amount</u>
FY 2004	\$2,871,986
FY 2005	\$3,238,443
FY 2006	\$3,369,891
FY 2007	\$3,700,318
FY 2008	\$3,822,660
FY 2009	<u>\$3,975,503</u>
Total	\$20,978,801

Thirteen projects have either received or been allocated STP funds over the life of SAFETEA-LU (**Table 6**). The City of Lafayette used these funds to improve Concord Road, extend Maple Point Drive, and develop a trail and greenway master plan. The City of West Lafayette used or will use these funds to improve Kalberer Road, Tapawingo Extension, 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, STP federal funds were allocated to US 231, South Intramural Drive, and a corridor study of US 52 West.

Table 6. Summary of Obligated Federal Funds Under SAFETEA-LU

<u>Project</u>	<u>Phase</u>	<u>Amount</u>	<u>Status</u>
Kalberer Road	CN	\$909,060	Complete
Tapawingo Extension	CN	\$2,056,000	Complete
Cumberland Extension	PE	\$415,777	Complete
Concord Road	PE	\$214,772	Complete
	RW	\$214,820	Complete
	CN	\$3,293,000	Underway
Concord / Maple Point	RW	\$524,028	Underway
		\$1,190,972	Impending
Railroad Street	CN	\$510,400	Complete
Yeager Road	PE	\$400,000	Underway
	RW	\$754,000	Impending
South Intramural Drive	RW	\$447,032	Impending
Trail & Greenway Plan	ST	\$125,000	Underway
US 52 West Study	ST	\$206,491	Underway
Happy Hollow	PE	\$320,000	Underway
McCarty Lane	CN	\$6,701,100	Impending
US 231	CN	<u>\$2,696,349</u>	Impending
Total		\$20,978,801	

In order to prevent any loss of federal funds due to the expiration of SAFETEA-LU, TIP projects along with certain pertinent information have been incorporated into the state's biennial budget. While the rules governing these funds do not allow them to be transferred to new projects, we do have the ability to shift funds between the projects that are already programmed. All SAFETEA-LU funds, however, must be spent by May 2011.

A review of **Table 6** shows that over three quarters of the projects have either been completed or are currently active. Only a few have yet to begin. Of those projects that are finished or active, only one had a substantial balance of federal funds: Concord Road (Brady to Veterans Memorial Parkway), construction phase. This resulted from an exceptionally low construction bid. Even taking into account unexpected changes that may arise during construction, there is a \$593,408 balance.

On February 17, and May 19, 2010, the Technical Transportation Committee addressed the balance and reallocated it. Various candidate projects were discussed, including transit, and the Committee recommended shifting the funds to the McCarty Lane project, construction phase. The amount allocated to McCarty Lane increased from \$6,107,692 to \$6,701,100. When comparing the total amount of funds obligated (**Table 6**) to the total amount allocated (**Table 5**), our SAFETEA-LU funds are financially constrained.

New Transportation Act, FY 2010 through FY 2014

The new transportation act provides federal funds beginning with Fiscal Year 2010. It also encompasses all four years of this TIP. Based on current information from INDOT and FHWA, this area should receive an allocation of federal funds each year.

STP funds for Fiscal Year 2010 were allocated in the **FY 2010-2014 TIP**. In the *Financial Summary and Plan* section, federal STP funds were allocated to two projects: Cumberland Road Extension (RW) and Yeager Road (RW). The amount of federal funds allocated to the Cumberland project was \$168,421 and the amount to Yeager Road was \$300,756. The combined total is \$469,177.

Our FY 2010 federal funding allocation is \$3,975,503. With \$469,177 allocated to the two projects, the balance that can be carried over and reprogrammed is \$3,506,326. A summary showing our allocation and each project's cost estimate is shown in **Table 7**. Each project is shown along with a running balance. The table shows that project requests are fiscally constrained.

In INDOT's official notice, this area has \$3,975,503 to program in FY 2011. Our apportionment is projected to remain the same for 2012 and 2013. INDOT's notice showing these apportionments can be found in the **Appendices**. In previous TIPs, INDOT allowed Group II cities to combine and program current fiscal year federal funds as well as the following two-year anticipated apportionments. Thus the combined three-year apportionment for our area equals \$11,926,509.

Combining our FY 2010 carryover balance with the three year allocation gives us \$15,432,835 to allocate over the three year period. The final year of this TIP, FY 2014,

will be addressed separately. INDOT estimates this area will have \$3,975,503 to program.

Table 7. Financially Constrained Local Public Agencies Projects: FY 2010

Agency	Project	Phase	Fiscal Year	STP
FY 2010 Apportionment				3,975,503
Tippecanoe Co.	Cumberland Extension	RW	Obligated	168,421
				<u>3,807,082</u>
West Lafayette	Yeager	RW	July 2009	300,756
				<u>3,506,326</u>
Total				3,506,326

A word of caution is needed. All future apportionments provided by INDOT are only estimates at this time. Congress has yet to enact a new transportation bill. Thus, local projects and their allocations may need to be revisited and possibly reprioritized following the passing of the new act.

The Local Public Agencies (LPA) initially requested STP federal funds to support nine projects. The City of West Lafayette requested funds to improve Yeager Road, Happy Hollow and Soldiers Home Road (two phases). The City of Lafayette requested funds to improve Concord Road / Maple Point Extension, South 18th, and South 9th Streets. The county requested funds to construct the Cumberland Road Extension. Finally, the Town of Battle Ground requested funds to reconstruct North Street.

The Technical Transportation Committee reviewed and financially constrained the funding requests for all four years on February 17, and May 19, 2010. **Table 8** shows the Committee's recommendation.

The Committee recommended funding the Concord Road / Maple Point (construction phase), Yeager Road (construction phase), South 18th (preliminary engineering and right-of-way), and North Street (preliminary engineering and right-of-way) projects in 2011. For 2012, two projects will be funded: Cumberland Extension (construction) and Soldiers Home Road, phase 1 (preliminary engineering and right-of-way). One project will receive funds in 2013: Happy Hollow (construction).

While there were enough funds to satisfy nearly all of the requests for the first three years of the TIP, there were not enough funds for all FY 2014 requests. The local governments requested over nineteen million dollars. After extensive discussion, the Committee recommended funding only the construction phase of South 18th Street and North Street. The Committee recommended fully funding North Street and allocating the remaining balance to South 18th Street project.

Table 8. Financially Constrained Local Public Agencies Projects: FY 2011 – 2014

Agency	Project	Phase	STP
Summary of Funding			
<i>Carry Over Funds</i>			3,506,326
<i>Funds Available for FY 2011</i>			3,975,503
<i>Funds Available for FY 2012</i>			3,975,503
<i>Funds Available for FY 2013</i>			3,975,503
Total			<u>15,432,835</u>
FISCAL YEAR 2011			
Lafayette	Concord Rd / Maple Point	CN	4,800,000
West Lafayette	Yeager Road	CN	1,789,474
Lafayette	South 18 th Street	PE	400,000
Lafayette	South 18 th Street	RW	240,000
Battle Ground	North Street	PE	88,000
Battle Ground	North Street	RW	9,600
Total Cost of Projects			<u>7,327,074</u>
Balance (Funds Available minus Total Cost)			<u>8,105,761</u>
FISCAL YEAR 2012			
Tippecanoe Co.	Cumberland Extension	CN	3,052,000
West Lafayette	Soldiers Home Rd, ph. 1	PE	520,000
West Lafayette	Soldiers Home Rd, ph. 1	RW	400,000
Total Cost of Projects			<u>3,972,000</u>
Balance (Funds Available minus Total Cost)			<u>4,133,761</u>
FISCAL YEAR 2013			
West Lafayette	Happy Hollow	CN	3,489,186
Total Cost of Projects			<u>3,489,186</u>
Balance (Funds Available minus Total Cost)			<u>644,575</u>
FISCAL YEAR 2014			
<i>Carry Over Funds</i>			644,575
<i>Funds Available for FY 2014</i>			3,975,503
<i>Total Funds Available</i>			<u>4,620,078</u>
Lafayette	South 18 th Street	CN	3,692,078
Battle Ground	North Street	CN	928,000
Total Cost of Projects			<u>4,620,078</u>
Balance (Funds Available minus Total Cost)			<u>0</u>

STP Group IV Funds (Rural Area)

LPAs seeking these funds for projects compete against each other within the 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.

There are no projects within the county that are utilizing these funds. Tippecanoe County is not requesting any at this time.

STP Highway Safety Improvement Program Funds

Highway Safety Improvement Program (HSIP) funds are for projects that specifically involve safety-oriented and safety documented improvements. For a project to qualify, it must correct or improve a documented hazardous road location, or address a highway safety problem. These funds pay for ninety percent of the projects construction cost.

For a project to receive these funds, the LPA must follow INDOT guidelines. Except for low cost countermeasure projects, all projects must document the problem through a crash analysis or safety audit. The application is submitted to INDOT and a safety committee, comprised of INDOT and FHWA staff, reviews and either approves or rejects the proposed project.

Starting in FY 2006, our community receives a portion of these funds. Over the last five years, we have been allocated \$1,249,748. **Table 9** summarizes the amount of funds by year.

Table 9. Summary of HSIP Federal Funds: 2006 – 2010

<i>Year</i>	<i>Amount</i>
FY 2006	\$269,207
FY 2007	\$239,289
FY 2008	\$247,084
FY 2009	\$247,084
FY 2010	\$247,084
Total	\$1,249,748

There are several projects programmed in this TIP that utilize HSIP funds. They are located in Lafayette and West Lafayette, the Town of Battle Ground and in the county. Nearly all of them are low cost countermeasure type projects.

In the northeastern part of the county, Tyler Road has been targeted for safety improvements. Issues being addressed include tight curves and wet pavement. This project was approved by INDOT's safety committee prior to FY 2006 and it does not impact our five year allocation.

In February 2010, six low cost countermeasure project applications were submitted for committee review and were approved. The City of Lafayette requested funds to replace

numerous speed limit sign, install black backing plates on traffic signal heads throughout the city, install street lights, install warning flashers and signs on the Munger Trail crossing at Shenandoah Drive, and install additional signal equipment to address right angle crashes at the intersection of South and South 4th Streets. The county plans to use these funds to replace numerous warning signs. Finally, the Town on Battle Ground will be improving street lighting at the four intersections along Railroad Street. All six projects were submitted for INDOT/FHWA review and were approved.

In August 2009, the City of West Lafayette requested HSIP funds for its Sycamore Lane and Safe Routes to School Infrastructure projects. Construction bids for both projects exceeded their allocations and the City requested \$295,000 in HSIP funds to make up for the short fall. The request was amended into the TIP.

STP Enhancement Funds

Transportation Enhancement funds provide 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, bill board removal, historic preservation, and environmental mitigation.

A portion of the states' enhancement funds is allocated annually to each MPO. The FY 2009 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 them 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. Both were approved in 2009.

One project in **Table 3** will be tapping into the states enhancement funds: constructing a portion of the Wabash Heritage Trail. The Department of Natural Resources will be constructing 3.1 miles of trail within Prophetstown State Park. It is anticipated that this project will begin in 2012.

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.

Only one project in this TIP will be utilizing these funds. The City of Lafayette received \$100,000 to construct sidewalks on both sides of North 26th Street from Union Street to Cason. This project is anticipated to be let for construction during the summer of 2010.

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 only project tapping into these funds is the Norfolk Southern crossing improvements at CR 1000E.

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 detailed analysis of the financial condition and capability of CityBus can be found in Section 7, 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 2011 through FY 2014. A summary of these sources is shown in **Table 10**. The City of Lafayette anticipates using three local funds for its projects: Cumulative Capital Funds (CCF), Economic Development Income Tax (EDIT) and Tax Increment Financing (TIF). The City of West Lafayette anticipates using Cumulative Capital Funds (CCF), Economic Development Income Tax (EDIT), Local Road and Street Funds (LR&S),

Tax Increment Financing (TIF) and Motor Vehicle Highway Account funds (MVHA). The county anticipates using Cumulative Bridge Funds (CBF), Economic Development Income Tax (EDIT) and Local Road and Street Funds.

INDOT Funding

INDOT uses a variety of federal and state funds for its road and bridge programs; **Table 11** summarizes that information by source and year. INDOT is responsible for fiscally constraining its project list.

Table 10. Source of Local Funds for Funded Local Projects (Table 1)

Fund	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	future
Lafayette						
CCF (L3)*	102,000					
CCF & EDIT (L3, L4)*	75,000					
CCF, EDIT & TIF (L3, L4 & L13)*		140,000	4,000,000	3,000,000	2,907,922	
TIF (L13)*	1,501,050	1,879,947	1,983,000	2,462,775	2,907,922	
Not Identified					320,000	8,280,000
<i>Total</i>	<i>1,678,050</i>	<i>2,019,947</i>	<i>5,930,000</i>	<i>5,462,775</i>	<i>5,127,922</i>	<i>8,280,000</i>
West Lafayette						
EDIT (L4)*			300,000	100,000	5,000,000	
TIF (L13)*	202,946	4,680,000	1,380,000	4,542,225	95,000	
CCF, & EDIT (L3, L4)*		75,000	1,680,000			
CCF, & TIF (L3, L13)*		447,369				
CCF, EDIT & TIF (L3, L4 & L13)*	263,500					
CCF, EDIT & MVH (L3, L4 & L16)*		300,000				
CCF, LR&S & MVH (L3, L9 & L16)*				1,054,797		
CCF, EDIT, LR&S, TIF, MVHA (L3,L4,L9,L13 & L16)						
<i>Total</i>	<i>601,446</i>	<i>5,502,369</i>	<i>3,360,000</i>	<i>5,697,022</i>	<i>5,095,000</i>	
Tippecanoe County						
CBF (L2)*	59,164	1,670,000	2,550,000	7,850,000		
LR&S (L9)*		143,000				
CBF & LR&S (L2 & L9)*		4,100,000				
EDIT & LR&S (L4 & L9)*		400,000	3,884,800			
CDF, EDIT, LR&S (L2,4 & 9)*		885,000			7,600,000	
<i>Total</i>	<i>59,164</i>	<i>7,198,000</i>	<i>6,398,000</i>	<i>7,850,000</i>	<i>7,600,000</i>	
Town of Battle Ground						
L17		3,700				
L9, L16		24,400			232,000	
<i>Total</i>		<i>28,100</i>			<i>232,000</i>	
CityBus						
CCF (L3)*	1,549,297	291,959	305,137	319,342	302,116	
LPT & FPT (L10 & L18)*	1,084,601	379,361	346,103			
COIT, CCF & LPT (L1, L3 & L10)*	5,355,359	5,604,286	5,829,121	6,063,536	6,307,960	
<i>Total</i>	<i>7,989,257</i>	<i>6,275,606</i>	<i>6,480,361</i>	<i>6,382,878</i>	<i>6,610,076</i>	

* See Table 1

Table 11, INDOT Project Expenditures by Fund and Year

FY 2010			
Funding Type	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	151,593,048

FY 2011			
Funding Type	Federal	State	Total
NHS	2,200,000	550,000	2,750,000
STP	15,462,867	3,615,717	19,078,854
Multiple	199,360	49,840	249,200
IM	3,894,750	432,750	4,327,500
Other	276,000	0	276,000
Total	22,032,977	4,648,307	26,681,284

FY 2012			
Funding Type	Federal	State	Total
NHS	1,440,000	360,000	1,800,000
STP	5,413,600	1,353,400	6,767,000
Other	875,000	0	875,000
Enhancement	746,500	186,625	933,125
Total	8,475,100	1,900,025	10,375,125

FY 2013			
Funding Type	Federal	State	Total
STP	12,587,920	2,964,480	15,552,400
Total	12,587,920	2,964,480	15,552,400

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 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 2005 to 2008. Information for 2009 is not yet available from the local government agencies. Individual tables for each jurisdiction follow.

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

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 12.
City of Lafayette
Operating and Maintenance History 2005 through 2008¹

	2005	2006	2007	2008
<i>Cash and Investments as of January 1</i>				
Balance	1,178,447.02	1,558,963.40	2,715,089.38	2,648,976.58
<i>Annual Information</i>				
<u>Receipts</u>				
MVH	5,359,223.25	5,249,681.31	3,780,805.65	3,524,747.22
LRS	937,547.85	580,793.34	560,631.07	563,380.05
LH		726,001.31	698,830.75	796,587.98
Other				
Total	6,296,771.10	6,556,475.96	5,040,067.47	4,884,715.25
<u>Disbursements</u>				
MVH	6,353,626.68	4,024,313.34	3,878,411.21	4,956,967.03
LRS	747,644.28	725,413.06	293,709.78	591,909.23
Cum. Bridge		782,848.18	801,833.68	800,000.00
Other				
Total	7,101,270.96	5,532,574.58	4,973,954.67	6,348,876.26
Total Receipts	6,296,771.10	6,556,475.96	5,040,067.47	4,884,715.25
Total	7,101,270.96	5,532,574.58	4,973,954.67	6,348,876.26
Difference	-804,499.86	1,023,901.38	66,112.80	-1,464,161.01
<i>Cash and Investments as of December 31</i>				
Balance	1,768,989.37	2,582,864.78	2,648,976.58	1,184,815.57

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 13.
City of West Lafayette
Operating and Maintenance History 2005 through 2008

	2005	2006	2007	2008
<i>Cash and Investments as of January 1</i>				
Balance	10,328,861.93	12,912,119.35	12,403,893.99	12,088,375.41
<i>Annual Information</i>				
<u>Receipts</u>				
MVH	1,102,391.77	1,323,368.28	1,753,419.01	3,188,471.09
LRS	253,742.83	275,675.69	719,275.76	637,193.89
Other Funds	13,190,951.96	15,744,525.61	21,150,082.16	20,378,293.94
Total	14,547,086.56	17,343,569.58	23,622,776.93	24,203,958.92
<u>Disbursements</u>				
MVH	1,192,399.05	1,629,561.20	1,405,350.09	3,645,510.42
LRS	119,314.94	234,640.89	780,929.53	728,829.17
Other	2,788,705.16	15,581,796.87	22,427,292.77	27,043,817.61
Total	4,100,419.15	17,445,998.86	24,613,572.39	31,418,157.20
Total Receipts	14,547,086.56	17,343,569.58	23,622,776.93	24,203,958.92
Total	4,100,419.15	17,445,998.86	24,613,572.39	31,418,157.20
Difference	10,446,667.41	-102,429.38	-990,795.46	-7,214,198.28
<i>Cash and Investments as of December 31</i>				
Balance	20,775,529.34	12,809,689.97	11,413,098.53	4,874,177.13

Table 14.
Tippecanoe County
Operating and Maintenance History 2005 through 2008

	2005	2006	2007	2008
<i>Cash and Investments as of January 1</i>				
Balance	37,617,381.98	31,095,744.43	38,427,450.08	36,212,481.69
<i>Annual Information</i>				
<u>Receipts</u>				
MVHs	3,734,737.57	4,564,347.15	4,249,770.32	4,254,138.37
LRS	1,106,468.62	2,700,009.80	2,261,512.83	3,399,426.18
Cum. Bridge	5,267,373.54	10,176,214.17	3,900,585.56	5,087,409.96
Other	2,648,629.43	2,204,973.50	2,053,177.22	2,004,601.19
Total	12,757,209.16	19,645,544.62	12,465,045.93	14,745,575.70
<u>Disbursements</u>				
MVH	3,752,043.98	3,831,029.78	5,041,277.42	4,839,117.07
LRS	3,018,941.70	2,366,782.57	1,908,858.72	4,441,827.48
Cum. Bridge	11,218,310.58	4,242,140.84	5,231,055.93	12,264,775.93
Other	1,283,164.26	1,873,885.78	2,541,965.20	2,331,617.44
Total	19,272,460.52	12,313,838.97	14,723,157.27	23,877,337.92
Total Receipts	12,757,209.16	19,645,544.62	12,465,045.93	14,745,575.70
Total	19,272,460.52	12,313,838.97	14,723,157.27	23,877,337.92
Difference	-6,515,251.36	7,331,705.65	-2,258,111.34	-9,131,762.22
<i>Cash and Investments as of December 31</i>				
Balance	31,102,130.62	38,427,450.08	36,169,338.74	27,080,719.47

6. Prioritizing Projects

The Technical Transportation Committee reviews requests for federal funds as well as recommends funding priorities. 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, two methodologies were used to prioritize projects. One emphasized projects ready for construction. A higher priority is assigned to a project that is ready to be constructed or construction was delayed due to a lack of funding from the previous year. The other methodology used was based on a recommendation from FHWA. It advances the early phases of projects (engineering and right-of-way) so that projects are ready to be constructed when future federal funds become available. The Committee prioritized projects based on a combination of the two.

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 methodologies cited above were used to develop the project ranking shown in **Tables 15** and **16**. 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 (as shown in **Table 15 & 16**) do 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

On February 17, and May 19, 2010, the Technical Transportation Committee financially constrained the LPA requests and prioritized the project list. **Table 15** shows the project priorities by fiscal year.

For FY 2011, the Committee recommended that the top two priorities go toward constructing the Concord Road/ Maple Point Extension project and the Yeager Road project. The Committee recommended that the remaining funds go to the engineering and right-of-way acquisition of two projects. One is in Lafayette (South 18th) and the other is in the Town of Battle Ground (North Street). The preliminary engineering phases for both projects were assigned third and fifth priorities while right-of-way was assigned fourth, sixth.

For 2012 funds, the Committee gave first priority to the construction phase of Cumberland Extension and the second and third priorities to Soldiers Home Road, Phase 1. Preliminary engineering was given a higher priority than right-of-way.

In 2013, one project was allocated funds: construction of Happy Hollow.

Table 15. Prioritized STP Group II Urban Funds, FY 2011 – FY 2013

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share
<i>Funds Carried Over from 2010</i>					3,506,326
<i>Funds Available for 2011</i>					3,975,503
<i>Funds Available for 2012</i>					3,975,503
<i>Funds Available for 2013</i>					3,975,503
Total					15,432,835
FY 2011	1	Lafayette	Concord/Maple Point	CN	4,800,000
	2	West Lafayette	Yeager Road	CN	1,789,474
	3	Lafayette	South 18 th Street	PE	400,000
	4	Lafayette	South 18 th Street	RW	240,000
	5	Battle Ground	North Street	PE	88,000
	6	Battle Ground	North Street	RW	9,600
FY 2012	1	Tippecanoe Co	Cumberland Extension	CN	3,052,000
	2	West Lafayette	Soldiers Home Road, Ph 1	PE	520,000
	3	West Lafayette	Soldiers Home Road, Ph 1	RW	400,000
FY 2013	1	West Lafayette	Happy Hollow	CN	3,468,636
Total Cost of Projects					14,788,260
Balance (Funds Available minus Total Cost)					644,575

Only two projects were allocated STP funds for Fiscal Year 2014. They were South 18th Street in Lafayette and North Street in the Town of Battle Ground. Both projects sought funds for construction. The South 18th Street project was given first priority. **Table 16** shows the projects and their priorities.

Projects that received the top priorities in this TIP are very similar to those shown in the **FY 2010-2014 TIP**. For FY 2011, the top priorities did shift slightly. In the previous TIP, the Yeager Road project received top priority while the Concord and Maple Point Extension project received third. In this TIP, the top priority was given to the Concord and Maple Point project while the Yeager Road project received second priority.

Table 16. Prioritized STP Group II Urban Funds, FY 2014

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share
Carry Over Funds					644,575
Funds Available for 2014					<u>3,975,503</u>
					4,620,078
FY 2014	1	Lafayette	South 18 th Street	CN	3,692,078
	2	Battle Ground	North Street	CN	928,000
Total Cost of Projects					<u>4,620,078</u>
Balance (Funds Available minus Total Cost)					0

The top priorities for FY 2012 and FY 2013 are the same in both TIPs. The top priority in FY 2012 is the construction of the Cumberland Extension project. The top priority in FY 2013 is the construction of Happy Hollow road.

While there are some similarities, there are differences in lower priority projects between the two TIPs. Three new projects will receive funds: South 9th Street, Soldiers Home Road (phase two) and North Street. Another difference is that Soldiers Home Road (phase one) will now start in 2012 rather than 2011.

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, Highway Safety Improvement Program, Safe Routes to School, Rail & Highway Crossing, and Bridge Replacement

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

INDOT Projects

The Technical Transportation Committee also prioritizes INDOT projects. 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 and US 231. Projects in the Major Moves Major Preservation category were ranked as high priority. These projects include 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 CSX railroad bridge over SR 25. The priorities are shown in **Table 17**.

Table 17. INDOT Prioritized Projects: FY 2011 – 2013

Priority	State Road	Location	Description	CN Date
<i>Major Moves – New Construction</i>				
Highest	SR 25	Hoosier Heartland	New Road Construction	2010
Highest	US 231	Wabash River to US 52	New Road Construction	2011
<i>Major Moves – Major Preservation</i>				
High	US 52	Wabash River to Beech St.	Pavement Replacement	2011
High	US 52	Beech St. to SR 25/38	Pavement Rehabilitation	2012
High	SR 26	1.12 to 4.71 miles east of I-65	Pavement Replacement	2015
<i>Other Significant Projects</i>				
Moderate	SR 25	CSX Railroad Bridge	Bridge Replacement	---

7. 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 18** and **19**. Projected revenue (**Table 20**) 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 18 shows the annual federal apportionment and the percent change. Increases in federal funding have occurred every year. While the increases in 2006 and 2007 are quite substantial, the increases in 2008 and 2009 are more typical and realistic. The 2010 apportionment shown is only a partial amount since the federal transit program has been authorized by only continuing resolutions.

Table 18 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 for the past three years. It is the only transit system in Indiana to exceed five categories in 2008 and 2009. CityBus received an additional \$752,084 (2008) and \$702,764 (2009). For 2010, CityBus met only three of the criteria and will be receiving an additional \$189,832. This amount, once again, only reflects a portion of the 2010 allocation.

Table 18. Federal Funds Available to CityBus

CY Year	Total Apportionment	Percent Change
2005	\$1,506,780	
2006	\$1,898,035	26.0%
2007	\$2,300,689	21.2%
2008	\$2,464,135	7.1%
2009	\$2,523,929	2.4%
2010	\$941,577	

With the exception of one year, 2009, funding from the State's Indiana Public Mass Transportation Funds (PMTF) has steadily increased (**Table 19**). The formula INDOT uses to distribute funds is solely based on performance measures. Since CityBus is successful at marketing itself and ridership continues at a high level, the amount of PMTF funds received continues to be substantial.

Funds received through fares, passes, tokens, and advertising (listed under operating revenues) have increased over the past five years. It did decrease only slightly in 2009. **Table 19** 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 20**). Operating costs are anticipated to remain constant for 2011 and increase the following three years. Projected revenues are anticipated to increase and will be more than sufficient to meet projected expenses. Comparing projected operating and capital costs to total projected revenue, **Table 20** clearly shows there will be adequate funds available. These projections include all local, state PMTF, and federal assistance.

CityBus foresees Section 5307 federal funding to decrease in 2011 due to the uncertainty of a new transportation act. It is anticipated there will be a small increase over the following three years after the passage of a new act (**Table 20**). Based on available information, the decrease is only anticipated the first year but the following increases are anticipated to be approximately four 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.

Table 20, CityBus Financial Capability

	2010	2011	2012	2013	2014
Projected Revenues					
Operating ¹	2,744,423	2,835,297	2,977,062	3,125,915	3,282,211
% Change		3.3%	5.0%	5.0%	5.0%
Local ²	2,610,936	2,768,989	2,852,059	2,937,621	3,025,749
% Change		6.0%	3.0%	3.0%	3.0%
State (PMTF)	3,693,300	3,712,680	3,842,623	3,977,115	4,116,314
% Change		0.5%	3.5%	3.5%	3.5%
Federal					
Sec 5307	2,716,709	2,567,834	2,670,547	2,777,369	2,888,464
%Change		-5.5%	4.0%	4.0%	4.0%
Sec 5309	2,950,000				
Sec 5316	458,750	424,293	100,000	100,000	100,000
State C.O.					
ARRA	2,413,099				
Carry over	626,000	100,000	100,000	220,000	220,000
Total	18,213,217	12,409,093	12,542,291	13,138,020	13,632,739
Projected Operating Costs					
	10,464,751	10,464,751	10,987,989	11,537,388	12,114,258
Projected Capital Costs					
	7,746,485	1,235,000	1,525,684	1,596,712	1,510,580
Projected Operating and Capital					
Total	18,211,236	11,699,751	12,513,673	13,134,100	13,624,838

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

Section 5307 Capital Expenditure, Justification & Summary for 2011

The 2011 capital project list was updated through Resolution T-11-1 on February 10, 2011. Specific details and justification for each item can be found in the staff report on pages 124 and 125.

- Replacement Tires - \$50,000
- Bus Overhaul - \$75,000
 - Rebuild up to five (2) bus engines - \$25,000
 - Rebuild up to three (4) bus transmissions - \$25,000
 - Rebuild up to twenty major bus components - \$25,000
- Maintenance Equipment- \$5,000
- Passenger Shelters - \$15,000
- Rehab Building Overhead Doors - \$25,000
- Computer Hardware & Software Upgrades - \$30,000
- Replace Office Furnishings and Carpeting - \$5,000
- Replacement Support Vehicle - \$32,000
- Replacement Windows/Cabinets of Child Care Building - \$23,000
- Architectural & Engineering for Reihle Plaza Parking - \$20,000
- Acquire Ticket Vending Equipment for Transfer Center - \$80,000
- Acquire Property/Architecture & Engineering & Demolition - \$615,000
- Adjacent Property Excavation & Fill - \$260,000

Table 21, 2011 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 (2)	20,000	5,000	25,000
Transmission Rebuilds	20,000	5,000	25,000
Bus Rebuild Components	20,000	5,000	25,000
Maintenance Equipment	4,000	1,000	5,000
Passenger Shelters	12,000	3,000	15,000
Rehab Overhead Doors & Controllers	20,000	5,000	25,000
Computer Hardware/Software	24,000	6,000	30,000
Replace Office Equipment & Carpet	4,000	1,000	5,000
Replace Support Vehicle	25,600	6,400	32,000
Rehab Childcare Center Windows	18,400	4,600	23,000
A&E for Riehle Plaza Parking	16,000	4,000	20,000
Acquire Ticket Vending Equipment	64,000	16,000	80,000
Acquire Property, A&E and Demo	492,000	123,000	615,000
Adjacent Property Excavation & Fill	<u>208,000</u>	<u>52,000</u>	<u>260,000</u>
TOTAL	988,000	247,000	1,235,000

Section 5307 Capital Expenditure, Justification & Summary for 2012

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 2009 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 2009 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 & SOFTWARE UPGARDES - \$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

Replace the 2003 Ford Windstar. 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 - \$1,277,684

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 #1001, and #1002 (1998 (Gilligs).

Table 22, 2012 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>1,022,147</u>	<u>255,537</u>	<u>1,277,684</u>
TOTAL	<u>1,220,547</u>	<u>305,137</u>	<u>1,525,684</u>

Section 5307 Capital Expenditure, Justification & Summary for 2013

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 2009 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 2009 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 & SOFTWARE UPGARDES - \$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

Replace 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 - \$1,277,684

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

Table 25, 2013 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>1,078,969</u>	<u>269,742</u>	<u>1,348,711</u>
TOTAL	<u>1,277,369</u>	<u>319,342</u>	<u>1,596,711</u>

Section 5307 Capital Expenditure, Justification & Summary for 2014

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.

BUS OVERHAUL - \$113,000

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

Based on 2009 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 2009 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 & SOFTWARE UPGARDES - \$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

Replace the 2005 Ford Freestar Van. The support vehicle to be replaced was purchased in 2003. Th5s vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement.

BUS REPLACEMENT - \$1,262,500

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 #1005 and #1006 (1998 Gillig).

Table 24, 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>1,010,064</u>	<u>252,516</u>	<u>1,262,580</u>
TOTAL	<u>1,208,464</u>	<u>302,116</u>	<u>1,510,580</u>

Section 5309 Capital Expenditure, Justification & Summary

2009 Bus Replacement - \$3,681,250

E2009-BUSP-358

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to six (6) 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 #709, 710, 711, 712, 713 and 714 (1994 New Flyers)

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
2009 – Bus Replacement	2,945,000	736,250	3,681,250

Riehle Plaza Transportation Improvements

E2010-BUSP-086

Section 5309 funds will be used to reconstruct and improve the boarding and deboarding area at Riehle Plaza. The funds will be used for the fees associated for an architectural/engineering firm to complete the design, acquire property and for construction. The current design contains numerous flaws creating difficulties for disabled persons to board, deboard and transfer.

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Riehle Plaza Improvements	450,000	112,500	562,500

Electric Hybrid Bus Initiative

E2010-BUSP-083

Section 5309 funds will be used to upgrade three new diesel buses to electric hybrids. This capital grant is part of a statewide grant that was secured by Senator Richard Lugar.

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Hybrid Bus Upgrades	480,000	120,000	600,000

2011 Bus Replacement

This project is shown for informational purposes only.

Due to 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 #370. It was manufactured by New Flyer in 1995.

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Bus Replacement	480,000	120,000	600,000

8. Area Improvements from FY 2010 TIP

Since adoption of the 2010-2014 TIP, both cities, the county and INDOT made progress on many projects throughout Tippecanoe County. They ranged from small intersection improvements to major road reconstruction. The following summary provides an overview of the projects and their status.

City of Lafayette

Concord Road:

Major changes were taking place in 2010. The project between Brady Lane and Veterans Memorial Parkway reached a major milestone: construction. On January 13, 2010, bids for the project were open. Five companies submitted proposals and INDOT awarded the contract to Milestone Contractors for \$2,683,958.12. This amount was substantially lower than the engineers estimate. The project is anticipated to take two years to construct.

The second project targets the portion of Concord Road north of Brady. It also includes constructing a new road from the intersection of US 52 and Maple Point Drive to Concord Road. A roundabout will be utilized at the junction of Concord and Maple Point. The project is currently in the later stage of design engineering. Right-of-way started late in the spring of 2010.

Veterans Memorial Parkway (CR 350S):

Motorists traveling through the stretch between 9th Street and Concord Road witnessed changes throughout 2009 and the first part of 2010. Rieth-Riley Construction transformed the road from two travel lanes to four. Sidewalks were constructed on both sides of the road from 9th to 18th Street. A trail was construction only on the south side of the road from 18th to Promenade. Several medians were installed throughout the project as well. A new traffic signal was installed at Regal Valley Drive. All four travel lanes were open on December 16th 2009. A ribbon cutting ceremony was held on May 28, 2010.

26th Street

After encountering several minor challenges, the project continues to move forward. This is a Safe Routes to School project and the proposed work involves constructing sidewalks along both side of the street from Cason to Union Street. At this time INDOT scheduled a project letting date of October 6, 2010.

Trail & Greenway Plan

The City of Lafayette will finally have a citywide plan for trails and paths. That plan will be developed by using our local federal STP funds. On October 13, 2009, the City selected Butler, Fairman & Seufert to develop the plan. INDOT issued the notice to proceed shortly thereafter. It is anticipated that the Plan will be completed by late 2010.

Advanced Traffic Management System

Nearly all of the traffic signals within Lafayette operate independently of each other. Thus, it is nearly impossible to develop free flowing traffic along any corridor. City officials determined one of the best uses of ARRA funds would be to create a system that would control all of the traffic signals from a central location. This would have multiple benefits and reduce congestion by synchronizing the signals during different times of the day.

Initially there were not enough ARRA funds to include all of the traffic signals so the project was split into several phases. The first phase involved installing all of the necessary hardware and equipment to 56 intersections. The project was let for construction on December 9, 2009 for a total cost of \$570,929. Because bid prices were lower than estimated, there were enough funds for a second project. Six additional traffic signals were let for construction on March 17, 2010. The low bid was Michiana Contracting for \$112,967.00 and the contract completion date is August 31, 2010.

Main Street

This is also an ARRA project and it involves milling and resurfacing the road. The project begins at 18th Street and ends at US 52. INDOT opened the bids on December 9, 2009 and both of the bids were over the engineers estimate. It was rebid again on February 11, 2010. Reith Riley was awarded the contract for \$1,235,216.00. Work is to be completed by July 31, 2010.

City of West Lafayette

Sycamore Lane:

Throughout the latter half of 2009, Milestone Contractors worked on the improvements to Sycamore Lane. Construction stopped in November of 2009 due to winter weather. Then in late March, work started again and the contractors overlaid a new coat of asphalt, painted all of the striping and installed the landscaping. The design incorporates traffic features, narrower travel lanes, modified on street parking, a bus pull off and sidewalks. The ribbon cutting ceremony was held on April 29, 2010.

Yeager Road:

This project continues to progress. It is now in the later stages of engineering and property acquisition has begun.

A public hearing was held on February 10, 2010. Citizens were shown renderings of what the road would look like after completion. A roundabout will be constructed at the intersection at Northwestern. Motorists will be able to choose between two lanes while traveling each direction. Pedestrians will be able to walk on a sidewalk along the east side of the road and a trail on the west side of the road will accommodate pedestrian and bicyclists.

All of the engineering documentation was turned into INDOT for review in March 2010 and the City received certification by the Federal Highway Administration to start land acquisition.

Wabash Heritage Trail Extension:

To many hikers, the Wabash Heritage Trail is a major and well know trail in Tippecanoe County. Currently it ends at the intersection of North River Road and Robinson Street in West Lafayette. This project will extend the trail north along North River Road into Happy Hollow Park. Shortly after entering the park it will turn westward, traverse up the hill and connect to Rose and Kingston Streets. It is on a July 7, 2010 bid letting.

Safe Routes to School

The City received these special funds for two projects. Each one addresses the safety of school children walking to and from school by different methods. The first is a construction project while the second is an educational program.

For the first grant, the City installed new school-zone flashers and pedestrian crossing light. These were placed at the two elementary schools. Eight new pedestrian-activated crosswalk lights flashers were installed. Universal access ramps were also installed at the Cumberland and Happy Hollow elementary schools. The project was accepted on October 13, 2009.

The City also received funds to develop a Safe Routes to School Master Plan. Two school-centered transportation safety committees will sponsor walking and biking outreach programs at both schools. The final report was completed on January 19, 2010 and was presented to the community that same day.

Salisbury Street:

Improvements to Salisbury Street span three phases. Phase 1 was completed in 2007 and focused on the section between Robinson Street and Riley Lane. Phase 2 spans the portion between Riley Lane and Rainbow. The final phase targets the section from Rainbow to Navajo.

The project design improves safety for vehicles, cyclists and pedestrians. The existing curbs, drives and sidewalks were removed and replaced. Planting median and utility strips were incorporated and several retaining walls were added.

Phase two was completed in October 2009 and the road was resurfaced the following month. The resurfacing portion of this project was paid for with ARRA or stimulus funds. A ribbon cutting ceremony was held on November 19, 2009. The engineering for the final phase has not yet begun.

Cumberland Avenue:

Progress continues on the two project phases.

Construction on phase one, from US 52 to Yeager, is underway with pond grading, pavement removal and utility relocations. Storm sewer construction will start soon with

under drains and subgrade treatment following. It is anticipated that construction at US 52 will be completed and back open to traffic in mid-June. Attention will then shift to the east end of the project. Fairfield Contractors is responsible for the road work, (contract signed on December 21, 2009 for \$2,263,416.08) while Roudebush Grading is handling the landscaping.

The survey work for Phase 2 is complete and design will start later this year.

Happy Hollow (SR 443):

Another project crossed the starting line in 2009, the reconstruction and improvements to Happy Hollow Road. While the road is still a state road and under the control of INDOT, it will become a city street after Relocated US 231 has been constructed. City Officials decided to jump starting this project rather than wait until the road is transferred to the city.

On December 28, 2009, United Consulting was awarded a contract to begin preliminary engineering. Field surveying is underway. A public meeting is anticipated in the near future to gather issues and ideas from the public.

Tippecanoe County

McCarty Lane:

The “Finding of No Significant Impact” or FONSI, which is the environmental approval, was issued by the Federal Highway Administration on January 25, 2010. In addition, the County continues to purchase property and anticipates this phase to be complete sometime during the early summer months of 2010. The County anticipates a bid letting during the fall of 2010.

Cumberland Extension:

The construction of this project follows on the heels of relocated US 231. Drainage for the new road is dependent on a new detention pond to be constructed as part of 231. Until that pond and related drainage work are completed, this project cannot proceed. It is currently anticipated that construction for this project will begin in 2011.

Tyler Road:

This project entails replacing some of the existing guardrail, resurfacing the road with special asphalt, widening the shoulders, and improving the culverts.

The County has purchased all of the property needed for the improvements and the project is on a September 2010 construction bid letting. Relocating all of the utilities is slated over the summer months.

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.

Nearly all of the property has been purchased and the county will bid the project later this year. The actual road work will start next summer (2011) due to the substantial number of utilities that need to be relocated.

Lilly Road Bridge:

The widening of the Lilly Road Bridge over the Norfolk Southern has finally reached the last stage: construction. INDOT placed the project on a May 12, 2010 bid letting. According to the bid notice, the contract is to be finished by September 30, 2011. The project was awarded to Milestone Contractors for \$2,072,000.

McCormick Road:

This project has been placed on hold. The county wants to see what impacts there will be to McCormick after US 231 and the Cumberland Extension are completed and open to traffic.

CR 900E Bridge

Typically the deck of a bridge is made of either steel or concrete. However, this bridge is very atypical. Travelers on CR 900E crossing the Sugar Creek may or may not notice that the bridge deck is made from composite material. This is a new innovative process and special federal funds were used.

Work to the bridge deck was completed and it open to traffic on April 2, 2010.

Klondike Road and Lindberg Road:

The county is looking to improve both of these roads. Klondike Road will be widened between Lindberg and US 52 and Lindberg will be widened between Klondike and McCormick. The County is purchasing property along both roads at this time.

Yeager Road:

This project is located north of the City of West Lafayette between Kalberer Road and CR 500N. The road is currently gravel and motorists must navigate four tight ninety degree curves. This project straightens the road. At this time the project is on hold. The County is waiting for the City to reconstruct their portion of the road south of the city limits.

Hog Point Bridge:

Major work can be seen when traveling near the Hog Point Bridge in the northeastern part of the County. On February 1, 2010, the County Commissioners accepted a bid from Jack Isom Construction to reconstruct the bridge deck and eastern approach. Work is anticipated to be completed by November 2010.

Lindberg Road Bridge over the Celery Bog:

The County has hired Structure Point to design a bridge to replace the failed road and road bed over the bog. The design is anticipated to be done in 2011.

Pavement Preservation Projects:

The County also received American Recovery and Reinvestment Act of 2009 funds for the following projects:

Eisenhower Road – This resurfacing project was awarded to Rieth Riley Construction on February 24, 2010 for \$319,192.83. The low bid was slightly higher than the engineer's estimate which was \$313,000. It was awarded since the bid did not exceed 15% of the estimated cost. The project completion date is June 30, 2010.

CR 350N – This resurfacing project was on the March 17th 2010 letting. While the two bids were above the engineer's estimate, the project was awarded since the bid amount was less than \$100,000. The project was awarded to Rieth Riley Construction for \$91,523 and is to be done by June 30, 2010.

Pretty Prairie Road and CR 350S – Both resurfacing projects were let on December 9, 2009 for \$521,248.97. Milestone Contractors submitted the lowest bid. Work is to be completed by June 30, 2010.

Stockwell Road – The project was awarded to Milestone Contractors for \$148,123.90 on December 9, 2009. This resurfacing project is to be completed by June 30, 2010.

Packaged into one contract, three additional county roads will be resurfaced. All three are located near the southwest corner of Lafayette. The first is Old US 231 from CR 510S to CR 430S. The second is CR 500S from the Union Township line to Old US 231. The last one is CR 100E from CR 510S to CR 430S. All three resurfacing projects were let to Rieth Riley Construction for \$570,627.02 on November 18, 2009. The contract calls for all three roads to be completed by May 29, 2010.

Town of Battle Ground

Construction is finally complete! Motorist and pedestrians can now enjoy the improvements that took place to Railroad Street. Railroad Street south and west of SR 225, or North Street, was reconstructed. Drainage was improved and the sidewalk was reconstructed.

Work was substantially completed on September 18, 2009 and INDOT accepted the project on October 23, 2009.

Purdue Perimeter Parkway

The Transportation Plan for the Purdue Area received \$5.6 million under SAFETEA-LU. These funds target improvements to the southern portion of the perimeter boulevard. Due to the extensive work required for both Harrison and Williams Streets, the project was separated into two segments. The first project focuses on improving Harrison Street from South Intramural to Grant, and the second focuses on Williams Street, and small portions of Grant, Chauncey and Harrison.

Work is well underway toward improving Harrison Street. It is scheduled for a November 2010 letting.

The next project focus is improving Williams Street and the block bounded by Grant, Williams, Chauncey and Harrison. Some preliminary work has been completed and the City is looking to start engineering.

State Projects

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

Hoosier Heartland:

Over the past year, travelers in the northeastern part of the county have been able to see and experience firsthand the new road taking shape. Tippecanoe county motorists have not witnessed such extensive roadwork since the construction of the Interstate. All of the projects north and west of Buck Creek have been let for construction. Furthermore, all of the bridges between the Interstate and Buck Creek are under construction.

No ribbon cutting ceremony was held when construction crews completed Segment 1-C, which was the first project to be let for construction. Walsh Construction built four bridges (two over the Norfolk Southern Railroad and two over CR 900W) and the portion of the new road just past each of the bridges. It will probably be a while before vehicles will be traveling on the new pavement. The new road is significantly higher than the surrounding landscape due to the necessary clearance needed between the railroad tracks and the new road.

Under an accelerated construction schedule, the next two projects let for construction targeted completion dates before the passing of 2009. The two projects were the CR 1000E and CR 625E bridges. Without any fanfare, the first project, CR 1000E bridge, was completed and open to traffic December 18, 2009. It is very easy to see where the new route will be while standing on top of the new bridge. The CR 625E Bridge was officially completed on June 11, 2010.

All of the remaining bridge projects are under construction and should be complete by the end of 2010. Two of the bridges go over the new Hoosier Heartland Highway and railroad such as CR 300N and CR 500E. The other bridges go over Sugar Creek, Non Name Creek, Bridge Creek, and CR 900N.

Major earth moving will occur this year for the construction of the new road. The second major road construction contract, CR 750W to just west of the Norfolk Southern railroad, was let for construction in May of 2009. Targeted completion date is October 31, 2011. Bids for the final phase of road construction, phase 1-A, were open on May 26, 2010. Crider & Crider was awarded the contract for \$26,695,930.17. The contract calls for the project to be done by August 15, 2012.

Two funding sources were tapped to fund all of these projects: Major Moves and ARRA, or stimulus funds. It should be noted that the project let for construction on May 2009 was the largest ARRA project INDOT let for construction in the State of Indiana. That

project included building eight bridges and the new road between Buck Creek and the Norfolk Southern railroad.

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

This is the last project subject to a three-way agreement between Tippecanoe County, the Norfolk Southern Railroad and INDOT. The scope of this particular project involves closing the railroad crossing at CR 575W and improving the intersection at SR 25 and CR 500W. The project was let for construction on March 25, 2009 for \$1,383,518.57. ARRA, or stimulus funds, were used for this project. Milestone handled the improvements and the contract completion date was October 31, 2009.

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

While the road project is finished, there was one small project remaining that has now been completed. The project involved landscaping along SR 26 and Goldersgreen Drive. INDOT let the contract in April 2009 and the targeted completion date is May 25, 2010. While all of the landscaping has been installed, the warranty period extends out to November 2010.

SR 26 at I-65:

Following the reconstruction and widening of SR 26 east of the Interstate, INDOT shifted its focus toward reconstructing and widening SR 26 from Park East to Frontage Road. Throughout 2009, construction crews pulled back the bridge abutments under the interstate and fully reconstructed and widened the westbound travel lanes. On November 23, 2009, motorists were shifted over to the newly constructed lanes and Milestone contractors started excavating the eastbound road surface and bed.

INDOT anticipates the remaining work to be finished by August 31, 2010.

SR 26 West at 300W and 500W:

December 9th, 2009 was a long waited day for motorists who normally travel this stretch of road in Tippecanoe County. Gradex removed the barricades and opened the road to through traffic. The barricades at CR 300W were first to come down and the road was open to through traffic on December 3rd, 2009. Six days later, the barricades were removed at CR 500W.

This project presented challenges to motorists due to the road closures at two locations and a time extension for the contractor. At CR 500W, the sight distance problem just west of the intersection was addressed. The intersection at CR 300W was improved.

SR 38 through the Town of Dayton:

Initially programmed in 1998, this project was finally let for construction on August 12, 2009. It was awarded to Calumet Civil Contractors for \$2,565,800. The contract completion date is August 27, 2010. The project includes new curbs, rain gutters, and pavement. Sidewalks will be replaced and also extended to Yost Drive.

Originally the State DOT intended to reconstruct the road through the entire town. Due to budgetary and drainage issues, the portion east of Conjunction Street will not be reconstructed.

SR 43 at I-65:

Motorist traveling through this interchange welcomed August 31, 2009. All of the major work related to the project was completed and the interchange was fully opened to traffic. INDOT accepted the project shortly thereafter on October 23, 2009.

The scope of this project was scaled back since its inception due to budgetary constraints. One of the original components involved reducing the congestion on the I-65 northbound ramps. That was eliminated. While a traffic signal was installed for the northbound on and off ramps, there will be no signal at the southbound ramps.

US 52 from the Wabash River to SR 25/38:

Within the next five years, the section of US 52 from the Wabash River to SR 25/38 will be entirely reconstructed. Since this is a large stretch of US route, the project has been divided into two: the first project is from the Wabash River to Beech Street and the other is from Beech Street to SR 25/38.

The first project between the river and Beech Drive is less challenging than the southern section. The road is a rural cross section, no additional property is needed, and there are very few driveways or access points. The project is on an October 10, 2010 letting.

The other project south of Beech Drive is more challenging and complex. Land uses along both sides of the road include numerous businesses with a substantial number of driveways. Other design issues include drainage, lengthening turning lanes, installing sidewalks, pedestrian and bicycle crossings, and median crossovers. Design has progressed to the point that the first public hearing was held on May 13, 2010.

US 52 Bridge at the Norfolk and Southern Railroad:

March 17th, 2010 was a very exciting day for this community. Dignitaries came out and officially kicked off the construction of two new road bridges over the Norfolk Southern. Shortly before the official ground breaking, US 52 was officially closed on March 10th.

The bridges were ready to be constructed but were placed on hold due to the lack of financial resources. With ARRA funds, INDOT was able to place the construction contract on a May 20, 2009 bid letting. The contract was awarded to Crider and Crider for \$5.4 million. The contract completion date is November 30, 2010.

US 231 Relocation:

While the heavy construction equipment has not yet appeared, progress continues forward and the project is advancing. Engineering for the portion north of SR 26 is nearly complete and the portion between the River and SR 26 is in the latter phases of the Stage II design. INDOT officials have made offers to all property owners and utility coordination is ongoing.

A public informational meeting was held on October 20, 2009. INDOT officials provided a brief overview and then offered more personal one on one discussion.

INDOT has scheduled the project for an October 2010 bid letting. At this time the entire project from the Wabash River to US 52 will be let under one contract.

I-65 throughout Tippecanoe County:

Motorist traveling along the interstate through Tippecanoe County can now feel a bit safer. Safety fences have been installed in the median over the entire length of county. This project was completed on December 14, 2009.

ARRA Projects:

The American Recovery and Reinvestment Act of 2009 pumped additional federal funds for road improvements within Tippecanoe County. The projects include:

SR 28 - Microsurfacing the road from just east of US 52 to just west of CR 800W in Clinton County. The project was let on February 27, 2009 for \$466,983.

SR 43 - Microsurfacing the road from 1.93 miles north of I-65 to just south of SR 18. The project was let on February 27, 2009 for \$446,866.

US 52 - Resurface the road from SR 352 to US 231 at Montmorenci. The project was let on February 27, 2009 for \$3.8 million.

US 52 - Resurfacing the road from US 231 at Montmorenci to Cumberland Avenue. The project was let on May 25, 2009 for \$3.8 million.

US 52 - Beautification project at SR 443. The project was let on March 25, 2009 for \$44,866.

Multi-Jurisdictional Project

US 52 West Corridor Study:

Even though it appears very little has been done, quite a bit of work behind the scenes has been taking place. Work has focused toward collecting all of the necessary background data including traffic counts, turning movement counts, vehicular travel speeds, traffic forecasts and future land use scenarios. Work has shifted from data collection and analysis to problem and solution identification. A stakeholder meeting was held on May 10, 2010.

9. ITS Projects for Fiscal Year 2011 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 25, ITS Summary

ITS Market Package Name	Projects
ASTM03: Surface Street Control 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	City of Lafayette <hr/> <u>numbers are those listed in Table 1 (Funded Local Projects):</u> 4. Beck Ln; Poland Hill to Old US 231, Road Reconstruction & Widening 5. Concord Rd. & Maple Point Ext. (Des # 0800256); US 52 to Brady Lane, Reconstruction, Widening & New, Road Construction 11. Old Romney Rd.; Twyckenham to SR 25, Road Reconstruction & Widening 17. South 9th St.; Twyckenham Blvd. to CR 350S, Road Reconstruction & Widening 14. Rome Drive; Shenandoah to Creasy Lane, Road Reconstruction 19. South 18th Street; CR 350S to CR 430S, Road Reconstruction & Widening 1. 36th Street; Union to SR 26, Road Reconstruction & Widening <hr/> City of West Lafayette (numbers are those listed in Table 1) <hr/> 30. Yeager Rd. (Des # 0600696); US 52 to Northwestern Ave., Added Travel Lanes <hr/> Purdue University Area (numbers are those listed in Table 1) <hr/> 51. Williams/Harrison St., Phase 1A, (Des # 0501163); Road Reconstruction & Widening 53. Grant, Chauncey, Vine & Northwestern—Phase 1B; Reconfigure one-way pair <hr/> CityBus <hr/> <u>Projects Numbers are those listed as in Table 1 (Funded Local Projects):</u> 44. Capital Assistance, Section 5307 44. Hybrid Bus Procurement & Riehle Plaza Transportation Improvements 46. New Freedom, Section 5317, Travel Training and Transfer Center

¹ National ITS Architecture Version 6.0

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-10-05
RESOLUTION TO ADOPT THE
FY 2011 - 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, it is required that a Transportation Improvement Program be developed and include all local and State transportation projects for which US Department of Transportation funds are being requested, and

WHEREAS, the FY 2011-2014 Transportation Improvement Program has been developed by staff and has been recommended for approval by the Technical Transportation and Administrative Committees, and

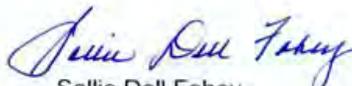
WHEREAS, the Board of Directors of the Greater Lafayette Public Transportation Corporation has endorsed the transit portion of the Four-Year Program of Projects on January 27, 2010, and

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 2011-2014 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 16th of June 2010.


Carl D. Griffin
President, APC


Sallie Dell Fahey
Secretary

**GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION
RESOLUTION #10-01**

**RESOLUTION ENDORSING TO THE SECTION 5307 PLANNING PROJECTS TO
BE INCLUDED IN THE FY 2010 UNIFIED PLANNING WORK PROGRAM.**

WHEREAS, A Unified Planning Work Program is a Federal requirement which is needed prior to receiving Federal Funds.

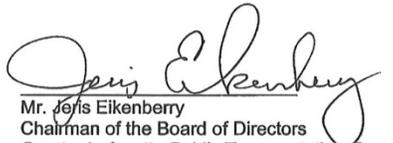
WHEREAS, the Unified Planning Work Program lists only those planning projects for which approval for Federal Funds will be granted.

WHEREAS, the Greater Lafayette Public Transportation Corporation has Planning Work Elements noted in the Unified Planning Work Program.

WHEREAS, the Greater Lafayette Public Transportation Corporation has Planning Projects that will be incorporated in the Unified Planning Work Program for Tippecanoe County.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Greater Lafayette Public Transportation Corporation does hereby concur in and endorse the transit portions of the Unified Planning Work Program listing the Planning Projects for FY-2010.

Adopted by the Board of Directors of Greater Lafayette Public Transportation Corporation this 27th day of January 2010.


Mr. Jeff Eikenberry
Chairman of the Board of Directors
Greater Lafayette Public Transportation Corp.


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

Record of Votes: Ayes 6 Nays 0 January 27, 2010

4/22/10

INDOT FUNDING REPORT FOR SAFETEA-LU STP-URBAN FUNDS

LAFAYETTE MPO (TCAPC)

Spending Authority

2004 STP	\$2,871,986.00
2005 STP	\$3,238,443.00
2006 STP	\$3,369,891.00
2007 STP	\$3,700,318.00
2008 STP	\$3,822,660.00
2009 STP	\$3,975,503.00
2010 STP	\$3,975,503.00
Total	\$24,954,304.00

FINAL	2004 STP
FINAL	2005 STP
FINAL	2006 STP
FINAL	2007 STP
FINAL	2008 STP
FINAL	2009 STP
FINAL	2010 STP

FED. PROJ. NO.	Project Description	DES NO.	PHASE	TIP Estimate	YEAR	SAFETEA-LU STP Obligations
9979(020)	*Tapawingo Extension from S. River to State	0200099	CN	\$2,056,000.00	2005	\$2,189,851.59
9979(018)	Kalherer Rd. from Laporte to Soldiers Home Rd.	0101173	CN	\$909,060.48	2004	\$909,060.48
L540(003)	*CR 500E realignment at SR 26	0200666	CN		2006	TEA-21
0600(401)	SR 26 from I-65 to E of CR 550 E, \$100,000 of TEA-21 from DES 0200666 applied to this project	0600401	CN	\$100,000.00	2009	TEA-21
9979(025)	*Cumberland Rd. Extension from 300W to Cumberland Ave.	0300593	PE	\$422,268.00	2005	\$406,668.00
9979(026)	Cumberland Ave.	0300595	RW	\$160,000.00	2010	\$67,360.00
			CN	\$3,052,000.00	2012	
9979(028)	Concord Rd. from Brady to CR 350 S	0500092	PE	\$214,772.00	2005	\$200,480.00
0600(696)	Yeager Rd. from US 52 to Northwestern	0600696	PE	\$400,000.00	2009	\$3,042,931.08
			RW	\$754,000.00	2009	\$261,240.00
			CN	\$1,700,000.00	2010	
0800(256)	Concord Rd. & Maple Point from US 52 to Brady	0800256	RW	\$1,715,000.00	2009	\$1,715,000.00
			CN	\$4,560,000.00	2010	
0200(770)	Railroad St. at SR 225, to supplement Group IV funds	0200770	CN	\$510,400.00	2008	\$468,289.13
0801(074)	US 52 West Study	0801074		\$200,000.00	2008	\$195,600.00
0801(072)	City-Wide Trail & Greenway Master Plan	0801072	PE	\$125,000.00	2010	\$95,600.00
	Cumberland Ave. from Sallsbury St. to Soldiers Home Rd.		PE	\$280,604.00	2010/2012	
	Happy Hollow Rd. from US 52 to N. River Rd.		PE	\$320,000.00	2010	\$320,000.00
			CN	\$4,198,636.00	2013	

	PE	2009	2010
Lindburg Rd thru Celery Bog & Golf Course	PE	\$200,000.00	
Soldiers Home Rd. from US 52 to Kalberer Rd.	PE	\$480,000.00	
0400(938) McCarty Ln. Extension from CR 550E to SR 26/CR 675E	CN	\$5,873,443.00	
Projected Funds Needed		\$32,117,591.48	
TEA-21 funds to be used		(\$856,721.18)	
SAFETEA-LU TIP Projections		\$31,260,870.30	
Current Total Obligations			\$9,872,080.28
Current SAFETEA-LU Obligation Balance			\$15,082,223.72

Doug Poad

From: McMahan, Shawn [SMCMAHAN@indot.IN.gov]
Sent: Wednesday, April 28, 2010 4:26 PM
To: Doug Poad
Subject: FW: Lafayette MPO

Doug:

[See Karen's response](#)

Karen
Wednesday, April 28, 2010 11:33 AM
Shawn
RE: Lafayette MPO

09 carried forward.

Karen

From: McMahan, Shawn
Sent: Wednesday, April 28, 2010 11:31 AM
To: Hicks, Karen
Subject: Lafayette MPO

Lafayette is wondering what numbers they should use for planning their TIP. I think at some point you or Gary gave them 2010-13 numbers to use but he said they were later told to use 09 numbers carried forward. Which one?

Shawn

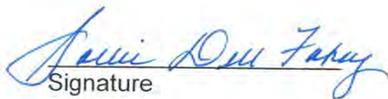
**METROPOLITAN TRANSPORTATION PLANNING PROCESS
2009 CERTIFICATION**

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

11.16.09
Date


Signature

STEPHEN C. SMITH
Name

MANAGER, LONG-RANGE PLANNING
Title

12/29/09
Date

Public / Private Participation Responses and Comments

February 17, 2010: Technical Transportation Committee

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

February 23, 2010: Citizens Participation Committee

General information about the TIP, the timing of the report, local and INDOT project information and priorities were presented. The following are the questions and comments made by citizens at the meeting:

- 1) You are only required to do three years?
- 2) Coming up, so this means they are funded strictly locally or funded by any combination.
- 3) Sidewalk deficiency improvements.
- 4) I was going to ask. What is Veterans Memorial Parkway? Is it 350S?
- 5) That's confusing.
- 6) On Veterans Memorial Parkway, is that a continuation of the four lanes, the widening from two to four?
- 7) Do you know if it's going to have sidewalks?
- 8) There is a couple of spots where the grade comes so close to the road.
- 9) Is Rainbow on the north side?
- 10) This would like be phase three. Rainbow is where phase two ended. It is one block south of Knox basically. Rainbow only goes to the west. There is actually a street that is just north and it goes to the east. This is actually the first street south that goes to Navajo to the west.
- 11) Are 33B, are those enhancement funds?
- 12) So what's going to happen with 231? I know they did the resurfacing this year.
- 13) It's going to go real close to that.
- 14) McCormick's on hold due to 231? That makes sense.
- 15) That makes sense with 231. The only comment about McCormick is that a lot of people jog on it that would have a wider shoulder or sidewalk or trail but with 231 and it having trails people would use that.
- 16) Both Lindberg and Klondike would be four lanes.
- 17) Isn't this the bats?
- 18) Did they have to wait till the mating season was over?
- 19) So he has to reprogram other money that was lost there?
- 20) So do these dates shown here match those is the draft document?
- 21) So are these the most recent dates?
- 22) North Street Battle Ground?
- 23) 13 and 14 are the same thing.
- 24) One has a 0 in the one column, the 560,000. It is split into two rows and it is unclear why.
- 25) Does this, I'm trying to think, South 9th Street is right-of-way
- 26) If it has a name is it pulled from 2014 or 2015?
- 27) It looks like a straight forward split between two lines.
- 28) You also have the amount requested of \$638,705, is that the right of way for phase 2? Preliminary engineering has to be first.
- 29) Those two things are reversed.
- 30) These are taken from that?
- 31) This year?
- 32) I have a question on 231. When you said an October letting, is that for construction?
- 33) Is that in here?
- 34) Part of it is on the second page, pavement replacement, concrete, US 52 from Wabash River to 2.12 miles east of the Wabash River at Beech Drive.
- 35) The other one is the second to last one on the other page.
- 36) Aside from the sidewalks, it says pavement replacement. That sounds like they are focused on reconstructing the travel lanes.
- 37) Are they going to do the whole thing as a reconstruction?
- 38) Including the new ones that they just put in five years ago.

April 27, 2010: Citizens Participation Committee

No comments were provided during the Feedback and Discussion from Group Representatives portion of the meeting.

Staff informed committee members that there were challenges in developing the draft document this year. Many of them involved funding issues and the state project list. Staff suggested presenting the draft document at a special May meeting. Committee members agreed with the suggestion. The following are the questions and comments made by citizens at the meeting:

- 1) Is there a reason why it cannot be deferred to the next meeting?
- 2) That would not be a bad idea.

May 19, 2010: Technical Transportation Committee

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

May 25, 2010: Administrative Committee

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

May 25, 2010: Citizens Participation Committee

The draft TIP was presented to the Committee. The following are the questions and comments made by citizens at the meeting:

- 1) One thing I will say is that the font and type size are easy to read. It almost jumps off the page at you. You don't need a magnifying glass.
- 2) Are there any projects that really do?
- 3) A quick question. On page seven at the bottom, USR 52. I'm assuming that the "R" stands for route. You probably don't need the "R"
- 4) On page 21, on South 9th Street. What does the PE, RW and CN stand for?
- 5) There is no date for construction.
- 6) And again, the anticipated year is just a number that the engineer gave you or is it something left over that there is no money left over and could happen if money becomes available.
- 7) Where is that table at?
- 8) Now what does financially constrained mean?
- 9) If we had local money to exceed that, can we spend the local money to exceed that?
- 10) I'm probably ahead of you a little bit, looking at tables 12, 13 and 14.
- 11) Two questions for you. Why is the City of West Lafayette's so much their balance and looks like their receipts well I guess their other funds is what is so high is so much higher than Lafayette's.
- 12) Is 2009 just not yet ready I take it since it's a calendar year and not a fiscal year?
- 13) Those are call shovel ready.
- 14) It's easy for people to get what you got for me yesterday.
- 15) It looks good. Without reading through it and making comments on individuals. The format is excellent. It's about the best think I have seen in awhile.
- 16) I can call if I have any comments.
- 17) A couple of questions. On page 22 there is a dot in the middle. It looks like it is at Greenbush and something. It's not one through nine.
- 18) It looks like on number one on Indiana, that the phase got cut off on the Hoosier Heart on page 23.
- 19) I noticed that they moved a lot of the I-65 stuff, the widening of the bridges over to the unfunded which they are probably not anticipating as early as they have thought.
- 20) That's it or what I see so far.
- 21) Another one on page 28. Right at the county line on 26 there is a little segment there.
- 22) Just out of curiosity, did they remove from the INDOT projects the segment of the Purdue loop?. Wasn't there a segment of Harrison Street that wasn't going to be – you were going to use a section of 231 instead of, thinking about.

May 25, 2010: Citizens Participation Committee Continued

23) By the way, there is a mention of South Intramural on page 25 or 27. I'm assuming that it's Martin Jischke now. Is that just the description of the project?

24) It looks good.

June 16, 2010: Area Plan Commission

The draft document was presented. No comments or question 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

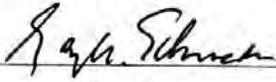
The following procedures will be followed by the Area Plan Commission of Tippecanoe County (APC) in its capacity as Metropolitan Planning Organization (MPO), the INDOT Crawfordsville District Construction Engineers, the Local Government Engineers (LPA Engineer), and Project Construction Engineers regarding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

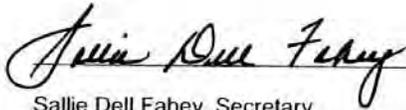
April 11, 2006

- 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

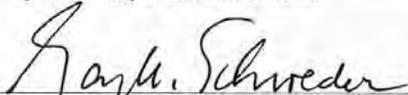
- The request is an INDOT project or a local project using dedicated Federal funds such as "earmarks", HES or TE. In these cases, the locally controlled STP allocation will not be used for the request.

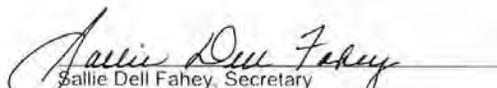
AND FOR EITHER SITUATION LISTED ABOVE,

- 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
Hammon Drive (Dead end to Kossuth)	New Road Construction		City Assessment
Concord Rd. & Maple Point (US 52 to Brady Lane)	Road Reconstruction & Widening & New CN	0800256	TP, FY '10 TIP
North 26th (Union to Cason)	Sidewalks & Ramps	0800010	SRTS Application
Old Romney Road (Twyckenham to SR 25)	Road Reconstruction & Widening	---	TP, FY '10 TIP
South 9th (Twyckenham to CR 350S)	Road Reconstruction & Widening	---	TP, TFP-15, FY '10 TIP
Rome Drive (Shenandoah to Creasy)	Road Reconstruction	---	City Assessment, FY '10 TIP
South 9th (CR 350S to CR 430S)	Road Reconstruction & Widening	---	TP, TFP-14
South 18th Street (CR 350S to CR 430S)	Road Reconstruction & Widening	---	TP, TFP-14, FY '10 TIP
36th Street (Union to SR 26)	Road Reconstruction & Widening	---	City Assessment, FY '10 TIP
SR 38 Sidewalk Kingsway to Creasy	New Sidewalk	0902211	City Assessment, FY'10 TIP
Veterans Memorial Pkwy Concord Rd to US 52	Road Widening	---	TP, TFP-14
Earl Avenue State St to Union St	Mill and Resurface	---	City Assessment
Creasy Lane Eisenhower to US 52	Mill and Repave	---	City Assessment
ADA Compliance Plan Citywide	New Plan	---	City Assessment
Quiet Railroad Crossings Norfolk Southern RR Xing	RR Corridor Improvement	---	City Assessment
SR 26 At S. 4 th Street	Intersection Improvements	---	2008 Crash Report & Safety Audit
Munger Trail Crossing At Shenandoah	Safety Improvements	---	City Assessment
71 Traffic Signals City Wide	Install Backing Plates	---	City Assessment
Regulatory Sign Replace City Wide	Speed Limit Signs	---	City Assessment
Happy Hollow (US 52 to North River R.)	Reconstruction	0900002	TP, TFP-15, FY '10 TIP

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
Yeager (US 52 to Northwestern)	Added Travel Lanes	0600696	TP, TFP-15, FY '10 TIP
Wabash Heritage Trail Trolley Line to existing trail	New Trail Construction	0710997	West Laf. Strategic Plan
Wabash Heritage Trail (Happy Hollow to Rose St)	New Trail Construction	0810347	West Laf. Strategic Plan
Cattail Trail Extension Northwestern to Neil Arm.	New Trail Construction	0902212	West Laf. Strategic Plan
Soldiers Home Rd, Ph 1 (US 52 to Kalberer Rd)	Road Reconstruction & Urbanization	---	TP, TFP-15, FT '10 TIP
Soldiers Home Rd, Ph 2 (Kalberer Rd to City Limits)	Road Reconstruction & Urbanization	---	TP, TFP-15
Salisbury Street Rainbow to US 52	Int Imp . & Added Lanes	---	City Assessment
Cumberland Ave, Ph 2 Yeager to Salsibury	Road Reconstruction	---	City Assessment
Cumberland Ave, Ph 3 Salisbury to Soldiers Hm	Road Reconstruction	---	City Assessment
Yeager Road, Ph 2 Kalberer to City Limits	Road Reconstruction & Widening	---	City Assessment
Cumberland Road Ext. (Klondike to Existing Road)	New Road Construction	0300595	TP, FY '10 TIP
Klondike Rd CR 20N to US 52	Road Reconstruction & Widening	---	TP, TFP-14
County Bridge Inspection Various Bridges in County	Inspection Program	---	Annual Inspection
Lilly Road Bridge (#U0209)	Replace Bridge and Approaches	0100365	County Bridge Program
Lindberg Road (Klondike to McCormick)	Road Reconstruction & Widening	---	TP, TFP-15, FY '10 TIP
McCarty Lane Extension (CR 550E to SR 26)	New Road Construction	0400938	TP, TFP-14, FY '10 TIP
Warning Sign Replacement County Wide	Replace Warning Signs	---	County Assessment
South River Road (CR 300W to US 231)	Widening & Surfacing	---	TP, TFP-15, FY '10 TIP
Tyler Road (N. Co. Line to CR 900N)	Safety Improvements	0400311	HES Study, FY '10 TIP
Yeager Road (North of Kalberer Rd.)	Road Realignment	---	TP, FY '10 TIP
Bridge Replacement (Various Locations)	Replacement	---	County Bridge Program
CityBus	Operating Assistance & Capital Assistance	---	TDP, SP, CHSTP
JARC	Operating Assistance	---	CHSTP
NEW Freedom	Operating Assistance	---	CHSTP
Tigger Windmill Grant On Canal Street property	Install Windmills	---	Grant Application

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
North Street CSX RR to Burnett's Creek	Road Reconstruction	---	Town Assessment
Railroad Street Prophet to North St.	Street Lighting	---	Town Assessment
Purdue University Airport	None	---	
Williams/Harrison St. (Phase 1A)	Road Reconstruction & Widening	0501163	TP, FY '10 TIP
Grant ,Chauncey, Vine (Phase 1B)	Reconfigure One Way St	---	TP, FY '10 TIP
Replacement Vans Wabash Center	New Vans	---	Application
Replacement Vans TCCA	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 SP – CityBus Strategic Plan			

INDOT Projects

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
SR 25 Hoosier Heartland Corridor	New Road Construction	9802920	MM, DOTLRP-1, LRP, FY '10 TIP, INSTIP
SR 25 3.77 miles north of SR 225	Small Structure Replacement	0200004	FY '10 TIP, INSTIP
SR 25 US 52 W Jct. to I-65 S. Jct.	PCCP Patching	0710377	District Review
SR 25 0.4 to 31.0 mi N of US 231	HMA Overlay	0800132	District Review
SR 25 4.82 miles south of US 421	Small Structure Replacement	0800909	District Review, FY '10 TIP, INSTIP
SR 25 District Pavement Project	District Pavement Project	0810232	District Review
SR 25 I-65 to County Line	Relinquishments	0810253	District Review
SR 25 Prophetstown State Park	Environmental Mitigation	0901664	HH Project Review
SR 25 Slaven's Parcel	Environmental Mitigation	0901665	HH Project Review
SR 26 1.12 to 4.71 Mi east of I-65	Pavement Replacement	0012950	MM, LRP, FY '08 TIP, INSTIP
SR 26 SR 526 to east of US 231	HMA Overlay	0710389	Relinquishment Agreement
SR 26 6.2 miles west of SR 526	Small Structure Replacement	0800352	District Review
SR 43 North of 231 to south of I-65	HMA Overlay	0900183	Relinquishment Agreement
US 52 Beech St to SR 25/38	Road Rehabilitation	9802510	MM, FY '10 TIP, INSTIP
US 52 Wabash R. to 3.03 Mi East	Pavement Rehabilitation	0100699	MM, FY '10 TIP, INSTIP
US 52 Over CSX RR & N. 9th	EB Bridge Replacement	0201210	District Review, FY '10 TIP
US 52 Over CSX RR & N. 9 th	WB Bridge Replacement	0201211	District Review, FY '10 TIP
US 52 EB Wabash River Bridge	Bridge Replacement	0400774	District Review, FY '10 TIP
US 52 EB bridge over NS RR	Bridge Deck Overlay	0800317	District Review, FY '10 TIP
US 52 WB bridge over NS RR	Bridge Deck Overlay	0800318	District Review
US 52 EB Wabash River Bridge	Bridge Maintenance	0800515	District Review, FY '10 TIP
US 52 Wabash River to Beech St	Traffic Signals	0810451	District Review
US 52 Eleven signals	Traffic Signals	0810454	Project Review

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
US 52 WB Wabash River Bridge	Bridge Maintenance	0900023	District Review, FY '10 TIP
SR 126 SR 526 to US 231	HMA Overlay	0710363	Relinquishment Agreement
SR 225 SR 25 to SR 43	HMA Overlay	0900171	Relinquishment Agreement
US 231 Wabash R to US 52	New Road Construction	9700830	MM, DOTLRP-31, LRP, FY '08 TIP, INSTIP, PU Plan
US 231 Bridges over Wabash R.	Bridge Maintenance	0400064	District Review, FY '10 TIP
US 231 North of I-74 to SR 28	Ultra Thin Bonded Wearing	0900098	District Review, FY '10 TIP
US 231 NB bridge over Wabash R	Bridge Rehabilitation	0901222	District Review, FY '10 TIP
US 231 SB bridge over Wabash R	Bridge Rehabilitation	0901223	District Review, FY '10 TIP
US 231 S. River Road to US 52	District Pavement Project	0901953	District Review
SR 443 SR 43 to US 52	Relinquishment/Transfer	0710378	Relinquishment Agreement
SR 526 PU Airport to SR 126	HMA Overlay	0901493	Relinquishment Agreement
I-65 NBL over SR 26	District Bridge Rehab Project	0800916	Central Office Review
I-65 SBL over SR 26	District Bridge Rehab Project	0800917	Central Office Review
Purdue Campus Various Locations	Road Maintenance	0900172	Annual Contract
Various Locations In Tippecanoe Co.	Replace Pavement Markings	0800236	District Review, FY '10 TIP
Various Locations Throughout District	Debris Removal	0800239	District Review, FY '10 TIP
Traffic Signals SR 26 & Main/16 th SR 25 & Old US 231	Signal Upgrade	0801076	District Review, FY '10 TIP
Wabash Heritage Trail In Prophetstown Park	Trail Construction	0810383	State Park Master Plan, FY '10 TIP
NS Railroad Xing At CR 1000E	Railroad Protection	1005360	Central Office Review
Various Location Throughout District	Evasive Species Removal	1005676	ARRA Funds

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

February 2, 2010

Funding Transportation Projects Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2011 – 2015 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, request comments and invite 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 and will be available in mid-February.

Since the Lafayette, West Lafayette, and Tippecanoe County area 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 17, 2009, at 2:00 p.m. in the West Lafayette City Hall, lower level conference room.

After projects are prioritized, staff will develop 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: 10 – 030

May 21, 2010

Funding Transportation Projects Public Notice

The Staff of the Area Plan Commission (APC) is developing the Fiscal Year 2011 - 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 is available for review and comment. The document includes lists of local and state road projects, transit projects, and the community's priorities. It also identifies which transportation projects will receive our local federal transportation funds.

On Wednesday June 16th, 2010, 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 2011 - 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: 2010 – 153

Prescribed by State Board

General Form No. 99P (Revised 2009A)

Tippecanoe County Area Plan
(Governmental Unit)
Tippecanoe County, Indiana

lic. If there are any comments that propose significant changes to the TIP, an additional public hearing will be held.

A list of City, County and INDOT projects and other pertinent documentation can be viewed in the offices of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette, Indiana, during normal office hours or on the APC website at www.tippecanoe.in.gov/apc
AREA PLAN COMMISSION OF TIPPECANOE COUNTY, INDIANA
BY Sallie Dell Fahet /s/ EXECUTIVE DIRECTOR
Date Approved 1/26/10

LEADER

2015 TIP-Legal #10-140

401 Main Street, Suite 2F
Lafayette, IN 47901

10-140 2/4/10
NOTICE THAT THE FISCAL YEAR 2011 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM IS BEING DEVELOPED AND NOTICE OF PUBLIC MEETING TO REVIEW and PRIORITIZE

CITY AND COUNTY PROJECTS SEEKING URBAN FEDERAL FUNDS FOR THE

AREA PLAN COMMISSION OF TIPPECANOE COUNTY

Notice is hereby given that the Area Plan Commission of Tippecanoe County (APC) is developing the FY 2011 - 2015 Transportation Improvement Program (TIP). This public notice is intended to inform citizens that a TIP is being developed, request comments and invite questions concerning its development.

The TIP lists local and State transportation projects proposed for Tippecanoe County over the next five years. This includes projects sponsored by the Cities of Lafayette and West Lafayette, Tippecanoe County, CityBus, the Purdue University Airport and the Indiana Department of Transportation (INDOT). At this time APC staff is compiling those lists.

Since the greater Lafayette area receives a limited amount of federal transportation funds, projects using federal funds must be prioritized. It is the responsibility of the Technical Transportation Committee of the APC to do this. The Technical Transportation Committee will review, discuss, and prioritize those City and County projects seeking urban federal funds at its February 17, 2010 meeting, at 2:00 p.m. in the West Lafayette City Hall.

After projects are prioritized, Staff will develop a draft TIP. It will then be reviewed by the Technical Transportation, Citizen Participation, and Administrative Committees before review and adoption by the Area Plan Commission. Another notice will be published providing the time, date, and location of the Area Plan Commission meeting. All meetings are open to the pub-

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s and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just claimed is legally due, after allowing all just credits, and that no part of the same has

ted matter attached hereto is a true copy, of the same column width and type size, said paper 1 time(s). The dates of publication being as follows:

2/04/2010

it checked below is true and correct:
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has a Website and this public notice was posted on the same day as it was published
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_____, 2010.
as a Website but refuses to post the public notice.

DISSEMINATION HERE

Date: 2/08/10

James R. Jewell
James R. Jewell, Jr.
Title: Office Manager

RECEIVED

JUN 07 2010

THE AREA PLAN COMMISSION OF TIPPECANOE COUNTY General Form No. 99P (Revised 2009A)

Prescribed by State Board of Accounts

The Lafayette LEADER

Tippecanoe County Area Plan Commission-Notice of Public Meeting-FY 2011-2014 TIP Adoption-Legal #10-319 (Governmental Unit) Tippecanoe County, Indiana 401 Main Street, Suite 2F Lafayette, IN 47901

PUBLISHER'S CLAIM

LINE COUNT

10-319 6/3/10 NOTICE of PUBLIC MEETING to ADOPT the FY 2011 - 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 2011 - 2014 Transportation Improvement Program (TIP) on June 16, 2010, at 7:00 p.m. in the County Office Building, 20 North 3rd Street, Lafayette, Indiana. A draft TIP containing the program of projects (both local and state), priority lists, 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. See Requests for Public Input box and send comments to: apc@tippecanoe.in.gov. 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 may be necessary. AREA PLAN COMMISSION OF TIPPECANOE COUNTY, INDIANA BY Sallie Dell Fahey /s/ EXECUTIVE DIRECTOR Date Approved: 5/25/10

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printed matter attached hereto is a true copy, of the same column width and type size, n said paper 1 time(s). The dates of publication being as follows:
6/03/2010
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er has a Website and this public notice was posted on the same day as it was published wspaper.
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er has a Website but refuses to post the public notice.
ADVERTISEMENT HERE
Date: 6/04/10
James R. Jewell, Jr.
Title: Office Manager

RECEIVED JUN 07 2010

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, 2010
Ref. No. 2010 - 033

Bud Spurlock, President
Spurlock Enterprise Inc
601 Farabee Dr South
Lafayette, IN 47905

Dear Mr. Spurlock:

The staff of the Area Plan Commission of Tippecanoe County is developing the FY 2011-2015 Transportation Improvement Program (TIP) for Tippecanoe County. By this letter, we invite 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 the lists of projects proposed by the various governments.

Since our area receives 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 17, 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 public 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. When complete, the draft TIP will then be reviewed by the Technical Transportation, Citizen 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

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

THE

Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

May 24, 2010
Ref. No. 10 - 154

Phyllis Hunt
Centennial Neighborhood
602 N 5th Street
Lafayette, IN 47904

Dear Ms. Hunt:

The Fiscal Year 2011 - 2014 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and the Tippecanoe County area is nearing completion and we would like to provide you this brief status report.

All local government agencies, as well as the Indiana Department of Transportation, have submitted their lists of transportation projects. The Technical Transportation Committee then reviewed the requests for our local federal transportation funds and decided which projects to fund. The draft document has been completed and is available for your 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 for adoption by the Area Plan Commission at 7:00 p.m. on June 16th, 2010 in the Tippecanoe Room in the County Office Building, 20 North 3rd Street, Lafayette, Indiana. The meeting is 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, February 23,**
2010
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 September 22, 2009 Meeting
- II. Feedback and Discussion from Group Representatives:
 - Intelligent Transportation System Architecture V1.2*
 - 2008 Crash Report*
 - Hot Spot List*
 - Annual List of Projects*
- III. PROGRAM:
 - 2011-2015 Transportation Improvement Program
 - Status of ARRA (Stimulus) Projects
 - Potential Federal Jobs Bill Programs
 - Annual Update - Coordinated Human Service Transit Plan
- IV. QUESTIONS, COMMENTS, AND SUGGESTIONS
- V. 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 27, 2010**
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 February 23, 2010 Meeting
- II. Feedback and Discussion from Group Representatives:
 - 2011-2015 Transportation Improvement Program
 - Status of ARRA (Stimulus) Projects
 - Potential Federal Jobs Bill Programs
 - Annual Update - Coordinated Human Service Transit Plan
- III. PROGRAM:
 - FY 2011-2014 Transportation Improvement Program
 - Yeager Road Reconstruction Plans
 - Cumberland Ave. Extension Construction Plans
- IV. QUESTIONS, COMMENTS, AND SUGGESTIONS
- V. 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, May 25, 2010**
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 April 27, 2010 Meeting
- II. Feedback and Discussion from Group Representatives:
 - *2011-2014 Transportation Improvement Program*
 - *Yeager Road Construction Plans*
 - *Cumberland Avenue Construction Plans*
- III. PROGRAM:
 - *2011-2014 Transportation Improvement Program (Available on the APC web site)*
- IV. QUESTIONS, COMMENTS, AND SUGGESTIONS
- V. ADJOURNMENT

Stakeholder Mailing List

Name	Organization
AARON PUESCHEL	ABF FREIGHT SYSTEMS
ADRIAN MCVAY	CLASSIC LIMO & CHAUFFEUR
ALLEN BORCK	TIP EMERGENCY AMBULANCE
ANDREW HIRSCH	WABASH RIVER CYCLE CLUB
ANGELA BLANCHETTE	BLANCHETTE TRANSPORT INC
ANN GINDA	ST MARYS NEIGHBORHOOD
BILL NESBITT	TRANSPORT SERVICE CO.
BILL PATE	PATE TRUCKING
BOB CARPENTER	ELLSWORTH ROMIG
BOB CURRY	FOODLINER QUEST
BOB FOX	FOX HAULING CONVEYING
BRAD PAPE	WABASH RIVER RUNNERS CLUB
BRET DUNLAP	NORFOLK SOUTHERN
BRUCE RUSH	FED EX FREIGHT
BUD SPURLOCK	SPURLOCK BUD ENT INC
CARMELITA HALL	KB&S RAILROAD
CATHERINE MORAN	TCCA
CHUCK SHELBY	C&B SHELBY TRUCKING
CONNIE SORENSEN	EAGLE HAULING CONVEYING
DIXIE HARPER	RESERVATION
DONNIE ALLEN	AMT TRUCKING
DOUG WILLIAMS	VENTURE LOGISTICS
ELIZABETH ERBRYCK	EMV TRUCKING
GARNETT POWELL	MCLEOD EXPRESS
GARY NOWLING	HIGHLAND PARK NBHD
GENE WILKERSON	STARS BARS TRANSIT
GENEVA WARNER	VINTON NEIGHBORHOOD
JACK PEETZ	SHAFFER TRUCKING
JACKIE MIZE	LINCOLN NEIGHBORHOOD
JAMIE SMITH	AMERI CARE AMBULANCE
JAN PAYNE	NEIGHBORHOOD ACTION COM
JEFF FLORIAN	LAFAYETTE LIMO
JIM CALLOWAY	IMPERIAL TRAVEL SERVICE
JIM SCHUSTER	SHAFFER TRUCKING
JIM WATSON	WABASH VALLEY TRANS
JOHN FLACK	FOUR STAR TAXI
JOHN WELCH	CSX
JON PADDACK	PADDACK BROS INC
JONATHAN WILKINS	OAKLAND TRIANGLE
JOYCE PEDIGO	LAFAYETTE CARTAGE LLC
KATHERINE TORO-MASSO	LATINO COALITION OF TIP CO
KATHLEEN CLARK	ST LAWRENCE-MCALLISTER
KATHY PECK	STAR AMBULANCE
KIM DAVIS	COLUMBIAN PARK

Stakeholder Mailing List Continued

<u>Name</u>	<u>Organization</u>
KIRK FREEMAN	HEDGEWOOD NBHD
KYLE GINGERICH	PERRIN NEIGHBORHOOD
LARRY CLUGH	CLUGH TRUCKING INC
LARRY EARNHART	CARRY TRANSIT
LARRY KELLER	TWIN CITY HAULING
LAURA BARTROM	ST LAWRENCE-MCALLISTER
LINDA SHAW	WABASH AVENUE
MARIFRAN MATTSON	HISTORIC NINTH STREET HILL
MARK MILLER	MILLER TRUCKING
MARK SMITH	AMERICAN ENTERPRISE
MATILDA STOKES	NAACP BRANCH 3056
MICHAEL BITTINGER	VALLEY CENTER
MIKE FLEMING	KEENEY AMBULANCE
MIKE SHIPMAN	CATERPILLAR LOGISTICS
MINDY JESTER	INTERNATIONAL CENTER
NICOLE BAKER	HI TECH TRUCKING
PAT WILKERSON	HISTORIC JEFFERSON
PAUL DAVIS	EXPRESS AIR COACH INC
PAUL HENSLE	MONON NEIGHBORHOOD
PHYLLIS HUNT	CENTENNIAL NEIGHBORHOOD
RANDY SCHOEN	ST MARYS NEIGHBORHOOD
RENEE THOMAS	BLACK CULTURAL CENTER
RICHARD GRAVES	CITY CAB
RITCH WINSTEAD	WINSTEAD ENTERPRISE
ROSEMARIE EVERS	HISTORIC JEFFERSON
SANDY CORNELL	BRADY LANE/PIPERS GLENN
SHARRON WOOD	AREA IV COUNCIL ON AGING
SHERRY BENJAMIN	GREYHOUND
SUE THOMAS	PERRIN NEIGHBORHOOD
TAMMY KENNEDY	LIQUID TRANSPOR CORP
THOMAS R SCHILLI	SCHILLI TRANS SERVICES INC
TODD BLACKER	BLACKER TODD TRUCKING
WICK DIXON	VINTON NEIGHBORHOOD

**TIP Amendment # 1
August 9, 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

August 9, 2010
Ref. No.: 2010-257

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 2011-2014 TIP per request of INDOT's Central Office. This amendment programs a patch and rehabilitation project on I-65 from 5.82 miles south of SR 28 to 3.69 miles south of SR 24. The project designation number is 1005500. The total cost of the project is \$2,000,000 and the federal share is \$1,800,000.

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

**TIP Amendment # 2
September 1, 2010**

Requested by CityBus

Resolution T-10-09

RESOLUTION TO AMEND THE
FY 2011 - 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 Executive Committee has been authorized by the Area Plan Commission of Tippecanoe County to act on this Transportation Improvement Program request, and

WHEREAS, the Greater Lafayette Public Transportation Corporation, CityBus, has requested a change to the FY 2011 – 2014 Transportation Improvement Program as follows:

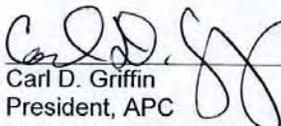
<u>Project</u>	<u>Federal Funding</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Hybrid Bus Upgrade	Section 5309 Funds	\$480,000	\$120,000	\$600,000

WHEREAS, the Technical Transportation Committee reviewed the request at its July 15, 2010 meeting and recommended its inclusion in the FY 2011-2014 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the request at its August 20, 2010 meeting and recommended its inclusion in the FY 2011-2014 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Executive Committee of the Area Plan Commission of Tippecanoe County, acting in its capacity as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2011-2014 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 1st of September 2011.


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

September 3, 2010
Ref. No.: 2010-296

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

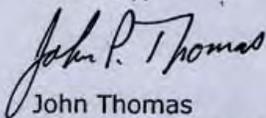
Dear Ms. Schwering:

On September 1, 2010, the Executive Committee of the Area Plan Commission of Tippecanoe County amended the FY 2011-2014 Transportation Improvement Program (TIP) by Resolution T-10-09. The amendment was requested by CityBus to program 5309 funds from a Statewide Hybrid Upgrade Grant.

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,



John Thomas
Assistant Director of Transportation

cc Jeanette Wilson, Local Enhancement Coordinator
Reggie Arkell, FTA
Larry Buckel, INDOT

**Resolution T-10-09
FY 2011 - 2014 TIP Amendment
CityBus**

**Staff Report
August 26, 2010**

BACKGROUND AND REQUEST:

CityBus requests an amendment to add a Section 5309 Capital Grant. The grant allows CityBus to upgrade three new diesel buses to electric hybrids which were approved for purchase by the Board of Directors on April 29, 2010. The grant is for \$480,000 in federal funds.

This capital grant is part of a statewide grant that was secured by Senator Richard Lugar. The State of Indiana received \$2.4 million for the Electric Hybrid Bus Initiative. These funds were awarded to only three transit systems in the state and the specific grant number is: E2010-BUSP-083.

The Board of Directors endorsed the amendment on June 23rd, 2010.

The Technical Transportation Committee reviewed the amendment at its July 15, 2010 meeting and recommended adoption to the Area Plan Commission.

The Administrative Committee reviewed the amendment at its August 20, 2010 meeting and recommended adoption to the Area Plan Commission.

STAFF RECOMMENDATION:

Approval of this amendment to the FY 2011-2014 Transportation Improvement Program by adoption of the attached Resolution T-10-09.

**TIP Amendment # 3
November 3, 2010**

Requested by Tippecanoe County

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 3, 2010
Ref. No.: 2010-349

Randy Walter, Transportation Planner
INDOT, Room N955
100 North Senate Avenue
Indianapolis, IN 46204-2249

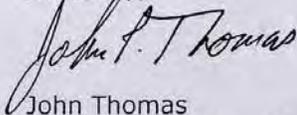
Dear Randy:

By this letter, I am administratively amending the FY 2011-2014 TIP per request of Tippecanoe County. This amendment adds an additional \$15,960 to the county's bridge inspection project. The total cost is now \$295,820 with a federal share of \$236,656 in bridge inspection funds. The local share increases to \$59,164.

The request meets our administrative modification criteria: 1) this project is a local project using dedicated federal funds, and 2) the established TIP approval process will delay the project.

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,



John Thomas
Assistant Director of Transportation

cc Jeanette Wilson, INDOT Central Office
Mike Wink, Crawfordsville District Office
Opal Kuhl, Tippecanoe County

**TIP Amendment # 4
November 17, 2010**

Requested by INDOT, CityBus & APC staff

Resolution T-10-~~10~~ //

RESOLUTION TO AMEND THE
FY 2011 - 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, Greater Lafayette Public Transportation Corporation, CityBus, and APC staff have requested changes to the FY 2011 - 2014 Transportation Improvement Program as follows:

<u>Project</u>	<u>Location</u>	<u>Year</u>	<u>Federal Funding</u>	<u>Phase</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
SR 26	EB bridge over Wabash R. <i>Bridge Maintenance & Repair</i>	2011	STP	PE	\$3,280	\$820	\$4,100
SR 26	WB bridge over Wabash R. <i>Bridge Maintenance & Repair</i>	2011	STP	PE	\$3,280	\$820	\$4,100
SR 26	6.2 Mi west of SR 526 <i>Replacement Project</i>	2011	STP	PE	\$24,000	\$6,000	\$30,000
US 52	Bridge over Gaylord Branch <i>Bridge Deck Replacement</i>	2013	STP	CN	\$181,600	\$45,400	\$227,000
US 231	NB bridge over Wea & Elliott <i>Bridge Maintenance & Repair</i>	2012	STP	CN	\$48,000	\$12,000	\$60,000
US 231	SB bridge over Wea & Elliott <i>Bridge Maintenance & Repair</i>	2012	STP	CN	\$28,000	\$7,000	\$35,000
US 231	0.62 Mi north of US 52 <i>Replacement Project</i>	2011 2012	STP STP	PE RW	\$152,000 \$88,000	\$38,000 \$22,000	\$190,000 \$110,000
US 231	3.23 Mi north of SR 28 <i>Replacement Project</i>	2011 2012 2013	STP STP STP	PE RW CN	\$168,000 \$77,600 \$40,000	\$42,000 \$19,400 \$10,000	\$210,000 \$97,000 \$50,000
US 231	Bridge over Indian Creek <i>Bridge Maintenance & Repair</i>	2012	STP	CN	\$16,000	\$4,000	\$20,000
US 231	Bridge over Offield Creek <i>Bridge Maintenance & Repair</i>	2012	STP	CN	\$12,000	\$3,000	\$15,000
US 231	Bridge over Mud Creek <i>Bridge Maintenance & Repair</i>	2012	STP	CN	\$16,000	\$4,000	\$20,000

<u>Project</u>	<u>Location</u>	<u>Year</u>	<u>Federal Funding</u>	<u>Phase</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
I-65	NB bridge over SR 26 <i>Bridge Deck Rehab</i>	2010	STP	PE	\$60,000	\$15,000	\$75,000
I-65	South of SR 38 to north of SR 26 <i>Resurface & Maintenance</i>	2012	STP	CN	\$2,560,000	\$640,000	\$3,200,000
I-65	At various locations <i>Pipe Lining</i>	2011	IM	CN	\$3,894,750	\$432,750	\$4,327,500
Bridge Scour	At various locations	2011	STP	CN	\$320,000	\$80,000	\$400,000
CityBus	Veterans Memorial Pkwy Service	2012	JARC	OP	\$173,051	\$173,051	\$346,103
CityBus	Late Night Service for 4 Routes	2011	JARC	OP	\$169,452	\$169,452	\$338,905
CityBus	Travel Training	2011	New Freedom	OP	\$20,228	\$20,228	\$40,456
N. 9th	At Burnett's Road <i>Intersection Improvements</i>	2011	HSIP	CN	\$418,500	\$46,500	\$465,000
Dayton	Dayton Rd at College & Clifty Falls and at SR 38 and Market <i>Pedestrian Improvements</i>	2011	HSIP	CN	\$84,870	\$18,860	\$94,300
Battle Ground	Throughout Town <i>Replace All Signs</i>	2011	HSIP	CN	\$10,800	\$2,400	\$12,000
Clarks Hill	Throughout Town <i>Replace All Signs</i>	2011	HSIP	CN	\$10,800	\$2,400	\$12,000
Dayton	Throughout Town <i>Replace All Signs</i>	2011	HSIP	CN	\$10,800	\$2,400	\$12,000
Harrison Street	Phase 1A <i>Road Reconstruction & Widening</i>	2010	SAFETEA-LU	CN	\$4,609,224	\$1,52,306	\$5,761,530
US 52 Study	CR 500W to Night Hawk <i>Corridor Study</i>		STP	ST	\$206,491	\$51,623	\$258,114
Cumberland Extension	Klondike to Existing <i>New Road Construction</i>		STP	PE	\$415,777	\$103,944	\$519,721
<i>Information Only Section</i>							
West Lafayette	Salisbury & LaGrange and on Tapawingo Drive <i>Pedestrian Improvements</i>	2011	HSIP	CN	\$130,000	\$14,444	\$144,444

Projects to be foot noted as subprojects to US 231, des # 9700830:
Des # 0100932 (culvert), 0100933 (culvert), 0902162 (road grading), 0901003 (traffic), 1000068 (utility relocation), 1005275 environmental mitigation), and 1005721 (building demolition)

Project to be foot noted as subproject to Harrison Street, des # 0501163:
Des # 1005621 (utility relocation)

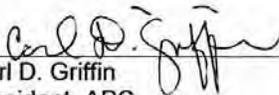
Des number assigned to the Williams Street Project, Phase 1A, Part 2: Des # 1005930

WHEREAS, the Technical Transportation Committee reviewed the request at its October 20, 2010 meeting and recommended its inclusion in the FY 2011-2014 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the request at its November 16, 2010 meeting and recommended its inclusion in the FY 2011-2014 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that Area Plan Commission of Tippecanoe County, acting in its capacity as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2011-2014 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 17th of November 2011.



Carl D. Griffin
President, APC



Sallie Dell Fahey
Secretary

THE

Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

November 3, 2010
Ref. No.: 2010-349

Randy Walter, Transportation Planner
INDOT, Room N955
100 North Senate Avenue
Indianapolis, IN 46204-2249

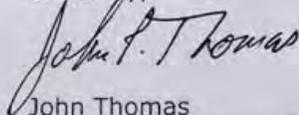
Dear Randy:

By this letter, I am administratively amending the FY 2011-2014 TIP per request of Tippecanoe County. This amendment adds an additional \$15,960 to the county's bridge inspection project. The total cost is now \$295,820 with a federal share of \$236,656 in bridge inspection funds. The local share increases to \$59,164.

The request meets our administrative modification criteria: 1) this project is a local project using dedicated federal funds, and 2) the established TIP approval process will delay the project.

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,



John Thomas
Assistant Director of Transportation

cc Jeanette Wilson, INDOT Central Office
Mike Wink, Crawfordsville District Office
Opal Kuhl, Tippecanoe County

BACKGROUND AND REQUEST:

Three requests are included in this TIP amendment. The Indiana Department of Transportation, INDOT, requested an amendment to program a significant number of projects. CityBus requested an amendment to program JARC and New Freedom grants. APC staff requested an amendment to program six HSIP projects, update costs for one project, add a designation number to a project and to reallocated STP funds.

INDOT

INDOT has recently updated its list of projects that now require TIP action. The request includes programming or modifying 23 projects. All but one will be funded through a combination of STP federal and state funds at the 80/20 split. The interstate pipe lining project will be funded by federal interstate maintenance funds at a 90/10 split. The projects are:

SR 26, the eastbound bridge over the Wabash River, project des # 0900319.

This is a bridge maintenance and repair project. Preliminary engineering will be in 2011 and the total cost is \$4,100.

SR 26, the westbound bridge over the Wabash River, project des # 0900320.

This is a bridge maintenance and repair project. Preliminary engineering will be in 2011 and the total cost is \$4,100.

The SR 26 bridge projects are part of INDOT's on-going bridge inspection and maintenance program. Both bridges are post-tensioned concrete box girders and the top slab is part of the superstructure. These are expensive bridges with a complex design and INDOT wants to protect the deck/top slabs and the post-tensioned wires from deterioration. Voids were found in the post-tensioned ducts and will be filled.

SR 26, a small structure 6.2 miles west of SR 526, project des # 0800352.

This is a replacement project. The estimated date for preliminary engineering has been moved from 2012 and 2013 to 2011 and the total cost is now \$30,000.

US 52, bridge over the Gaylord Branch, project des # 0710481.

This is a bridge deck replacement project. Construction will be in 2013 and the total cost is \$227,000. This structure is approximately 400' west of Kerfoot Drive.

US 231, the northbound bridge over the Big Wea Creek & Elliott Ditch (des # 1005824).

This is a bridge maintenance and repair project. Construction will be in 2012 and the total cost is \$60,000.

US 231, the southbound bridge over the Big Wea Creek & Elliott Ditch (des # 1005826).

This is a bridge maintenance and repair project. Construction will be in 2012 and the total cost is \$35,000.

Both bridges were built in 1996. The prestressed concrete T beams have cracks that need to be sealed with epoxy.

US 231, a small structure 0.62 miles north of US 52, project des # 0800885.

This is a replacement project. Preliminary engineering is in 2011 and 2012 with a total cost of \$190,000, and right-of-way acquisition in 2012 and 2013 with a total cost of \$110,000.

US 231, a small structure 3.23 miles north of SR 28, project des # 0800906.

This is a replacement project. Preliminary engineer is in 2011 and 2012 with a total cost of \$210,000, right-of-way acquisition in 2012 and 2013 with a total cost of \$97,000 and construction in 2013 with a total cost of \$50,000.

US 231, the bridge over Indian Creek, project des # 1005817.

This is a bridge maintenance and repair project. Construction is in 2012 and the total cost is \$20,000.

US 231, the bridge over Offield Creek, project des # 1005820.

This is a bridge maintenance and repair project. Construction is in 2012 and the total cost is \$15,000.

US 231, the bridge over Mud Creek, project des # 1005822.

This is a bridge maintenance and repair project. Construction is in 2012 and the total cost is \$20,000.

The last three projects are located in counties outside of Tippecanoe. INDOT has asked that they be included in the TIP because they are part of contract B-33341 which is for the bridges over the Big Wea Creek and Elliott Ditch.

I-65, northbound bridge over SR 26, project des # 0800916.

This is a bridge deck overlay and rehabilitation project. Preliminary engineering will be in 2012 and the total cost is \$75,000.

I-65, from 3.44 miles south of SR 38 to 0.6 miles north of SR 26, project des # 1005501.

This is a resurfacing and preventive maintenance project for construction in 2012 with a total cost of \$3,200,000.

I-65, a pipe lining project at various locations, project des # 0900174.

Construction is scheduled for 2011 with a total cost of \$4,327,500.

Various Locations in Tippecanoe County, project des # 0810035.

This is a bridge deck scour protection (erosion) project. Construction is scheduled for 2011 with a total cost of \$400,000.

Additionally, there are eight sub projects that are part of the US 231 relocation and the Harrison Street project that need to be included in a footnote. The ones related to US 231 are: 0100932 (culvert), 0100933 (culvert), 0902162 (road grading), 0901003 (traffic), 1000068 (utility relocation), 1005275 (environmental mitigation), 1005721 (building demolition). The Harrison Street project is: 1005621 (utility Relocation).

CityBus

CityBus started serving Wal-Mart and other businesses along Veterans Memorial Parkway South on January 3, 2008. The extended service was possible through special federal funds called Job Access Reverse Commute (JARC) funds. The funds allowed CityBus to operate the service for one year. CityBus has received several one year grants and current service will continue through December 31, 2011.

This past August, CityBus submitted a request for additional funds to continue the service. On October 12, 2010, CityBus was awarded \$346,103 to continue service through December 31, 2012. CityBus will use its passenger fares and tax revenue as local match.

CityBus also submitted a request for \$338,905 in JARC funds to extend service to Clarian Arnett Hospital and on its core service routes 1A, 1B, 4A and 3A. The funds allow CityBus to operate these routes until midnight on weekdays. On October 12, 2010, CityBus was awarded \$338,905 to continue service through December 31, 2011. CityBus will use its passenger fares and tax revenue as local match.

CityBus also requested New Freedom funds for the travel training program that was established in August 2009. The program has become very popular and has grown to the point that it warrants expansion. These funds will allow CityBus to fund a full time position. On October 12, 2010, CityBus was awarded \$40,456 in New Freedom funds to continue the program throughout 2011.

A P C s t a f f

1) HSIP Safety Projects

On August 12, 2010, APC staff submitted the following five safety projects to INDOT and FHWA for eligibility determination.

- Tippecanoe County is seeking these funds to improve the sight distance and install a passing blister at the North 9th Street and Burnett's Road intersection. The total cost is estimated to be \$465,000 with a federal share of \$418,500.
- The Town of Dayton is seeking these funds to install pedestrian crosswalk safety systems on Dayton Road at College Street and at Clifty Falls, and on SR 38 at Market Street. The total estimated cost is \$94,300 and the federal share is \$84,870.
- The Town of Battle Ground is seeking these funds to replace all of its signs in order to meet the new reflectivity standards. The total cost is estimated to be \$12,000 and the federal share is \$10,800.
- The Town of Clarks Hill is seeking these funds to replace all of its signs in order to meet the new reflectivity standards. The total cost is estimated to be \$12,000 and the federal share is \$10,800.
- The Town of Dayton is seeking these funds to replace all of its signs in order to meet the new reflectivity standards. The total cost is estimated to be \$12,000 and the federal share is \$10,800.

Both INDOT and FHWA have reviewed the projects and determined that they are all eligible for safety funds. The next step is programming them in the TIP.

APC staff submitted another safety project for eligibility determination on September 10th. The project involves installing pedestrian crosswalk safety systems at the intersection of Salisbury and LaGrange, and on Tapawingo Drive next to Wabash Landing. The project cost is estimated to be \$140,875 and the federal portion is \$130,000.

While INDOT and FHWA has not yet determined whether this project is eligible or not, APC staff requests to program it for "information only" in Table 2. It is anticipated that the project will be deemed eligible in the near future and the project will then be administratively amended into the Table 1, Funded Local Projects.

2) High Priority Funds for Harrison Street

The last transportation act, SAFETEA-LU, allocated money to High Priority Projects and our area received \$5,600,000 for the Perimeter Parkway around the Purdue Campus. The first project is on a December 8, 2010 bid letting.

In reviewing the TIP, the amount of federal funds programmed for different phases of the project is slightly less than the amount of SAFETEA-LU funds allocated to the project. The difference is \$49,224. Based on the recommendation of the West Lafayette City Engineer, staff is requesting to program the funds for the construction phase of the Harrison Street project.

3) Assigning a Designation Number to the Williams Street Project

When the FY 2011-2014 TIP was adopted, the Williams Street project did not have a designation number. INDOT has since assigned one (1005930) and this amendment adds the designation number to the TIP.

4) STP Reallocation

The US 52 Corridor Study began in February of 2009 and is almost 80% complete. The duration of the contract with HNTB was extended to account for additional time needed to develop the land use plan for the corridor. The TIP originally set aside \$200,000 in STP funds for the project and staff is requesting an additional \$6,491 to accommodate the time extension. Staff also requests that the funds to cover this change come from the unobligated balance set aside for the Preliminary Engineering of Cumberland Road Extension since the PE did not cost as much as allocated in the TIP.

Both projects were programmed in previous TIPs and shown in Table 6, Summary of Obligated Federal Funds under SAFETEA-LU in the current FY 2011-2014 TIP. Only modification of that table will be required.

The Technical Transportation Committee reviewed the amendments at its October 20, 2010 meeting and recommended adoption to the Area Plan Commission

The Administrative Committee will review the amendments at its November 16, 2010 meeting.

STAFF RECOMMENDATION:

Approval of these amendments to the FY 2011-2014 Transportation Improvement Program by adoption of the attached Resolution T-10-10.

**TIP Amendment # 5
December 17, 2010**

Requested by APC staff

THE

Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242
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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

December 17, 2010
Ref. No.: 2010-396

Randy Walter, Transportation Planner
INDOT, Room N955
100 North Senate Avenue
Indianapolis, IN 46204-2249

Dear Randy:

By this letter, I am administratively amending the FY 2011-2014 TIP. This amendment moves West Lafayette's pedestrian improvement project, des #1006476, from Table 2, Unfunded Local Projects to Table 1, Funded Local Projects. On December 1, 2010, the INDOT/FHWA review team determined the project was eligible for HSIP funds.

The TIP document was updated and it can be found on APC's web page: www.tippecanoe.in.gov/APC. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

cc Jeanette Wilson, INDOT Central Office
Mike Wink, Crawfordsville District Office
Susie Kemp, Crawfordsville District Office

**TIP Amendment # 6
February 16, 2011**

Requested by CityBus & APC staff

Resolution T-11-1

RESOLUTION TO AMEND THE
FY 2011 - 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, CityBus, and APC staff have requested changes to the FY 2011 - 2014 Transportation Improvement Program as follows:

<u>Project & Location</u>	<u>Year</u>	<u>Federal Funding</u>	<u>Phase</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
North 9 th Street & Burnett's Road	2011	HSIP	RW & CN	761,092	84,566	845,658
Black Backing Plates		HSIP		Reallocate Federal Funds		
CityBus Capital Project Projects	2011	Sec. 5307	EQ	988,000	247,000	1,235,000
CityBus Replacement Access Bus	2011	5317	EQ	48,000	12,000	\$60,000
INFORMATION ONLY SECTION						
40' Fixed Route Replacement Bus (Hybrid)	2011	Sec 5309	EQ	\$480,000	\$120,000	\$600,000

WHEREAS, the Greater Lafayette Public Transportation Corporation Board reviewed and approved the transit projects at its December 22, 2010 meeting, and

WHEREAS, the Technical Transportation Committee reviewed the requests at its January 19, 2011 meeting and recommended their inclusion in the FY 2011-2014 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the requests at its January 24, 2011 meeting and recommended their inclusion in the FY 2011-2014 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that Area Plan Commission of Tippecanoe County, acting in its capacity as the Metropolitan Planning Organization, hereby adopts these amendments to the FY 2011-2014 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 16th of February 2011.


Carl D. Griffin
President, APC


Sallie Dell Fahey
Secretary

THE

Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

February 18, 2011
Ref. No.: 2011-046

Randy Walter, Transportation Planner/MPO Coordinator
INDOT, Room N955
100 North Senate Avenue
Indianapolis, IN 46204-2249

Dear Randy:

On February 16, 2011, the Area Plan Commission of Tippecanoe County amended the FY 2011-2014 Transportation Improvement Program (TIP) by Resolution T-11-1. The Greater Lafayette Public Transportation Corporation, CityBus, and APC staff requested the amendments. The amendments include: 1) CityBus revising its 2011 Section 5307 capital project list; 2) programming a replacement Access bus using New Freedom funds; 3) programming a replacement fixed route bus using Section 5309 funds (information only section); and 4) allocating additional HSIP funds to the North 9th Street and Burnett's Road intersection safety project.

Enclosed you will find a 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, INDOT
Larry Buckel, INDOT
Reggie Arkell, FTA
Mark Albers, Crawfordsville District Office
Mike Holowaty, INDOT
Marty Sennett, CityBus
Opal Kuhl, Tippecanoe Highway Dept.

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

BACKGROUND AND REQUEST:

Two requests are included in this TIP amendment. CityBus requests an amendment to revise its 2011 list of capital projects and program two capital grants. APC staff requests changes to its HSIP funded projects.

CityBus

1) CityBus staff recently reviewed its 2011 capital project list and made changes in both individual project items and costs. The total cost has decreased from \$1,459,793 to \$1,235,000. Specific project justification is attached to this report.

Although the total amount decreased, the number of projects increased from seven to fifteen. New items include: maintenance equipment, passenger shelters, rehabilitation of overhead doors and their controllers, replace office equipment and carpet, rehabilitation of the windows at the downtown childcare center, architectural and engineering service to redesign the parking lot at Riehle Plaza, purchase ticket vending equipment, and acquire adjacent property with additional architectural, engineering, demolition, excavation and fill.

Other changes include: eliminating acquisition of the fixed route replacement buses, rebuilding two engines instead of four and significantly reducing the request for upgrading computer hardware and software.

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)	20,000	5,000	25,000
Rebuild Transmissions (4)	20,000	5,000	25,000
Rebuild Major Components	20,000	5,000	25,000
Maintenance Equipment	4,000	1,000	5,000
Passenger Shelters	12,000	3,000	15,000
Rehab Overhead Doors & Controllers	20,000	5,000	25,000
Computer Hardware/Software Upgrades	24,000	6,000	30,000
Replace Office Equipment & Carpeting	4,000	1,000	5,000
Replace Support Vehicle	25,600	6,400	32,000
Rehab Childcare Center Windows	18,400	4,600	23,000
A&E for Riehle Plaza Parking	16,000	4,000	20,000
Acquire Ticket Vending Equipment	64,000	16,000	80,000
Acquire Property, A&E and Demo	492,000	123,000	615,000
Adjacent Property Excavation & Fill	<u>208,000</u>	<u>52,000</u>	<u>260,000</u>
Total	988,000	247,000	1,235,000

2) CityBus requests additional New Freedom funds to purchase an Access replacement bus. The total cost of the bus is \$60,000 and the federal share is \$48,000. Local property tax funds will be used for the \$12,000 match.

The Coordinated Human Services Transit Plan supports this request. The report states, on page 11, that: "This service (Access) provides services for persons who cannot use fixed route buses due to disabilities."

CityBus provided the following justification:

The need exists for replacement of one (1) demand response (Access) vehicle. Vehicle #437 a 2002 Supreme Para transit with Ford chassis and it has exceeded the requirements of FTA Circular 9030.1A in terms of age for replacement.

3) CityBus also requests programming a FY 2011 Section 5309 capital grant to purchase one 40 foot fixed route hybrid bus. The total cost of the bus is \$600,000 and the federal portion would be \$480,000. The local share, \$120,000, will come from local property tax funds.

CityBus provided the following justification:

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 #370. It was manufactured by NEW FLYER in 1995.

Since the Federal Transit Administration has not yet published its Fiscal Year 2011 Annual Apportionments, this project must be programmed in Table 2, Unfunded Local Projects. When the apportionments are published that include each project, the TIP can be administratively modified to show the project as funded in Table 1.

The CityBus Board of Directors has approved these TIP amendment requests at its December 22, 2010 board meeting.

APC staff - HSIP Safety Projects

This TIP amendment formalizes the consensus agreements made by the Technical Transportation and Administrative Committees to allocate additional HSIP funds to the North 9th Street and Burnett's Road intersection improvement project and reallocate funds that were programmed to the City of Lafayette's black backing plate project.

The county is seeking an additional \$427,158 in HSIP funds for the intersection improvement project. They will be used to purchase the additional land needed for the improvements and for construction engineering and inspection work. The total amount of HSIP funds has increased to \$845,658.

In developing the backing plate project, the city discovered that the labor involved in installing the backing plates is very time consuming and the city does not have enough manpower to install all of the backing plates. The city has therefore asked that the federal funds be reallocated.

RECOMMENDATION:

The Technical Transportation Committee reviewed the amendments at its January 19, 2011 meeting and recommended adoption to the Area Plan Commission.

The Administrative Committee reviewed the amendments at its January 24, 2011 meeting and recommended adoption to the Area Plan Commission.

Staff recommends approval of these amendments to the FY 2011-2014 Transportation Improvement Program by adoption of the attached Resolution T-11-1.

**GREATER LAFAYETTE PUBLIC TRANSPORTATION (CityBus)
CAPITAL EXPENDITURES—FY 2011
SECTION 5307 CAPITAL – JUSTIFICATION & SUMMARY FOR 2011**

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 - \$25,000

Based on 2010 and similar experience in previous years, CityBus anticipates the need for up to two (2) engine rebuilds in 2011 at an average cost of \$11,250 each (\$50,000 each new).

B. Rebuild up to four (4) Bus Transmissions - \$25,000

Based on 2010 and similar experience in previous years, CityBus anticipates the need for up to four (4) transmission rebuilds. Estimated average cost of each transmission is \$6,250.

C. Rebuild up to twenty Major Bus Components - \$25,000

Based on 2010 and similar experience in previous years, CityBus anticipates the need for up to twenty (20) units to be rebuilt in FY 2011 such as turbochargers, alternators, ECM's, fuel pumps etc. Estimated average cost of each unit rebuild is \$1,250 per unit for a total cost of \$25,000.

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. REHAB BUILDING OVERHEAD DOORS - \$25,000

Glass panels and controllers on many of the overhead doors are in need of rehab or replacement after years of use seven (7) days a week. The proposed budget is \$25,000.

6. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$30,000

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

7. REPLACE OFFICE FURNISHINGS AND CARPETING - \$5,000

Some office furnishings are over 35 years old and in need of replacement. The proposed budget for this line item is \$5,000.

8. REPLACEMENT SUPPORT VEHICLE - \$32,000

CityBus needs a replacement for the 2001 Dodge van used by operations for shuttling drivers to downtown. This vehicle has exceeded the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this line item is \$32,000.

9. REPLACE WINDOWS/CABINETS OF GLPTC'S LAFAYETTE CHILD CARE BUILDING \$23,000

Due to weathering and continuous use of the windows and cabinets in the building at 218 Ferry St. leased to Tippecanoe Child Care the need exists for replacements. The proposed budget for this line item is \$23,000.

10. ARCHITECTURAL & ENGINEERING FOR REIHLE PLAZA PARKING (MULTI-MODAL IMPROVEMENTS) - \$20,000

Architectural and Engineering services will be needed for the re-design of the parking spaces for the Amtrak and Greyhound patrons at Riehle Plaza multi – modal center. The current spaces are needed for the construction of the new transit center. The proposed budget for this line item is \$ 20,000.

11. ACQUIRE TICKET VENDING EQUIPMENT FOR TRANSFER CENTER - \$80,000

CITYBUS would like to provide the opportunity for self service Ticketing and Fare card vending to all passengers at Downtown Transfer Center whenever the building is open. This option will provide for additional sales without the cost of staffing the office all the hours the building is open to the public. Estimated cost is \$80,000.

12. ACQUIRE PROPERTY / ARCHITECTURAL & ENGINEERING AND DEMOLITION - \$615,000

Property adjacent to the CityBus property at 1250 Canal Rd has become available. CityBus operations have grown in size to where additional land area is seriously needed to safely manage and store the number of buses in the present location. The project would require a budget to acquire the property by purchase or lease, architectural and engineering work to satisfy the FTA requirements, demolition and construction work at the site. The proposed budget for this line item is \$615,000.

13. ADJACENT PROPERTY EXCAVATION AND FILL - \$260,000

Since the properties of interests adjacent to CityBus is partially in the flood plain a considerable amount of excavation and fill will be necessary to raise the area above the flood plain which includes the engineering and the actual fill. The proposed budget for this line item is \$260,000.

TIP Amendment # 7
March 2, 2011

Requested by APC staff

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 2, 2011
Ref. No.: 2011-055

Randy Walter, Transportation Planner/MPO Coordinator
INDOT, Room N955
100 North Senate Avenue
Indianapolis, IN 46204-2249

Dear Randy:

In updating the FY 2011-2014 TIP to reflect Resolution T-11-1, a scrivener's error was discovered. The funding information shown for the North 9th Street and Burnett's Road project is incorrect. The correct amounts are: \$845,658 in federal funds and \$93,962 in local funds. The total cost is \$939,620. By this letter, I am administratively modifying the FY 2011-2014 TIP to reflect the corrected amounts.

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, INDOT Central Office
Mark Albers, Crawfordsville District Office
Susie Kemp, Crawfordsville District Office

**TIP Amendment # 8
March 2, 2011**

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 2, 2011
Ref. No.: 2011-054

Randy Walter, Transportation Planner/MPO Coordinator
INDOT, Room N955
100 North Senate Avenue
Indianapolis, IN 46204-2249

Dear Randy:

By this letter, I am administratively modifying the FY 2011-2014 TIP. This modification corrects the funding information shown for the Wabash Heritage Trail project, des #0810383. The project is located in Prophetstown State Park. The corrected amounts are \$746,500 in federal funds and \$186,625 in state funds. The total cost is \$933,125.

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, INDOT Central Office
Mark Albers, Crawfordsville District Office
Susie Kemp, Crawfordsville District Office

TIP Amendment # 9
April 6, 2011

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]

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 6, 2011
Ref. No.: 2011-126

Randy Walter, Transportation Planner/MPO Coordinator
INDOT, Room N955
100 North Senate Avenue
Indianapolis, IN 46204-2249

Dear Randy:

By this letter, I am administratively amending the FY 2011-2014 TIP per your request. This amendment programs an INDOT surface treatment project, Des # 1006087, on US 231 from 0.01 miles south of SR 28 to 5.7 miles north of SR 28. The total cost of the project is \$824,000 and the federal share is \$659,200.

The request meets our administrative amendment 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 questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

cc Jeanette Wilson, INDOT Central Office
Mark Albers, Crawfordsville District Office

**TIP Amendment # 10
May 27, 2011**

Requested by City of Lafayette

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

May 27, 2011
Ref. No.: 2011-179

Randy Walter, Transportation Planner/MPO Coordinator
INDOT, Room N955
100 North Senate Avenue
Indianapolis, IN 46204-2249

Dear Randy:

By this letter, I am administratively amending the FY 2011-2014 and the FY 2012-2015 TIPs per request of the City of Lafayette. This amendment only involves the Concord Road & Maple Point Extension project, Des #08000256. The City requested that \$1,190,972 in federal STP Group II funds be shifted from the right-of-way phase to the construction phase.

Since this request only shifts funds within a project and no additional federal funds are requested, the request is fiscally constrained.

The TIP documents 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, INDOT Central Office
Mike Wink, Crawfordsville District Office