

FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM

for the

Greater Lafayette Area Transportation and Development Study

July 2004

Amended:

November 5, 2004

December 1, 2004

February 16, 2005

March 16, 2005

October 19, 2005

December 21, 2005

February 15, 2006

April 14, 2006

June 22, 2006

July 10, 2006

Prepared by the

Area Plan Commission of Tippecanoe County

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

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Amendment No.1: November 5, 2004

Requested by: INDOT

Projects: US 231, Des #9700830

Details: INDOT requested the amendment to program both federal and state funds to purchase right-of-way. Total cost is estimated at \$3,150,000. The amount of federal funds requested totals \$2,250,000, and the state match is \$630,000. Since these funds and amounts were programmed in the FY 2003 TIP, the amendment was approved administratively.

Amendment No. 2: December 1, 2004

Requested by: INDOT & City of Lafayette

Projects: SR 25 (Hoosier Heartland) and Concord Road

Details: INDOT requested the amendment to program eleven bridge and one signage project related to the SR 25 Hoosier Heartland. The second amendment reflects the change in priority for improving Concord Road. The City of Lafayette's top priority is now improving the section from Brady Lane to CR 350S.

Amendment No. 3: February 16, 2005

Requested by: CityBus

Projects: Capital Grant

Details: CityBus requested the amendment to replace three 1987 Flexible buses with two 40' full-size low floor buses and one 60' low floor articulated bus. Total cost of the grant is \$1,182,400. The federal share is \$945,920 and the local share is \$236,480.

Amendment No. 4: March 16, 2005

Requested by: INDOT

Projects: US 231, SR 225, SR 38 and US 52 projects

Details: INDOT requested the amendment to program four projects. Two projects, on US 231 and SR 225, are for road resurfacing. The other two projects, SR 38 and US 52, are for landscaping.

Amendment No. 5: October 19, 2005

Requested by: City of West Lafayette

Projects: Tapawingo Extension

Details: Due to the need for dynamic compaction, the City requested addition federal funds to construct the new road. These additional federal funds will come from the unused balances programmed from the Tapawingo Extension right-of-way phase and the Kalberer Road construction phase.

Amendment No. 6: December 21, 2005

Requested by: CityBus & INDOT

Projects: 2006 Financial Information, 2006 High Priority Projects,
Amend 2005 5309 Capital Project, SR 25, US 52, US 231 & Various Locations

Details: CityBus requested the amendment to update their 2006 financial information that is shown in Table 3, update the 2006 Section 5307 capital project list, program the first year of the High Priority Project earmark funds, and amend the 2005 Section 5309 capital grant.

INDOT requested the amendment to program four projects: one bridge replacement project on SR 25, two bridge rehabilitation projects on US 52 and US 231, and a signal modernization project at various locations throughout Tippecanoe County.

This amendment also includes two administrative amendments. First, the CR 300N bridge project, Des # 0500648, was programmed. Preauthorization to program this project was given from the December 1, 2005 TIP amendment. The second amendment involves updating the 2004, 2005, and 2006 local STP/MG federal funds.

Amendment No. 7: February 5, 2006

Requested by: INDOT

Projects: New US 231 & CR 350S; CR 500E Landscaping

Details: INDOT requested the amendment to program the installation of a new traffic signal at the intersection of New US 231 and CR 350S. Federal safety funds will be utilized and INDOT anticipates installing the signal in 2006.

This amendment also includes one administrative amendment. INDOT removed the landscaping portion from of the CR 500E relocation project and has placed it into a separate project. The project designation number is: 0600131.

Amendment No.8: April 14, 2006

Requested by: INDOT

Projects: 18th & Kossuth Street, Des No. 0400309

Details: This amendment involves programming an additional \$250,000 in HES federal funds due to an INDOT required design change. Total cost is now \$835,000. This amendment was approved administratively.

Amendment No.9: June 22, 2006

Requested by: APC

Projects: Williams & Harrison Streets, Phase 1A, Des # 0501163

Details: This administrative amendment moves the project from Exhibit 3 to Exhibit 1. Federal funds were earmarked in SAFETEA-LU and the request to amend the functional classification map was approved by INDOT on June 13, 2006 and by FHWA on June 19, 2006.

Amendment No.10: July 10, 2006

Requested by: INDOT

Projects: I-65, Des # 0600242

Details: This administrative amendment adds the project to Exhibit 5. It was administratively added because the project is programmed in the FY '07 TIP, is sponsored by INDOT, time sensitive, and involves no local funds.

INTRODUCTION

The purpose of the Transportation Improvement Program (TIP) is to coordinate the implementation of **all** transportation projects in Tippecanoe County. This includes projects that will be at least partially funded by the U.S. Department of Transportation and those that will be funded solely with local revenue. The time period covered by this report is approximately 5 years: Fiscal Year 2005 through 2009. Each fiscal year begins on July 1st.

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

1. The City of Lafayette
2. The City of West Lafayette
3. Tippecanoe County
4. The Greater Lafayette Public Transportation Corporation (CityBus)
5. The Purdue University Airport
6. The Indiana Department of Transportation

For this TIP, the Five Year Program of Projects proposes an expenditure of over \$99.3 million for locally initiated projects and over \$188.5 million for State initiated projects in FY 2005 through FY 2009. The Federal share for those projects is over \$27.8 million and \$152.2 million respectively. These figures include only those projects for which funds are being programmed for one or more phases. The complete five-year Program of Projects listings and location maps are in **Exhibits 1 through 8**. Those local projects listed and shown in **Exhibits 3 and 4** are included for informational purposes only. **Exhibit 7** lists those INDOT projects for informational purposes only.

For FY 2005 local jurisdictions requested over \$9.1 million in Surface Transportation Program (STP) funds. This includes \$6.9 million for STP Urban Group II funds, \$1 million in STP Rural funds, \$400,000 in STP Rail funds, and \$800,000 in Enhancement funds (**Exhibit 1 and 3**). The projects' relative ranking for STP Urban Group II and Minimum Guarantee funds are shown in **Exhibit 9**.

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

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

This report is divided into eight sections. Section One details the public and private participation process. Section two documents the Environment Justice process. The method by which projects are selected for inclusion into the TIP comprises the third section. The fourth section contains the five-year Program of Projects affecting the metropolitan area. Projects are listed by fiscal year and phase to illustrate when they will occur over the next five years. Section five lists all federally funded projects by priority. Section six provides a financial summary and plan. All local projects are tabulated by federal revenue sources and expenditures by federal and local funds. This provides a comparison between available funds and those needed. Section seven provides an analysis of financial capacity for CityBus. A short discussion of the progress on both local and INDOT projects over the past year is covered in the eighth section. A summary of public responses can be found in the **Appendix**.

With passage of the Transportation Equity Act for the 21st Century (TEA 21), all Metropolitan Planning Organizations are required to publish an annual listing of projects for which federal funds have been obligated in the preceding year. This list can be found following Area Improvements from FY 2004 TIP. It has been divided into two lists: local projects and INDOT projects.

On October 1, 2003, TEA 21 expired. Shortly before its expiration, Congress passed a continuing resolution bridging the gap between TEA 21 and the new Act. As of May 2004, the continuing resolution has been extended two additional times. Both the House and Senate have passed their own versions of the new transportation legislation. But the two versions have not yet been reconciled through the Conference Committee. It is unclear when this will happen. Therefore, the process used to develop this TIP and all federal funding categories follow TEA 21 legislation.

PUBLIC / PRIVATE PARTICIPATION PROCESS

As a requirement of the Transportation Equity Act for the 21st Century (TEA 21), all Metropolitan Planning Organizations must provide stakeholders reasonable opportunity to comment on the proposed program and the development of the document. This includes providing adequate public notice, providing timely information to various organizations, providing 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 city officials.

In response to the Act, 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 these meetings and other important information takes place through publication of legal notices, posting notices in public places, and personal contacts. Personal contacts include notifying representatives from the trucking industry, all freight transportation services in the area, railroads, bicycle clubs, minority groups, local private transportation providers, representatives of users of public transit, and all Citizens Participation Committee members.

As in past years, the public, stakeholder organizations, business representative and government officials had the opportunity to participate in the development of the Transportation Improvement Program (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 they advise the Area Plan Commission on transportation planning matters. The public is encouraged to attend the advisory committee meetings.

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

The Technical Transportation Committee (TTC) draws from the advice and knowledge of various local government engineers, planners, traffic officers, and transit operators. Members have important responsibilities for designing, operating, and maintaining the transportation system. This group submits its 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 normally meets on the third Wednesday afternoon of each month. Agendas are posted and sent to the media a week prior to meetings.

The Administrative Committee is comprised of the chief elected officials from the Cities of Lafayette and West Lafayette, and Tippecanoe County. Members also include representatives from the Purdue University Airport, INDOT, and CityBus. Members of

this Committee ultimately make financial commitments to implement the TIP projects. Agendas are posted as provided by law and sent to the media a week prior to meetings.

The Citizens Participation Committee (CPC) receives ideas and comments through representatives from private sector community groups. These citizens provide a link for disseminating information to nearly 40 organizations in the Greater Lafayette area. Besides providing information, agendas 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, are posted and sent to the media two weeks prior to the meeting.

This year, information regarding the TIP was presented at the May CPC meeting. At the meeting, the process used to develop the TIP was presented and discussed. Both project lists, local and INDOT, were reviewed and discussed. The priorities recommended by the Technical Transportation Committee were then reviewed. All comments and questions from the members can be found in the **Appendix**.

All CPC members were mailed a second letter stated that the draft TIP had document had been completed and was available for review and comment. Members were directed to the APC transportation web site or given the choice between having a paper copy mailed to them or an electronic copy emailed to them. The letter also included the location, date and time the Area Plan Commission would review the TIP for adoption.

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

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

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

The public participation process included posting public notices at key locations: both City Halls, the County Office Building, West Lafayette Community Center, the Tippecanoe County Senior Center, Riehle Plaza, and the Tippecanoe County Public Library. A notice was also posted at the CityBus administrative building. The notice was posted before the TIP was considered and adopted by the Area Plan Commission.

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

In addition to the committee inputs, had there been significant differences between public comments received and the draft TIP, an additional public meeting would have been held. During the development process, all comments and questions that were received are noted in the **Appendix**.

Pursuant to the October 22, 1984 and the January 14, 1989 Federal Register concerning Private Enterprise Participation in the Federal Transit Program, this MPO has instituted a process that encourages the participation of private enterprises in developing the plans and programs funded under the Transportation Equity Act for the 21st Century. The process incorporates an early notice to private transportation providers of proposed transit service by the public sector as well as an opportunity to review and comment, on the TIP prior to Technical, Administrative and Policy Committee adoption. This process was initiated with the review of the FY 1986 TIP.

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

The initial years of this review procedure generated some interest from private transportation providers. Shortly thereafter, interest declined to only a few responses and then to none. No responses were received this year.

ENVIRONMENTAL JUSTICE

Environmental Justice is a vital component of the TIP by amplifying and strengthening Title VI. It assures that minorities and persons of low income are considered in developing this Plan. Further, transportation improvements proposed in this Plan must not disproportionately impact those sections 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 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.

Specific steps were developed, each step addressing a specific goal. Submitted projects are compared to those identified in the 2025 Transportation Plan. If a project is shown in the Transportation Plan and the Plan indicates that it may have an impact, the project is then specifically listed here in the TIP. Those projects that are not in the Transportation Plan go through the macro, and possible micro, review. Those found that may have an impact are listed here in the TIP too.

To assure full participation, the method chosen follows the suggestion in the US DOT manual: Public Involvement Techniques for Transportation Decision-Making. It recommends using community organizations and groups as a means of communicating to potentially affected individuals. The Citizens Participation Committee includes some of these organizations and groups. Neighborhood organizations were also sent notification letters. Finally, the projects listed below are phased based on engineering need and financing.

Projects with Possible Findings

Local Projects:

Concord: Teal Rd. to Brady Lane
Concord: Brady Lane to CR 350S
Cumberland Extension
Stadium Avenue

Williams Street
Soldiers Home Road
Yeager Road

INDOT Projects:

SR 25: I-65 to US 421
SR 26: I-65 to CR 550E
SR 26: CR 330W/CR 550W
SR 43: I-65 to CR 725N
US 52: NS RR Xing
US 231: S. River Road to SR 26
US 231: at Stadium
US 231: SR 26 to US 52

PROJECT SELECTION PROCESS

The project selection process begins in March after all local governments and eligible agencies submit their multi-year project lists. Shortly thereafter notification begins. Project identification, selection, and review procedures are as follows:

1. Projects are submitted by participants in the transportation planning process.
2. Projects are reviewed and assembled by the MPO staff.
3. The transit portion is endorsed by the Board of Directors of CityBus.
4. The first notice is given which includes mailing contact letters and publishing legal ads in two local newspapers. The notice also gives the meeting time and date when all of the local and INDOT projects requesting STP Group II/MG funds will be reviewed and prioritized by the Technical Transportation Committee. Both local and INDOT project lists are included in the contact letter.
5. Submitted local projects are prioritized and financially constrained by the Technical Transportation Committee. INDOT projects are only prioritized.
6. Local and INDOT projects, priorities, and TIP development are presented and discussed with the members of the Citizens Participation Committee.
7. The draft TIP is developed. It is then made available for review and comment on the APC transportation web page.
8. The draft TIP is submitted to INDOT, FHWA and FTA for review.
9. The draft TIP is reviewed and endorsed by the Technical Transportation Committee.
10. A second public notice is given. It states that a draft document has been developed and includes the date and time when the Area Plan Commission will review and possibly adopt the TIP.
11. All CPC members are mailed a letter notifying them that the draft document has been completed. The letter also states that the document is available through the APC transportation web site or a paper or electronic copy can be mailed to them. They are asked for their comments and also given the date when the Area Plan Commission will review and possible adopt the TIP.
11. The draft TIP and project priorities are reviewed and endorsed by the Administrative Committee.
12. The Area Plan Commission reviews and approves the TIP by Resolution.
13. If the final TIP differs significantly from the one made available for public comment, an additional opportunity for public comment is made available.
14. The adopted TIP is then submitted to: INDOT, FHWA, FTA and the local participating agencies.

The Area Plan Commission, at its July 21, 2004 meeting, adopted the FY 2005 Transportation Improvement Program with the concurrence of the CityBus Board of Directors March 24, 2004 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.

THE FIVE YEAR PROGRAM OF PROJECTS

The five-year Program of Projects is required to include all projects requesting financial assistance from the US Department of Transportation. Most of the projects listed in this section have programmed State and/or Federal assistance within the five-year TIP. It is the product of the process discussed in the previous section. The format used also includes all significant non-federally funded projects, whether state or locally initiated. Non-financially constrained projects, both local and State, are also shown, but in separate exhibits. They are shown for informational purposes only. Thus the TIP provides an overall reference of upcoming projects.

All local projects can be found in **Exhibits 1** and **3** with their locations shown in **Exhibits 2** and **4**. **Exhibits 5** through **8** list and show all State projects. A summary of the funding sources for the locally initiated projects in and around the urban area is found in **Exhibits 11** through **13**. Projects for which Surface Transportation Program Urban Group II and Minimum Guarantee funds are being requested and their amounts are listed by their relative ranking in **Exhibit 9**.

The five-year Program of Projects presently contemplates a total transportation budget of over \$287.8 million for the five-year period. In FY 2005, both local and INDOT projects total over \$90.2 million for the Metropolitan Area. The U.S. Department of Transportation's share of the cost is over \$60.6 million. Locally initiated projects account for over \$14.3 million, with state projects accounting for over \$46.3 million. The individual costs for Federal, State, and local funds can be found in **Exhibits 1, 3, 5, and 7**.

In January of 1992, the CityBus Board of Directors approved and adopted an Americans with Disabilities Implementation Plan. That plan was updated and approved in January of 1993, 1994, and February 1995. On August 14, 1995, the FTA reduced the reporting requirements for those systems that were in compliance. Transit providers only had to submit a one-page plan update and hold a public hearing. Then on October 29, 1996, FTA issued additional guidelines. As the memo states "From now on, transit systems in compliance with the six ADA paratransit service criteria are not required to submit plan updates or hold annual hearings." Transit systems now submit a self-certification annually as part of their annual certification. The operating assistance being requested in the FY 2005 TIP will be used to continue the paratransit service.

Key to Abbreviations

AC - Administrative Committee

ADA - American's with Disabilities Act

AMP - Airport Master Plan

APC - Area Plan Commission of Tippecanoe County

AVL - Advanced Location System

COIT - County Option Income Tax

CPC – Citizens Participation Committee

DES NO - Designation Number, these are project numbers for use by the Indiana Department of Transportation and the Federal Highway Administration.

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

FFY - Federal Fiscal Year. The Federal Fiscal year begins on October 1st.

FHWA - Federal Highway Administration

FUND TYPE - This identifies the source of funding.

FTA - Federal Transit Administration

FY or Fiscal Year that the project is programmed. The State fiscal year is used and for FY 1998 it is from July 1st, 1997 to June 30th, 1998.

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. local government body (i.e. City of Lafayette, West Lafayette, or Tippecanoe County)

MG - Minimum Guarantee Funds

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 be used for right-of-way engineering too.

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

In addition to road projects, projects proposed by the Purdue University Airport and transit systems must be programmed in the TIP. They include:

OP or Operating Assistance
CA or Capital Assistance
EQ or Equipment

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

STP FUNDS - Surface Transportation Program Funds. These funds are dedicated in the Transportation Equity Act for the 21st Century. STP funding is divided into several different categories. Each category specifies where and how they can be spent. Several categories include: **Urban, Rural, Rail, Enhancement, and Bridge.**

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 2015

TTC - Technical Transportation Committee

UAL - Urban Area Limit

USDOT - United States Department of Transportation

Funding Codes

Federal Funds:

- 04M - Interstate Maintenance
- 33A - STP: Optional Safety Program
- 33B - STP: Transportation Enhancement
- 33D - STP: Any Area
- 33E - STP: Rural
- 33M - STP: Rail - Highway Protection Safety
- 33N - STP: Rail - Crossing Safety
- 33P - STP: Hazard Elimination
- 33T - STP: Any Area, 100% Federal Funding
- 3AA - STP: > 50,000 < 200,000
- 3AC - STP: > 50,000 < 200,000 Safety
- 34C - Minimum Guarantee: >50,000 < 200,000
- 34D - Minimum Guarantee: Rural
- 117 - Bridge Replacement Off System
- 118 - Bridge Replacement Funds
- MG - Minimum Guarantee
- 315 - National Highway
- 906 - State Funds
- AIP - Airport Improvement Program
- S9O - Operating Assistance Grant, Section 5307 (formally Section 9) FTA Funds
- S9C - Capital Assistance Grant, Section 5307 (formally Section 9) FTA Funds
- S3C - Capital Assistance Grant, Section 5309 (formally Section 3) FTA Funds
- HPP - High Priority Project Funds
- S16 - Section 16 Capital funds.
- RR - Railroad Demonstration (697)
- DE - Funds from the 1987 Transportation Act (307)
- DPM - Priority Intermodal Funds / Section 1108 of ISTEA (368)
- NCPD - National Corridor Planning and Development Program Funds (Section1118)
- SIP - Safety Improvement Program
- STP - Federal Funds not Specified
- IBRC - Innovative Bridge Research and Construction Program

Local Funds:

- L1 - County Option Income Tax
- L2 - Cumulative Bridge Funds
- L3 - Cumulative Capital Funds
- L4 - Economic Development Income Tax
- L5 - General Funds
- L6 - Greater Lafayette Community Foundation
- L7 - General Obligation Bonds
- L8 - Industrial Rail Service Funds
- L9 - Local Road and Street Funds
- L10 - Local Property Tax
- L11 - Revenue Bond Funds
- L13 - Tax Increment Financing
- L14 - Developer Escrow Account
- L15 - Purdue University Funds
- L16 - Motor Vehicle Highway Account
- L17 - Local Funds Not Specified
- L18 - Fares, Passes, Tokens

Exhibit 1

Local Projects – FY 2005 through 2009

Project, Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year				
						'05	'06	'07	'08	'09
City of Lafayette										
1. Concord Road Teal Road to Brady Lane Road Reconstruction & Widening	PE RW CN	3AA, MG, L4, 13 3AA, MG, L4, 13 3AA, MG, L4, 13	450 150 2,589	150 50 1,000	600 200 4,000	x				x
										Next Transportation Bill
2. Concord Road CR 350S to CR 430S Road Reconstruction & Widening	PE RW CN	3AA, MG, L4, 13 3AA, MG, L4, 13 3AA, MG, L4, 13	300 150 2,225	100 50 750	400 200 3,000					x
										Next Transportation Bill
										Next Transportation Bill
3. Concord Road Brady Lane to CR 350S Road Reconstruction & Widening	PE RW CN	3AA, MG, L4, 13 3AA, MG, L4, 13 3AA, MG, L4, 13	450 150 3,000	150 50 1,000	600 200 4,000	x		x		x
4. S. 18th Street, Des # 0400309 at Kossuth Street Safety Improvements	PE RW CN	HES	835	0	835	x				
5. Brady Lane 18 th Street to US 52 Road Reconstruction & Widening	PE RW CN	L4, 13	0	5,000	5,000	x				
6. Greenbush US 52 to Creasy Lane Road Reconstruction & Widening	PE RW CN	L4, 13	0	4,000	4,000	x				
7. South 9th Street Twyckenham Blvd to CR 300S Road Reconstruction & Widening	PE RW CN	L13 L13 L13	0 0 0	324 80 1,626	324 80 1,626	x x		x		
8. South 9th Street CR 300S to CR 350S Road Reconstruction & Widening	PE RW CN	L2, 13 L2, 13 L2, 13	0 0 0	300 80 1,700	300 80 1,700	x x		x		
9. South 9th Street CR 350S to CR 430S Road Reconstruction & Widening	PE RW CN	L2, 13 L2, 13 L2, 13	0 0 0	300 100 2,000	300 100 2,000		x		x	
10. South 18th Street CR 350S to CR 430S Road Reconstruction & Widening	PE RW CN	L2, 13 L2, 13 L2, 13	0 0 0	300 100 2,000	300 100 2,000		x		x	

Note: all funding amounts are shown in thousands of dollars

Project, Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year					
						'05	'06	'07	'08	'09	
11. Ortman Lane	PE	L4,13		0	200	200			x		
Poland Hill to S. 9 th Street	RW	L4,13		0	100	100				x	
Road Reconstruction & Widening	CN	L4,13		0	1,500	1,500					x
12. Ortman Lane	PE	L4,13		0	200	200			x		
Old US 231 to Poland Hill Road	RW	L4,13		0	100	100				x	
Road Reconstruction & Widening	CN	L4,13		0	1,500	1,500					x
13. Ortman Lane	PE	L4,13		0	200	200			x		
S. 9 th Street to S. 18 th Street	RW	L4,13		0	100	100				x	
Road Reconstruction & Widening	CN	L4,13		0	1,500	1,500					x
14. Earl Avenue	PE										
at State and 24 th Streets	RW										
Safety Improvements	CN	HES		400	0	400	x				

City of West Lafayette

15. Kalberer Road, # 0101173	PE										
Laporte to Soldiers Home Rd.	RW										
Road Reconstruction & Widening	CN	STP,L2,4,9,13		815	203	1,018					Funded under FY '04 TIP
16. Tapawingo Extension, #0200099	PE										
US 231 to SR 26	RW	Funded Under TEA 21									
New Road Construction	CN	STP, MG, L4, L5, 13		1,561	390	1,951	x				

Tippecanoe County

17. McCormick Road	PE	L4,9		0	130	130	x				
Lindberg Road to Cherry Lane	RW	L4,9		0	90	90		x			
Road Reconstruction & Widening	CN	L4,9		0	1,600	1,600				x	
18. McCarty Lane Extension	PE										
CR 550E to SR 26	RW	L2,9,13		300	75	375	x				
New Road Construction	CN	STP, MG, L2,4 L9,13,INDOT		4,800	1,200	6,000	x				
19. Cumberland Road Extension	CS	Funded under TEA 21						x			
Des # 0300593 & 0300595	PE	3AA, MG, L4,9		120	30	150	x				
Klondike Road to Existing Road	RW	3AA, MG, L4,9		160	40	200			x		
New Road Construction	CN	3AA, MG, L4,9		1,120	280	1,400					x
20. CR 100W/140W	PE	L4,9		0	170	170	x				
CR 500N to CR 350N	RW	L4,9		0	230	230			x		
Road Realignment	CN	L4,9		0	1,900	1,900					x

Note: all funding amounts are shown in thousands of dollars

Project, Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year				
						'05	'06	'07	'08	'09
21. CR 200N	PE	L4,9	0	225	225	x				
Klondike Rd to McCormick Rd	RW	L4,9	0	140	140		x			
Road Reconstruction & Widening	CN	L4,9	0	2,600	2,600			x		
22. CR 900E Bridge (#138)	PE									
Des # 0201093	RW									
Bridge over North Fork Wildcat Cr.	CN	IBRC, L2	620	155	755	x				
Bridge Rehabilitation		Group IV fund								
23. CR 500N, Des # 0400307	PE									
at CR 900E	RW									
Safety Improvements	CN	HES	16	0	16	x				
24. Tyler Road, Des # 0400311	PE									
North County Line Rd. to CR 900N	RW									
Safety Improvements	CN	HES	445	0	445	x				
25. Lilly Road Bridge (#U209)	PE									
Des # 0100365	RW									
Replace Bridge & Approaches	CN	118,L2	736	184	920	x				
26. South River Road	PE									
CR 300W to Relocated US 231	RW									
Road Widening / Resurfacing	CN	L2,9	0	800	800	x				

Purdue University Airport

27. Encase Runway Electric Cabling	CN	AIP,L15	190	10	200	x				
28. Acquire & Install Radar	CN	AIP,L15	950	50	1,000	x				
29. Land acquisition of Runway 28	RW	AIP,L15	52.25	2.75	55	x				

CityBus

30. Operating Assistance	OP	S90,L1,3,10	1,052	3,977	7,537	x				
			1,193	4,119	7,997		x			
			1,306	4,267	8,322			x		
			1,400	4,418	8,781				x	
			1,480	4,575	9,284					x
31. Capital Assistance	CA	S9C,L3	499	124	624	x				
			1,162	290	1,453		x			
			414	103	518			x		

Note: all funding amounts are shown in thousands of dollars

Project, Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year				
						'05	'06	'07	'08	'09
32. Transit Exhibit & Landscaping Des # 0089350 Enhancement Grant	PE RW CN	STP	115	29	144			x		
33. Capital Assistance, '05 Sec 5309 Three 40' full-size low floor buses	CA	S9C,L10	945	236	1,182	x				
34. Capital Assistance Two 40' full-size low floor buses	CA	HPP,L10	500	125	625		x			
<i>Town of Battle Ground</i>										
35. Railroad Street Des # 0200770 Road Rehabilitation	PE RW CN	Group IV	460	115	575	x				
<i>Purdue University Area</i>										
36. Williams/Harrison Streets Phase 1A, Des # 0501163 Road Reconstruction & Widening	PE RW CN	SAFETEA-LU	440	110	550	x				
Total			25,216	57,019	96,235					

Note: all funding amounts are shown in thousands of dollars

Exhibit 3

Local Projects – FY 2005 through FY 2009

Federal Funding has not been approved for these projects

Project, Location & Description	PH	Fund Code	Federa Funds	Local Fund	Total Cost	Anticipated Year				
						'05	'06	'07	'08	'09
<i>City of West Lafayette</i>										
1. Stadium Avenue Russell to Northwestern Road Reconstruction & Widening	PE RW CN	3AA, MG, 4, 13, 1 5	60	15	75					x
2. Yeager Road US 52 to Northwestern Road Reconstruction & Widening	PE RW CN	3AA, MG, 4, 13	40	10	50					x
3. Soldiers Home Road & Happy Hollow N. River Road to N. River Road Road Reconstruction, Widening & Other	PE RW CN	3AA, MG	No cost estimated at this time.							x
4. Salisbury at US 52 Additional Lanes & Pedestrian Improvements	PE RW CN	3AA, MG, 4, 13	80	20	100					x
<i>Tippecanoe County</i>										
5. NS RR Crossing – Burton Road Upgrade Active Warning Devices AAR484324N	PE RW CN	33M, 33N, L9	3.6	0.4	4					x
		33M, 33N, L9	136	15	151					x
6. NS RR Crossing – CR 625E Upgrade Active Warning Devices AAR# 484278P	PE RW CN	33M, 33N, L9	3.6	.4	4					x
		33M, 33N, L9	136	15	15					x
7. KB&S RR Crossing – CR 200N Upgrade Active Warning Devices AAR474832B	PE RW CN	33M, 33N, L9	3.6	0.4	4					x
		33M, 33N, L9	136	15	151					x
8. Hog Point Bridge (#151) Bridge over the Tippecanoe River Replace Bridge & Approaches	PE RW CN	118, L2	1,816	454	2,270					x

Note: all funding amounts are shown in thousands of dollars

Project Location & Description	PH	Fund Code	Federa Funds	Local Funds	Total Cost	Anticipated Year			
						'05	'06	'07	'08 '09
<i>City of Lafayette</i>									
9. Linear Park Pilot Project	PE								
Powderhouse to Armstrong Park	RW								
Enhancement Grant	CN	33B,L13	860	215	1,075				x
		Total	3,370	784	4,019				

Note: all funding amounts are shown in thousands of dollars

Exhibit 4

Location of Local Projects Shown for Informational Purposes Only

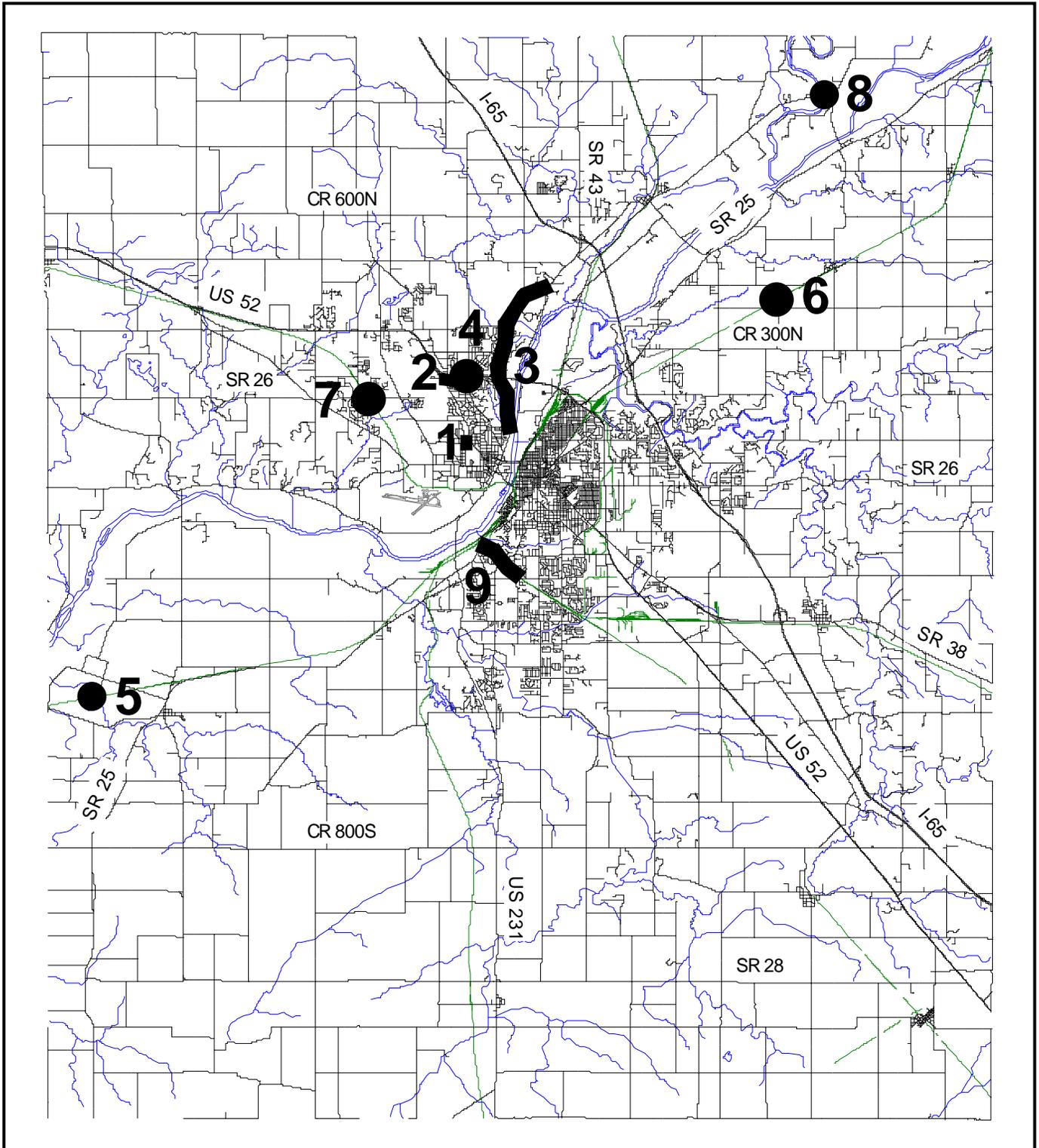


Exhibit 5

Fiscally Constrained State Projects – FY 2005 through 2007

Amounts shown in italics are not fiscally constrained and shown for informational purpose only.

Project, DES Number Location & Description	PH	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year					
						'05	'06	'07	'08	'09	
1. SR 25, Des # 9802920 (Note 1) I-65 to US 421 (Hoosier Heartland) New Road Construction	PE RW CN	NHS NHS	1,875 53,360	469 13,340	2,344 66,700			x			Ready for Contract: 4/'07
2. SR 25, Des # 0101064 (Note 2) at CR 575W & 500W Intersection Improvement	PE RW CN	STP	440	110	550				x		
3. SR 25, Des # 0200004 3.77 Mi north of SR 225 Small Structure Replacement	PE RW CN	NHS NHS NHS	6 160 200	2 40 50	8 200 250		x			x	Ready for Contract: 9/'08
4. SR 25, Des # 0400775 CSX Bdg. 0.83 miles south US 231 Bridge Replacement	PE RW CN	STP	120	30	150					x	
5. SR 26, Des # 9134885 (Note 3) I-65 to .3 Mi east of CR 550E Added Travel Lanes (CR 500E Relocation 0200656)	PE RW CN	NHS 3AA/MG	6,133 612	1,533	7,666	x					
6. SR 26, Des # 9801040 at CR 300W & CR 500W Sight Distance Correction	PE RW CN	STP	1,544	386	1,930					x	
7. SR 26, Des # 0012950 (Note 4) 1.12 to 4.71 Mi east of I-65 Pavement Replacement <i>Added Travel Lanes recommended by APC 2025 Transportation Plan</i>	PE RW CN	NHS NHS NHS	200 40 9,600	50 10 2,400	250 50 12,000	x		x			Ready for Contract: 2/'07
8. SR 26, Des # 0201252 at Tippecanoe/Warren County Line Intersection Improvement	PE RW CN	STP STP	14 280	4 70	18 350			x			Ready for Contract: 1/'09
9. SR 28, Des # 9608850 1.76 Mi east of SR 25 Small Structure Replacement	PE RW CN	STP	366	91	457	x					
10. SR 38, Des # 9608690 at CR 900E Intersection Improvement	PE RW CN	STP	642	160	802	x					
11. SR 38, Des # 9802490 (Note 5) 0.45 to 1.35 Mi east of I-65 Pavement Replacement	PE RW CN	STP STP	200 2,004	50 501	250 2,505	x					Ready for Contract: 1/'05
12. SR 38, Des # 0401286 at Wildcat Creek Bridge Landscaping – Wildflowers	PE RW CN	STP	28.8	7.2	36				x		
13. SR 43, Des # 8572190 (Note 6) I-65 to 1.93 Mi north of I-65 Added Travel Lanes	PE RW CN	STP	6,918	1,729	8,647	x					

NOTE: all funding amounts are shown in thousands of dollars

Project, DES Number Location & Description	PH	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year				
						'05	'06	'07	'08	'09
14. SR 43, Des # 0012940 SR 225 to SR 18 Road Replacement <i>Added Travel Lanes recommended by APC 2025 Transportation Plan</i>	PE RW CN	STP STP STP	80 40 2,240	20 10 560	100 50 2,800	x			x	
										<i>Ready for Contract: 2/07</i>
15. US 52, Des # 9802510 Union Street to McCarty Lane Road Reconstruction	PE RW CN	STP STP STP	240 8 4,000	60 2 1,000	300 10 5,000	x		x		
										<i>Ready for Contract: 4/07</i>
16. US 52, Des # 9900510 Norfolk Southern RR Crossing Grade Separation	PE RW CN		4,440	1,110	5,550				x	
17. US 52, Des # 0100699 Wabash R to 3.03 Mi E of Wabash Pavement Replacement	PE RW CN	STP STP STP	720 7,200	180 1,800	900 9,000				x	
										<i>Ready for Contract: 8/09</i>
18. US 52, Des # 0201210 (Note 7) Over CSX RR and N. 9 th St. Bridge Rehabilitation	PE RW CN	STP STP STP	96 1,008	24 252	120 1,260	x				x
19. US 52, Des # 0300170 at SR 38 Intersection Improvement	PE RW CN		0	50	50					x
20. US 52, Des # 0400598 Wabash River Bridge Bridge Rehabilitation	PE RW CN		240	60	300	x				
21. US 52, Des # 0400067 EB Bridge over Wabash R. Bridge Rehabilitation	PE RW CN		154	39	193				x	
22. US 52, Des # 0401287 East side of SR 443 Bridge Landscaping – Wildflowers	PE RW CN		28.8	7.2	36					x
23. I-65, Des # 9802780 (Note 8) at SR 26 Interchange Modification	PE RW CN	IM IM IM	304 160 4,352	76 40 1,088	380 200 5,440			x		
										<i>Ready for Contract: 7/06</i>
24. I-65, Des # 9802790 (Note 9) at SR 43 Interchange Modification	PE RW CN	IM IM IM	200 2,992	50 748	250 3,740	x				x
25. I-65, Des # 0012660 (Note 10) Wabash River & Wildcat Bridges Bridge Rehabilitation	PE RW CN		8,820	980	9,800	x				
26. I-65, Des # 0600242 Clinton Co to 1.0 Mi N of Lauramie Ck. Road Resurfacing	PE RW CN		1,890	210	2,100					x

NOTE: all funding amounts are shown in thousands of dollars

Project, DES Number Location & Description	PH	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year				
						'05	'06	'07	'08	'09
27. SR 225, Des # 0401399 SR 25 to SR 43 Road Resurfacing	PE RW CN	STP	480	120	600		x			
28. US 231, Des # 9700830 (Note 11) north of Wabash River to SR 26 New Road Construction (South Intramural Widening)	PE RW CN	NHS NHS 3AA/MG	2,520 19,521 447	630 4,880	3,150 24,401	x x				
29. US 231, Des # 9801740 4.88 Mi north of SR 28 Bridge Replacement	PE RW CN	NHS	720	180	900		x			
30. US 231, Des # 0300175 at Stadium Avenue Signal New or Modernized	PE RW CN	STP	120	30	150		x			
31. US 231, Des # 0300431 SR 26 to US 52 New Road Construction	PE RW CN	STP STP STP	432 432 6,966	108 108 1,741	540 540 8,707	x		x		Ready for Contract: 3/09
32. US 231, Des # 0400064 NB Bridge over Wabash R. Bridge Rehabilitation	PE RW CN	NHS	40	10	50					x
33. US 231, Des # 0401392 SR 28 to south of CR 500S Road Resurfacing	RW PE CN	STP	960	240	1,200			x		
34. US 231, Des # 0501082 At CR 350S Signal New or Modernized	PE RW CN		80	0	80					x
35. 12 Acres of Museums Campus Des # 9981310 Museums at Prophetstown	PE RW CN	STP	384	96	480		x			
36. Wabash H. Trail & Road Const. Des # 0101297 & 0300822 Through Prophetstown State Park	PE RW CN	STP	1,250	1,000	2,250		x			
37. Various Locations in Tip. Co. Des # 0201331 Signal Modernization	PE RW CN	STP	520	130	650			x		
TOTAL			155,393	37,832	192,166					

NOTE: all funding amounts are shown in thousands of dollars

Note 1: other projects included: 0400991, 0400992, 00400995, 0400996, 0400997, 0400998, 0400999, 0401000, 0401001, 04001002, 0401003, 0401004, 0500648

Note 2: other project included: 9785290

Note 3: other projects included: 973488X, 9711520, 9711530, 993488A, 0200656, 0600131 Local fed funds to realign CR 500E

Note 4: other project included: 9608220

Note 5: other project included: 0101058

Note 6: other projects included: 8351420, 9700240, 8714885, 9600190, 0200629

Note 7: other project included: 0201211

Note 8: other projects included: 0300233, 0300234, 0300235, 0300236, 0300237

Note 9: other project included: 0300284

Note 10: other project included: 006620

Note 11: other projects included: 0100932, 9900831, 9900832, 9900833, 0100933, 000083A, 000083B, 000083C, 000083X, 0300374, Local federal funds will be used to widen South Intramural Drive.

Exhibit 6

Location of INDOTs Fiscally Constrained Projects

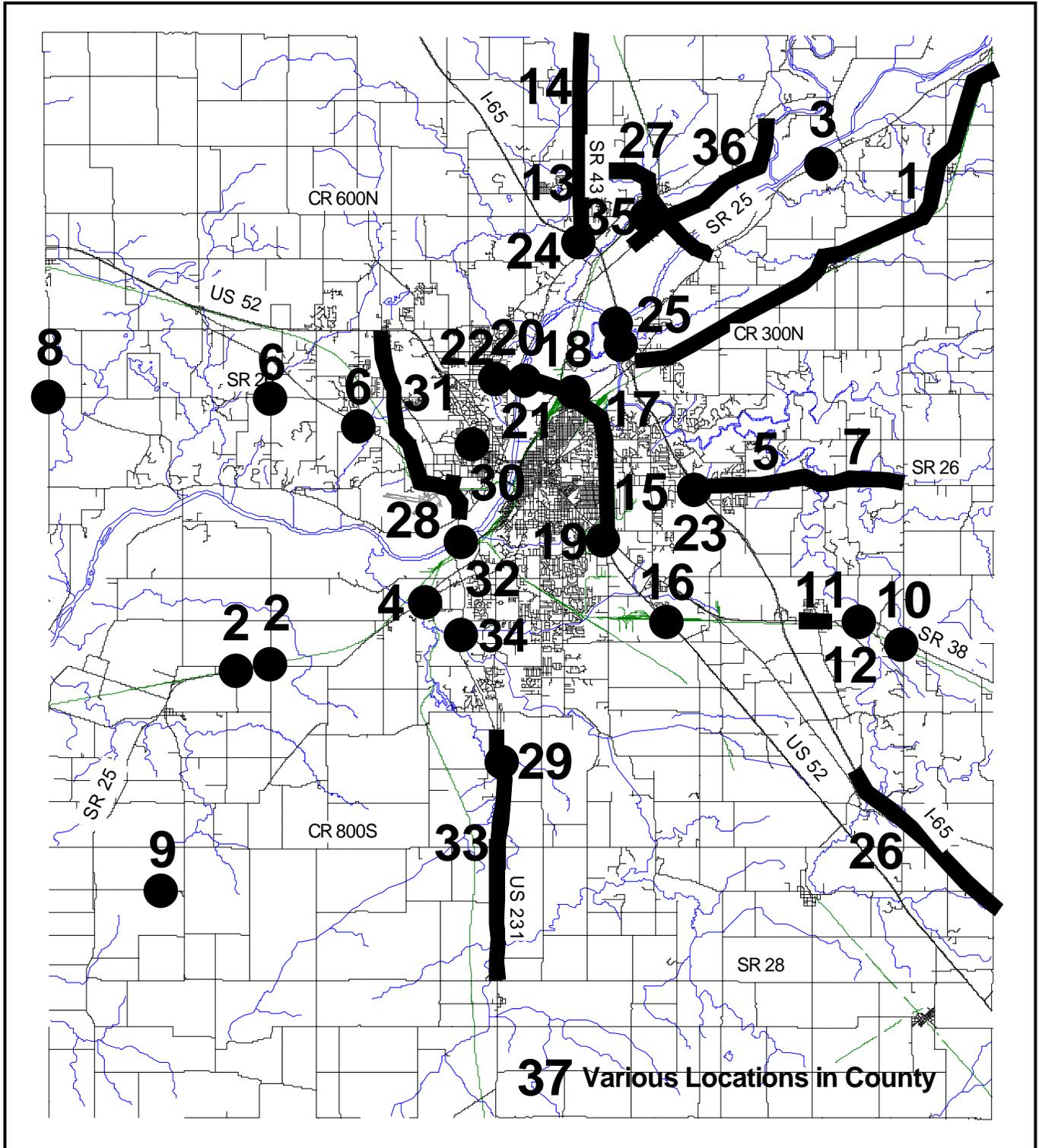


Exhibit 7

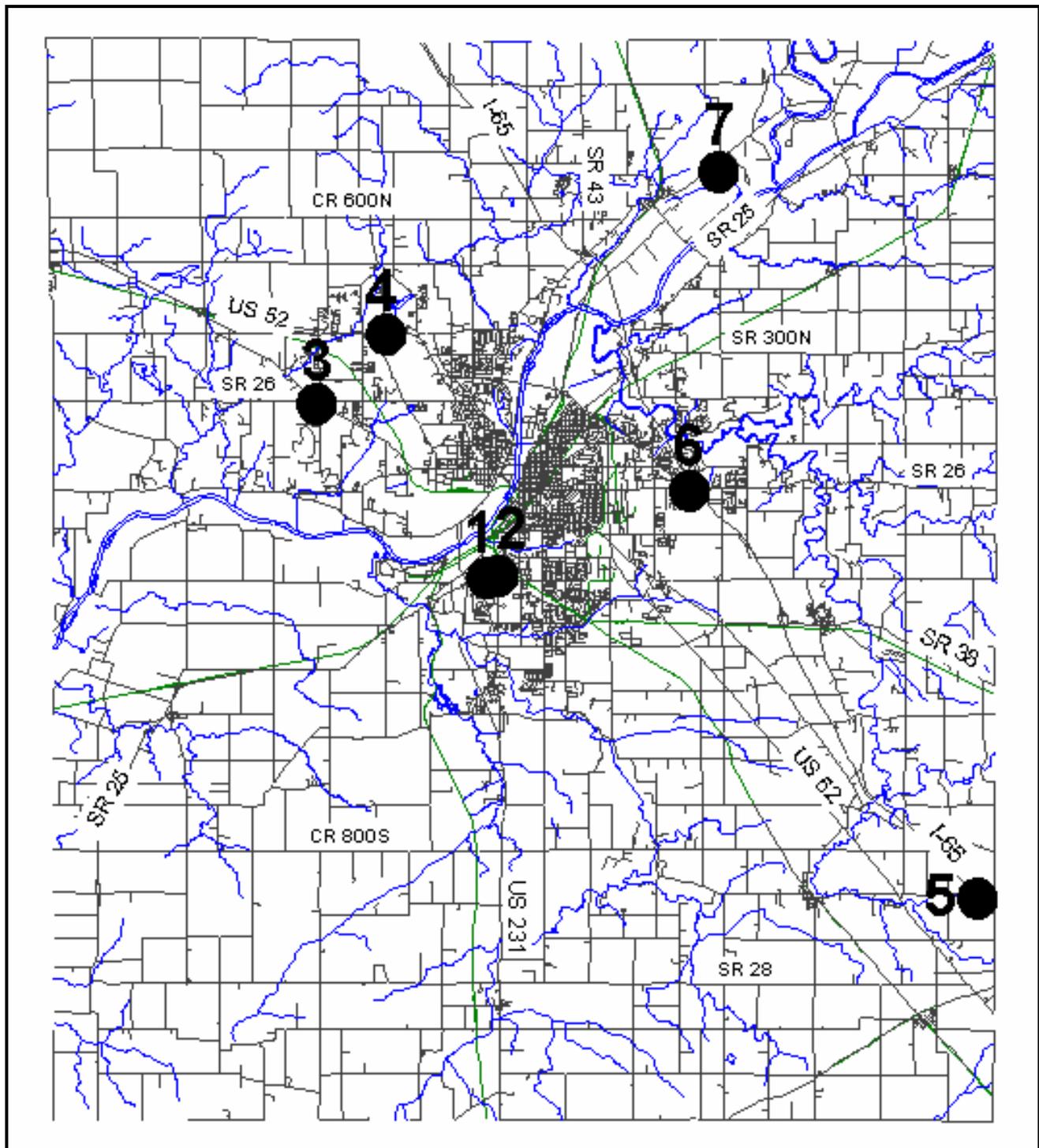
INDOT Projects Shown for Informational Purposes Only

Project, DES Number Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year				
						'04	'05	'06	'07	'08
1. SR 25, Des # 9800590 at South Beck Lane Intersection Improvement	PE RWW CN		PROJECT SUSPENDED							
2. SR 25, Des # 9800690 at Old US 231 Intersection Improvement	PE RW CN		PROJECT SUSPENDED							
3. SR 26, Des # 0100427 At CR 200N, 400W & Jackson H. Safety Improvements	PE RW CN		PROJECT ELIMINATED							
4. US 52, Des #0201175 at Hunter Road Additional Left Turn Lane	PE RW CN		PROJECT ON HOLD							
5. I-65, Des # 0100293 Bridge over Lauramie Creek Bridge Rehabilitation	PE RW CN		PROJECT ELIMINATED							
6. I-65, Des # 0100309 Over SR 26 Bridge Rehabilitation	PE RW CN		PROJECT ELIMINATED							
7. Prophetstown Eagle Wing Center Des # 0200981 Enhancement Grant	PE RW CN	STP		500	125	625	Ready for Contract: 11/04			
TOTAL				500	125	625				

NOTE: all funding amounts are shown in thousands of dollars

Exhibit 8

Location of INDOTs Non-Fiscally Constrained Projects



PRIORITIZATION OF PROJECTS

The Technical Transportation Committee (whose members represent the local units of government and other eligible agencies) reviews submitted requests for federal funds. The limited amount of federal funds constrains the prioritization process and the projects which can be programmed. To do so, the following general criteria are used.

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

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

The general criteria cited above were used to develop the project ranking shown in **Exhibits 9** and **10**. Estimated funding levels for STP 3AA Urban Group II and Minimum Guarantee funds were provided by INDOT, Division of Policy and Budget. Details further explaining the estimated level of funding can be found in the Financial Summary and Plan section.

The relative ranking of projects submitted (as shown in **Exhibits 9** and **10**) complies with those instructions. Fiscal Years were not "over programmed" unless local government agencies committed to fund them with additional local money or moved the project back to an available funding year.

URBAN STP/MG FUNDING

The LPA submittal included twelve projects for which Urban STP and MG funds were requested. The City of West Lafayette requested these funds for Tapawingo Extension, Stadium Drive, Williams Street, Soldiers Home Road, Salisbury Street and Yeager Road. At this time only the Tapawingo Extension project is eligible for federal funding. The other five projects currently do not have the necessary planning support and are thus programmed in the information only exhibit. The City of Lafayette requested federal funds to reconstruct and widen Concord Road from Teal Road to CR 430S. This is an extensive project and the City will be improving the road in three separate projects. The County is requesting funds for two projects: McCarty Lane and Cumberland Road Extension. Finally, the remaining project seeking federal funds is South Intramural Drive. This project is part of the US 231 relocation project from South River Road to SR 26.

On April 21, 2004, the Technical Transportation Committee reviewed and prioritized projects following the criteria listed above. The priorities were reexamined on October 20, 2004 to reflect the change in priority for improving Concord Road. **Exhibit 9** shows the priorities.

For FY 2005, the City of West Lafayette requested funds to construct Tapawingo Extension. Developing the preliminary engineering for Concord Road from Brady Lane to CR 350S was the only request from the City of Lafayette. The County requested federal funds to construct the last portion of McCarty Lane: CR 550E to SR 26 and for preliminary engineering for the Cumberland Road Extension. The remaining 2005 federally funded project is South Intramural construction.

Top priority was assigned to the McCarty Lane project. Second priority went to the South Intramural Drive project and Tapawingo Extension received the third priority. The Technical Transportation Committee assigned the fourth priority to the Concord Road project. Rounding out the priorities was the Cumberland Road Extension project.

Both the County and City of Lafayette anticipate the Cumberland Road Extension and Concord Road projects to advance in 2006. Top priorities for that year were assigned to the right-of-way phase for the Concord Road project (Brady Lane to CR 350S). Second priority was assigned to the preliminary phase of the next Concord Road project (Teal Road to Brady Lane). Finally, the Cumberland Extension project received third priority.

Four requests were submitted for 2007. The County requested federal funds to construct the Cumberland Road Extension. In the initial submittal, the City of Lafayette requested funds to construct Concord Road from Teal Road to Brady Lane, purchase right-of-way for the Concord Road project from CR 350S to CR 450S and for preliminary engineering for the Concord Road from Brady Lane to CR 350S. Because the requested amount of federal funds exceeded the available amount, the Technical Transportation Committee financially constrained the request and recommended federal funds be given only to the Cumberland Road Extension project. The three other requests were move to future years. With the December 2004 amendment, the Cumberland Road Extension project is still the only project that will receive federal funds in 2007.

Due to financial constraints and moving the three projects and their respective development phases to future years, the Technical Transportation Committee initially recommended that nearly all of the federal funds available in 2008 go to the construction of Concord Road from Teal Road to Brady Lane. With the December 2004 amendment, nearly all of the federal funds in 2008 will go to the construction of Concord Road from Brady Lane to CR 350S.

Reflecting the December 2004 amendment, the Committee recommended that purchasing right-of-way for Concord Road between Teal Road and Brady Lane is given first priority in 2009. Second priority was given to the engineering phase of Concord Road between CR 350S and CR 430S.

Comparing the priority list in last year's TIP to this one, two changes appear to have occurred. Two projects that were listed in the '04 TIP priority list do not appear in the '05 TIP priority list and a new project appears in the '05 TIP priority list. The project given first priority last year, Kalberer Road, has advance to construction. The other project, Tapawingo North, will not be pursued at this time. The new project that appears in the '05 TIP list is the Concord Road project from Brady Lane to CR 350S. It was assigned a higher priority than the Cumberland Road Extension project.

RURAL STP FUNDING

There is only one project using Rural STP 33E funds. The County will be utilizing these federal funds for the bridge rehabilitation project over the Wildcat Creek on CR 900E. Construction is anticipated to begin in FY 2005.

Typically projects seeking these funds compete against others statewide, and INDOT is authorized to prioritize them. Priority ranking is based on several factors: how close the project is to construction, the ability of the LPA to match federal funds, and how well the project is moving through land acquisition.

STP BRIDGE REPLACEMENT

Bridge Replacement Funds are being sought for two projects. One is shown in **Exhibit 1** while the other is shown in **Exhibit 3**. Federal funding has been approved for the Lilly Road Bridge near the pharmaceutical plant. In the northeastern corner of the County, these funds are being sought for the Hog Point Bridge.

Similar to Rural STP funding, projects requesting these funds compete against others statewide. INDOT makes the final determination.

STP RAIL – HIGHWAY CROSSINGS

The County continues to work toward improving railroad-crossing safety and has requested federal funding for three crossings. They are listed in **Exhibit 3**. These funds would be used to improve the crossing of the Norfolk Southern at Burton Road and at CR 625E. The third crossing is on the KB&S at CR 200N. Since all three have not yet been approved by INDOT for federal funding, they are shown in the “for informational purposes only” list.

Like rural projects, they too must compete against others statewide. Projects are chosen based on FRA index ratings and benefit to cost analysis.

STP - ENHANCEMENT

There are five enhancement projects listed in the Program of Projects, one in **Exhibit 1**, one in **Exhibit 3** two in **Exhibit 5** and one in **Exhibit 7**. The three shown under the financially constrained lists and the one shown in **Exhibit 7** have been awarded federal funding. The one listed in **Exhibit 3** was resubmitted in the December 2004 grant cycle. The Transportation Enhancement Selection Committee is reviewing all applications.

The four projects awarded federal funding are quite different in scope. Sponsored by CityBus, Imagination Station requested enhancement funds to build a transit exhibit and for landscaping. Located in the new State Park, the Museum at Prophetstown application involves constructing a Ecotone shuttle road, pedestrian and bicycle trail, restoring twelve acres of historic landscaping, environmental and wildlife habitat; and providing both safety and educational activities. The Museum was also awarded a grant (2002) for the construction of the Eagle Wing Center. Finally, the Indiana Department of Natural Resources submitted a grant to construct a portion of the Wabash Heritage Trail that runs through Prophetstown State Park.

In the most recent submittal, the project focus is on alternative transportation. The City of Lafayette requested funds to construct the remaining portion of the Linear Park

Pilot Project. Paralleling the Norfolk Southern tracks on the south side of town, the trail would extend the recently completed portion of the trail to Wabash Avenue to the northwest and 18th Street to the southeast.

INDOT requires that enhancement projects only be prioritized if two or more projects request funding. There was no review and ranking since only one project was submitted. Enhancement projects are then reviewed and ranked by INDOT's Selection Committee. Those receiving the highest ranking are funded. Since the fourth project is sponsored by a State agency, it does not compete against the others and is not prioritized.

Hazard Elimination Safety funds

Hazard Elimination Safety, HES, funds are specific federal funds that are used for safety improvements. The purpose of these funds is to correct hazardous locations by funding projects that will reduce the number and severity of crashes. Safety projects are identified through surveys or studies. Typically, federal funds provide eight percent of total project costs. However at this time, HES grants fund the entire cost of construction.

Applications for HES funds must follow guidelines developed by FHWA and INDOT. The application includes a review of the existing problem and a detailed proposed solution. A detailed crash analysis along with the proposed project's costs and justification must also be included. There must also be a commitment to provide both FHWA and INDOT a safety report on the actual crash reductions realized by the improvements.

Four projects have been approved for these funds. Two are located in the City of Lafayette while the other two are in located in Tippecanoe County. The two in Lafayette target improvements to 18th and Kossuth Street and on Earl Avenue at State and 24th Streets. The two in the County target improvements to CR 500N at CR 900E and on Tyler Road. All four projects are listed in **Exhibit 1**.

INDOT Projects

In addition to local projects, the Technical Transportation Committee prioritized INDOT financially constrained projects. Only projects proposed for federal funding in FY 2005 through 2007 were prioritized. Each project was grouped according to work type. The priority ranking approved follows the proposed Fiscal Year assigned for each project.

Exhibit 9

STP (3AA) Group II Urban Funds & Minimum Guarantee Funds

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Local Share	Total Cost
<i>Funds Spent / Committed</i>							
<i>Funds Available for FY 2004</i>					2,871,986		
Kalberer Road (Fiscal Year 2004)					815,000		
<i>Balance (Available to Carry Over into FY '05 TIP)</i>					<u>2,056,986</u>		
<i>Funding Available</i>							
FY 2004					2,056,986		
FY 2005					3,234,168		
FY 2006 - 2007					<u>6,566,060</u>		
<i>Total</i>					11,857,214		
FY 2008					3,282,030		
FY 2009					3,283,030		
<i>Project Requests</i>							
Funds Available for FY 2005 through 2007					11,857,214		
FY 2005	1	County	McCarty Lane	CN	4,800,000	1,200,000	6,000,000
	2	INDOT	South Intramural	CN	447,032		
	3	W. Laf	Tapawingo Extension	CN	1,561,000	390,000	1,951,000
	4	Lafayette	Concord (Brady/350S)	PE	450,000	150,000	600,000
	5	County	Cumberland Ext.	PE	120,000	30,000	150,000
Total Cost of Projects					<u>7,378,032</u>		
Balance (Funds Available versus Total Cost)					4,479,182		
<i>Federal funds reallocated from TEA 21</i>					<u>296,000</u>		
Balance Available					4,775,182		
FY 2006	1	Lafayette	Concord (Brady/350S)	RW	150,000		
	2	Lafayette	Concord (Teal/Brady)	PE	450,000		
	3	County	Cumberland Road Ext.	RW	160,000		
Total Cost of Projects					<u>760,000</u>		
Balance (Funds Available versus Total Cost)					4,015,182		
FY 2007	1	County	Cumberland Road Ext.	CN	1,120,000		
Total Cost of Projects					<u>1,120,000</u>		
Balance (Funds Available versus Total Cost)					2,895,182		

*Note

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Local Share	Total Cost
Projects Programmed for Out Years							
<i>Carry Over Funds</i>					2,895,182		
<i>Funds Available for FY 2006</i>					<u>3,283,030</u>		
<i>Total Funds Available</i>					6,178,212		
FY 2008	1	Lafayette	Concord(Brady/350S)	CN			
<i>Total Cost of Projects</i>					<u>3,000,000</u>		
<i>Balance (Funds Available versus Total Cost)</i>					3,178,212		
<i>Carry Over Funds</i>					3,178,212		
<i>Funds Available for FY 2009</i>					<u>3,283,030</u>		
<i>Total Funds Available</i>					6,461,242		
FY 2009	1	Lafayette	Concord (Teal/Brady)	RW	150,000		
	2	Lafayette	Concord (350S/430S)	PE	300,000		
<i>Total Cost of Projects</i>					<u>450,000</u>		
<i>Balance (Funds Available versus Total Cost)</i>					6,011,242		

* Note: The \$296,000 are TEA 21 funds that were originally allocated to the Tapawingo Extension right-of-way phase. These funds were reallocated to the Tapawingo Extension construction phase by the November 19, 2005 amendment.

Exhibit 10

INDOT Fiscally Constrained Prioritized Projects: FY 2005 - FY 2007

Priority	State Road	Des Number	Description	Ph.	Cost (x1,000)	RFL Date	Federal Funds
<i>Added Travel Lanes</i>							
1	SR 26	9134885	I-65 to .3 Mi east of CR 550E	CN	6,133	2005	NHS
2	SR 43	8572190	I-65 to 1.93 Mi north of I-65	CN	6,918	2005	STP
<i>Bridge Rehabilitation</i>							
1	US 52	0400598	W.B. Wabash River Bridge	CN	240	2005	STP
2	I-65	0012660	Wabash River Bridge	CN	8,820	2005	IM
3	US 52	0201210	CSX RR and N. 9 th St.	PE	120	2005	STP
4	US 52	0400067	EB Wabash River Bridge	CN	193	2006	STP
5	US 52	0201210	CSX RR and N. 9 th St.	CN	1,260	2007	STP
6	US 231	0400064	NB Wabash River Bridge	CN	50	2007	NHS
<i>Bridge Replacement</i>							
1	US 231	9801740	4.88 Mi north of SR 28	CN	720	2005	NHS
2	SR 25	0400775	CSX RR Bridge	PE	150	2008	STP
<i>Grade Separation / New Bridge</i>							
1	US 52	9900510	Norfolk Southern RR Crossing	CN	4,440	2007	STP
<i>Interchange Modification</i>							
1	I-65	9802790	At SR 43	PE	200	2005	IM
2	I-65	9802780	At SR 26	PE	304	2006	IM
3	I-65	9802780	At SR 26	RW	160	2007	IM
4	I-65	9802790	At SR 43	CN	2,992	2007	IM
<i>Intersection Improvement</i>							
1	SR 38	9608690	At CR 900E	CN	642	2005	STP
2	SR 26	0201252	At Tippecanoe/Warren Co. L.	PE	14	2006	STP
3	SR 25	0101064	AT CR 575w & CR 500W	CN	440	2007	STP
<i>New Road Construction</i>							
1	US 231	9700830	North of Wabash R. to SR 26	RW	2,520	2005	NHS
2	US 231	0300431	SR 26 to US 52	PE	432	2005	STP
3	US 231	9700830	North of Wabash R. to SR 26	CN	19,521	2005	NHS
4	US 231	0300431	SR 26 to US 52	RW	432	2006	STP
5	SR 25	9802920	Hoosier Heartland	RW	1,875	2007	NHS
<i>Pavement Replacement</i>							
1	SR 26	0012950	1.12 to 4.71 miles east of I-65	PE	200	2005	NHS
2	SR 26	0012950	1.12 to 4.71 miles east of I-65	RW	40	2006	NHS
3	US 52	0100699	Wabash R. to 3.03 Mi E of WR	PE	720	2007	STP

Priority	State Road	Des Number	Description	Ph.	Cost (x1,000)	RFL Date	Federal Funds
<i>Road Reconstruction</i>							
1	SR 43	0012940	SR 225 to SR 18	PE	80	2005	STP
2	US 52	9802510	Union Street to McCarty Lane	PE	240	2005	STP
3	US 52	9802510	Union Street to McCarty Lane	RW	8	2006	STP
4	SR 43	0012940	SR 225 to SR 18	RW	40	2007	STP
<i>Road Replacement</i>							
1	SR 38	9802490	0.45 to 1.35 miles east of I-65	RW	200	2005	STP
<i>Road Resurfacing</i>							
1	I-65	0600242	Clinton Co to N of Lauramie C.	CN	2,100	2006	IM
<i>Sight Distance Correction</i>							
1	SR 26	9801040	At CR 300W & CR 500W	CN	1,544	2007	STP
<i>Signals, New or Modernized</i>							
1	US 231	0300175	At Stadium	CN	120	2005	STP
2	Various	0201331	Throughout Tippecanoe C.	CN	650	2006	STP
3	US 231	0501082	At CR 350S	CN	80	2006	
<i>Small Structure Replacement</i>							
1	SR 28	9608850	1.76 miles east of SR 25	CN	366	2005	STP
2	SR 25	0200004	3.77 miles north of SR 225	PE	6	2006	NHS
3	SR 25	0200004	3.77 miles north of SR 225	RW	160	2007	NHS
<i>Enhancement</i>							
1		9981310	12 Acres of Museum Campus	CN	384	2005	STP
<i>Trail Construction</i>							
1		0300822	Park Facilities and Road Con.	CN	1,250	2005	STP

FINANCIAL SUMMARY AND PLAN

TEA 21 requires all TIPs to be financially constrained. In other words, we cannot over-program or spend more than we receive. To do this, there must be a financial plan. That plan demonstrates how projects can be implemented and also indicates resources from both public and private sources that are reasonably expected to be made available to carry out the plan.

Before a financial plan can be developed, available spending limits must be known. INDOT is responsible for furnishing funding levels for all urban road projects. Bridge, rail safety, rural roads, enhancement and HES projects compete against other projects throughout the state. These projects are thus shown on the "information only" list unless INDOT has already awarded needed funding. Transit funding is based on both present and past year funding levels while the same is true for airport projects.

The Five Year Program of Projects anticipates a total cost of over \$287.8 million. Sources of federal as well as local funds for locally initiated projects are shown in **Exhibits 11 through 14**.

Since this TIP must be financially constrained, funding requests must be limited on each project. Each project will be capped or limited to the requested amount. If a project needs additional federal funding, the TIP can either be amended (if there are enough federal funds available) or the jurisdiction must make up the difference from local funds.

STP/MG – Surface Transportation Program, Group II and Minimum Guarantee funds

Projects within the urban area are eligible for federal Surface Transportation Program (STP) Group II and Minimum Guarantee (MG) funds. For simplicity in programming, both funding sources have been combined into one account by combining both funds, over the next three fiscal years, this area has \$11,857,214 available to spend.

In INDOT's official notice, this area has \$3,234,168 available to program in FY 2005. Our apportionment is projected to increase to \$3,283,030 for 2006 and 2007. INDOT's notice showing these apportionments can be found in the **Appendix**. 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 \$9,800,228.

Another important number that needs to be included is the apportionment this area received in FY 2004. In FY 2004 this area had \$2,871,986 available to spend. Only one project utilized these funds: Kalberer Road for a total of \$815,000. Thus the difference between the available amount and the portion used. \$2,056,986, can be carried over and reprogrammed.

A word of caution is needed. The federal dollar amounts provided by INDOT are either draft or estimates at this time. While Congress has passed a new transportation bill and it has been signed into law, the specific funding amounts have not yet been released. Thus local projects and their funding requests may need to be revisited and possibly reprioritized following the release of more accurate amounts.

Exhibit 11 summarizes funding availability against funding spent and committed. Combining the carry-over funds from FY '04, \$2,056,986, and the three-year apportionments, \$9,800,228, this area has \$11,857,214 available to spend in FY '05 through FY '07. **Exhibit 11** shows that the funding requests for all three years were fiscally constrained. **Exhibit 11** also shows TEA 21 funds in the amount of \$296,000 being reallocated. This was done by the November 19, 2005 TIP amendment.

For 2005, both Cities and the County requested federal funds for four projects: McCarty Lane, Tapawingo Extension, Concord Road and Cumberland Road Extension. Also reprogrammed is the South Intramural project. The total amount of federal funds requested was \$7,378,032. This is approximately sixty percent of the entire three-year budget and well within the capability to fund all five projects.

Looking at the next two fiscal years, the City of Lafayette requested federal funds for all three of the Concord Road projects and the County requested federal funds for the Cumberland Road Extension project.

In FY '06 the City initially requested funds to purchase the additional property needed for the Concord Road project between Teal Road and Brady Lane and develop the engineering plans for Concord Road between CR 350S to CR 430S. The County requested federal funds for the engineering phase of the Cumberland Road Extension Project. The three requests total \$610,000 and there are enough federal funds for all three projects. With the December 2004 amendment, the two Concord Road projects have changed and now include the purchasing property from Brady Lane to CR 350S and developing the engineering phase from Teal Road to Brady Lane. All three requests total \$760,000 and there are enough federal fund for all three projects.

While there are enough federal funds to satisfy all of the requests in FY '06, there were not enough federal funds for the entire FY '07 initial request. The City of Lafayette and the County requested \$4,720,000 for FY '07. This included constructing Concord Road between Teal Road and Brady Lane, constructing the Cumberland Road Extension, purchasing the property needed for the Concord Road project from CR 350S to CR 430S and developing the engineering plans for Concord Road from Brady Lane to CR 350S. With only \$1,490,160 available, the Technical Transportation Committee recommended that only the construction of the Cumberland Road Extension project receive funds. All of the other projects were programmed in the following years.

Since this is a five-year program, funding projections for 2008 and 2009 are also needed. INDOT's Division of Policy and Budget suggested using the 2006 funding amount. Therefore we have programmed \$3,283,030 for each year. Initially the City of Lafayette requested federal funds to construction the portion of Concord from CR 350S to CR 430S in FY '08. Federal funds were also requested to purchase the property needed to widen Concord Road from Brady Lane to CR 350S in FY '08 and construct the improvements in FY '09. But due to the funding shortfall in FY '07, the improvements targeted in FY '08 and FY '09 were moved beyond FY '09. The Technical Transportation Committee recommended that nearly all of the available funds in FY '08 go the construction of Concord Road from Teal Road to Brady Lane. In 2009, the funds would go toward buying property for the Concord Road project between CR 350S to CR 430S and to fund the Concord Road engineering phase between Brady Lane and CR 350S.

With the December 2004 amendment, the construction of Concord Road from Brady Lane to CR 350S was programmed in FY 2008 and the purchasing of property for the Concord Road project from Teal Road to Brady Lane and the engineering phase between CR 350S to CR 430S was programmed in FY 2009.

A detailed analysis of available funds versus project requests can be found in **Exhibits 11 and 12**. Since the funding requested does not exceed the programmable balance, both STP and MG funds are financially constrained.

STP - Group IV, Enhancement, HES & Rail Crossings

Requests for STP Group IV, Enhancement, Rail Crossing and HES funds continue to follow TEA 21 guidelines. Use of these funds requires projects to compete against other projects statewide. For railroad crossing projects, those that have the highest prediction rate and best cost to benefit ratio are chosen. Enhancement projects are reviewed and chosen by a broad-based selection committee. Those projects receiving the highest rankings are chosen.

The County is not requesting any additional STP Group IV funds in this TIP. They are requesting railroad crossing safety funds for three crossings though. All three projects are listed in **Exhibit 3**. Two of the crossings involve the Norfolk Southern Railroad and the other involves the KB&S Railroad.

Because it has not been approved by INDOT, the one enhancement project in **Exhibit 3** is listed for information purposes only. The City of Lafayette intends to use these funds to construct its Linear Park Pilot Project from Wabash Avenue to Poland Hill Road and from 9th Street to 18th Street. The enhancement projects listed in all of the other exhibits have been approved.

Another category of federal funds utilized in this TIP is Hazard Elimination Safety funds. These funds go to specific projects that involve safety-oriented improvements. Special guidelines have been developed in order to receive these funds. Documentation must identify the problem and define the solution. A crash diagram analysis must be performed and the improvements must also be cost effective. Projects for which HES funds are requested are reviewed and approved by a committee comprised of FHWA and INDOT personnel.

Transit & Airport Funding

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

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

Local Funding Sources

The projects listed in the Local Program of Projects, **Exhibit 1**, indicate a variety of local funding sources to be used in FY 2005 through FY 2009. A summary of these sources is shown in **Exhibit 13**. The City of Lafayette anticipates using three different sources of local funding for its projects: Economic Development Income Tax, Cumulative Bridge and Tax Increment Financing. The City of West Lafayette anticipates using Economic Development Income Tax, Tax Increment Financing and General Funds. The County anticipates using mostly Cumulative Bridge Funds, Economic Development Income Tax, Local Road and Street Funds, and Tax Increment Financing for their projects.

Exhibit 11

**Projected Expenditures of Federal Funds
Local Public Agencies Financial Capacity: FY 2005 through FY 2007**

Agency	Project	Phase	Fiscal Year	STP-MG	Priority Ranking
Apportionment FY 2004				2,871,986	
Apportionment FY 2005				3,234,168	
Apportionment FY 2006 – 2007				6,566,060	
Total Apportionment				<u>12,672,214</u>	
Funds Spent (Kalberer Road)				815,000	
FY 04 - 07 Funds Available				11,857,214	
Federal Funds Reallocated from TEA 21				296,000	
Funds Available				12,153,214	
Tippecanoe Co.	McCarty Lane CR 550E to SR 26	CN	2005	<u>4,800,000</u>	1
				7,353,214	<i>Funds Remaining</i>
INDOT	South Intramural US 231 Relocation	CN	2005	<u>447,032</u>	2
				6,906,182	<i>Funds Remaining</i>
West Lafayette	Tapawingo Extension Rel..US 231 to SR 26	CN	2005	<u>1,561,000</u>	3
				5,345,182	<i>Funds Remaining</i>
Lafayette	Concord Road Brady Lane to CR 350S	PE	2005	<u>450,000</u>	4
				4,895,182	<i>Funds Remaining</i>
Tippecanoe Co.	Cumberland Road Extension	PE	2005	<u>120,000</u>	5
				4,775,182	<i>Funds Remaining</i>
Lafayette	Concord Road Brady Lane to CR 350S	RW	2006	<u>150,000</u>	1
				4,625,182	<i>Funds Remaining</i>
Lafayette	Concord Road Teal Road to Brady Lane	PE	2006	<u>450,000</u>	2
				4,175,182	<i>Funds Remaining</i>
Tippecanoe Co.	Cumberland Road Extension CR 250W to existing road	PE	2006	<u>160,000</u>	3
				4,015,182	<i>Funds Remaining</i>
Tippecanoe Co.	Cumberland Road Extension CR 250W to existing road	RW	2007	<u>1,120,000</u>	1
				2,895,182	<i>Funds Remaining</i>

Exhibit 12

**Projected Expenditures of Federal Funds
Local Public Agencies Financial Capacity: FY 2008 and FY 2009**

Agency	Project	Phase	Fiscal Year	STP-MG	Priority Ranking
FISCAL YEAR 2008					
				2,895,182	
				<u>3,283,030</u>	
				6,178,212	
City of Lafayette	Concord Road	CN		<u>3,000,000</u>	
	Teal Road to Brady Lane			<u>3,178,212</u>	<i>Funds Remaining</i>
FISCAL YEAR 2009					
				3,178,212	
				<u>3,283,030</u>	
				6,461,242	
City of Lafayette	Concord Road	RW		<u>150,000</u>	1
	CR 350S to CR 430S			<u>6,311,242</u>	<i>Funds Remaining</i>
City of Lafayette	Concord Road	PE		<u>300,000</u>	2
				<u>6,011,242</u>	<i>Funds Remaining</i>

Exhibit 13

**Projected Expenditure of Local Funds by Local Public Agencies
Financial Capacity from Financially Constrained List (Exhibit 1)**

Fund	FY 05	FY 06	FY 07	FY 08	FY 09
<i>Lafayette</i>					
Cumulative Bridge Funds & Tax Increment Financing (L2 & L13)	380	2,300	200	4,000	
Economic Development Income Tax & Tax Increment Financing (L4 & L13)	9,150	150	600	1,300	4,700
Tax Increment Financing (L13)	404	1,626			
<i>West Lafayette</i>					
Economic Development Income Tax, General Funds & Tax Increment Financing (L4, L5 & L13)	390	500			
<i>Tippecanoe County</i>					
Cumulative Bridge Funds (L2)	239				
Cumulative Bridge Funds, Economic Development Income Tax, Local Road and Street & Tax Increment Financing (L2, L4, L9 & L13)	1,200				
Cumulative Bridge Funds & Local Road and Street Funds (L2 & L9)	800				
Cumulative Bridge Funds, Local Road and Street Funds & Tax Increment Financing (L2, L9 & L13)	75				
Economic Development Income Tax & Local Road and Street Funds (L4 & L9)	555	500	6,300		
<i>Purdue Airport</i>					
Purdue funds (L15)	62.75				
<i>CityBus</i>					
County Option Income Tax, Cumulative Capital Funds & Local Property Tax (L1, L3 & L10)	3,977	4,119	4,267	4,418	4,575
Cumulative Capital Funds (L3)	124	107	103		

Note: All funding amounts are shown in thousands of dollars

Exhibit 14

**Project Expenditures by Fund and Year
INDOT's Financially Constrained Project Phases (Exhibit 5)**

Fund	Fund Code	FY 2005			FY 2006			FY 2007		
		Federal	State	Total	Federal	State	Total	Federal	State	Total
Interstate Maintenance	IM	9,020	1,030	10,050	2,194	266	2,480	3,152	788	3,940
National Highway System	NHS	29,094	7,273	36,367	46	12	58	2,075	519	2,594
Surface Transportation Program	STP	10,968	3,428	14,396	2,596	650	3,246	8,220	2,055	10,276
State Funds	State	0	50	50	0	0	0	0	0	0
TOTAL		49,082	11,781	60,863	4,838	948	5,784	13,447	3,362	16,810

Note: All funding amounts are shown in thousands of dollars

**Project Expenditures by Fund
INDOT's Non-Financially Constrained Project Phases (Exhibit 5)**

Fund	Fund Code	Federal	State	Total
Interstate Maintenance	IM	4,352	1,088	5,440
National Highway System	NHS	63,160	15,790	78,950
Surface Transportation Program	STP	22,690	5,672	28,363
State Funds	State	0	0	0
TOTAL		90,202	22,550	112,752

Note: All funding amounts are shown in thousands of dollars

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, or CityBus, financial condition and capability. Examining the historic trends of their financial condition, **Tables 1 and 2** show several trends occurring over the past five years. Projected revenue, **Table 3**, from fares, passes, local taxes, and state PMTF funds, in conjunction with stable federal assistance will meet the need of future operating and capital needs.

CityBus's FINANCIAL CONDITION REVIEW

In reviewing CityBus's financial condition, there are basically four funding sources the transit system uses. CityBus receives revenue from the National Transit Trust Fund. Congress apportions these federal funds each year. Funds from the State's Public Mass Transit Fund are also used to meet both operating and capital needs. Local funds received are generated from operating revenue and local taxes. Property tax, county option income tax, and excise tax comprise the local taxes. Operating revenue is derived from fares, passes, advertising and tokens.

Table 1 shows the annual federal apportionment, the annual percent change and the amount of funds CityBus spent or used. Looking at apportionments, federal funding has increased every year except for only a slight decrease in funding in 2004. While CityBus receive an increase in funds in 2003, the additional amount was less than one percent. In 2004 the amount received was nearly the equal the 2003 apportionment.

Table 1 Federal Funds Available to CityBus

Year	Total Apportionment	Percent Change	Funds Spent/Used
1999	\$1,131,334		\$2,033,379
2000	\$1,230,688	8.8%	\$894,233
2001	\$1,303,073	5.9%	\$932,713
2002	\$1,428,159	9.9%	\$1,428,159
2003	\$1,437,945	0.7%	\$1,291,174
2004	\$1,437,785	< -0.1%	Amount Not Available

Over the past five years, the Indiana Public Mass Transportation Funds (PMTF) received steadily increased. The formula INDOT uses to distribute funds is solely based on performance measures. Since CityBus has been aggressively marketing itself and ridership continues to climb, the amount of PMTF funds received has continually increased each year. The increase has been significantly higher in 2002, 2003 and 2004.

Funds received through fares, passes, tokens, and advertising (listed under operating revenues) have increase over the past five years. Interestingly, **Table 2** shows large increases in 1999 and 2000. This correlates directly to the large increase in student ridership at Purdue. Beginning in 1999, the University and CityBus introduced a special service agreement allowing students to ride free. It worked so well both parties agreed to expand the service and included facility and staff. The large increase in 2003 reflects additional funds received from both Cities for the new trolley service.

Revenues generated from local taxes (listed under local revenue) continue to increase but with a slight fluctuation in 1999. These funds are comprised of three different sources: property tax, county option income tax, and excise tax. Of the three, both property tax and excise tax have been reliable sources steadily increasing over the past five years. Property tax has averaged about five percent each year. The fluctuation shown in 1999, **Table 2**, is due to the county option income tax.

CityBus's FINANCIAL CAPABILITY REVIEW

Concerning future financial capability (**Table 3**), CityBus anticipates they will receive more than enough funding to continue operating the system through the next five years. Operating costs are anticipated to increase not only in 2005, but for the following four years as well. Projected revenue will be more than sufficient to meet projected expenses. Comparing projected operating costs to total operating revenue; **Table 3** clearly shows there will be enough funding. This projection includes all local, State PMTF, and federal assistance. CityBus anticipates they will have enough funds to continue operating the system.

CityBus anticipates that Section 5307 federal funding will increase over the next five years. **Table 3** shows this trend. Preliminary information from the new transportation act, SAFETEA-LU, indicates there will be a significant increase in funding. The amount programmed in 2006 reflects the information that has been recently released. Regarding the following three years, CityBus has estimated more conservative amounts that are based on 2005 information.

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

Both local funding trends are anticipated to increase over the next five years too. At this time, funds generated from fares, passes, advertising and tokens are anticipated to steadily increase. Likewise, funds generated through taxes are anticipated to increase too. The large increase in 2004 is expected from the additional revenue generated through additional taxes for the trolley service.

TABLE 2

CITYBUS FINANCIAL CONDITION

All Figures are Unaudited

Operating Financial Summary - Expenses

Revenues	1999	2000	2001	2002	2003
Operating *1 % Change	1,297,185	1,542,757 18.9%	1,633,634 5.9%	1,689,493 3.4%	1,919,259 13.9%
Local *2 % Change	1,031,227	1,364,706 32.3%	1,598,655 17.1%	1,654,847 3.5%	1,688,358 2.0%
State % Change	1,302,466	1,324,131 1.7%	1,412,126 6.6%	1,673,045 18.5%	1,865,860 11.5%
Federal % Change	625,287	732,633 17.2%	594,313 -18.9%	467,951 -21.3%	949,574 102.9%
Total % Change	4,283,165	4,964,227 15.9%	5,238,728 5.5%	5,485,336 4.7%	6,423,051 17.1%

Capital Financial Summary

Local *3	424,000	554,208	846,000	1,123,421	85,400
Community		270,000			
State				165,000	150,000
Federal	1,686,000	4,136,901	338,400	5,555,684	341,600
Total	2,120,000	4,960,901	423,900	6,844,105	577,000

Carry Over Funds (Cumulative Capital Funds)

	145,175	311,214	607,745	583,654	0
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Source: *Indiana Public Transportation Annual Report: 1999, 2000, 2001 & 2002*
Greater Lafayette Public Transportation Corporation: 2003

*1 Note: *Funding sources derived from Fares, Passes, Advertising and Tokens*

*2 Note: *Funding sources derived from Property Tax, County Option Income Tax, and Excise Tax*

*3 Note: *Capital projects reflect both Section 5307 Capital and capital grants solely funded from local funds*

TABLE 3

CITYBUS FINANCIAL CAPABILITY

Year	2004	2005	2006	2007	2008	2009
Projected Revenues						
Oper. *1	1,767,492	1,820,517	1,987,883	1,931,386	1,989,328	2,049,008
% Change		3.0%	9.19%	-2.84%	3.0%	3.0%
Local *2	2,073,300	2,157,200	2,273,200	2,334,700	2,429,300	2,526,600
% Change		4.0%	5.38%	2.71%	4.0%	4.0%
State	2,412,752	2,487,547	2,986,548	2,644,166	2,726,135	2,810,645
% Change		3.1%	20.06%	-11.46	3.1%	3.1%
Federal						
Sec 5307	1,481,084	1,555,138	2,521,619	1,714,540	1,800,267	1,890,280
%Change		5.0%	62.5%	-32.01%	5.0%	5.0%
Sec 5309						
Kokomo	230,120					
Carry over						100,000
Total	7,964,748	8,020,402	9,769,250	8,624,792	8,945,030	9,376,533
Projected Operating Costs						
	6,639,186	7,037,537	7,997,383	7,907,377	8,381,819	8,884,729
Projected Capital Costs						
	581,680	499,598	1,453,023	414,720	400,000	400,000
Projected Operating and Capital Costs						
Total	7,220,866	7,537,135	9,450,406	8,322,097	8,781,819	9,284,729

Source: Greater Lafayette Public Transportation Corporation

*1 Note: Funding sources derived from Fares, Passes, Advertising and Tokens

*2 Note: Funding sources derived from Property Tax, County Option Tax, and Excise Tax

REVIEW OF CITYBUS'S REQUEST FOR CAPITAL ASSISTANCE

CityBus will be applying for Section 5307 Capital Assistance in 2005, 2006 and 2007. They have provided the following justification and estimated cost for each capital project.

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2005 **(Formerly Section 9)**

I. REPLACEMENT TIRES

With over 1.5 million miles of service operated on an annual basis and mileage scheduled to increase 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 \$1,260. The total budget for this item is \$31,500.

II. BUS OVERHAUL

A. Rebuild up to five (5) bus engines - \$61,998

Based on 2003 and similar experience in the previous year, CityBus anticipates the need for up to five (5) engine rebuilds at an average cost of \$12,399.60 each.

B. Rebuild up to five (5) bus transmissions - \$36,000

Base on 2003 and similar experience in the previous year, CityBus anticipates the need for up to five (5) transmission rebuilds. Estimated average cost of each transmission rebuild is \$7,200.

C. Wheelchair Lift Assembly Replacement

A wheelchair lift as an assembled unit is needed to quickly install in a bus to minimize down time. The unit replaced can then be rehabbed for use in another bus. All of the wheelchair lifts in the 1992 Gillig buses need complete rehab do to corrosion. Total budget is \$15,000.

III. COMPUTER HARDWARE AND SOFTWARE UPGRADES

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. Estimated cost is \$40,000.

IV. SUPPORT VEHICLE

Replacement for the 1998 Jeep. The support vehicle to be replaced was purchased in 1998. This vehicle has exceeded the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this item is \$30,000.

V. OFFICE EQUIPMENT

Several office equipment and furniture items have simply worn out and need replaced. Most items are beyond salvage value. Total budget for this line item is \$20,000.

VI. PARK & RIDE LOT IMPROVEMENTS

As Purdue University is moving quickly to reduce parking on campus, CityBus needs to expand and improve the remote South Campus Park and Ride Lot. These people will be forced to find parking at the South Campus Lot and ride CityBus to their destination on Campus. CityBus plans to participate in the addition of 250 spaces. Total budget is \$100,000.

VII. PAINTING OF BUILDING

The exterior of the bus storage area requires repainting of original 1974 surface. Total budget for this item is \$20,000.

VIII. BUS REPLACEMENT/FIXED ROUTE

Due to age and condition of several buses in the fleet, CityBus desires to purchase one (1) replacement full-sized transit bus. CityBus will replace the vehicle per FTA guidelines outlined in FTA Circular 9030.1A. The bus being replaced is over 12 years in age, and it is becoming increasingly too expensive to maintain to reliable. CityBus will replace a 1987 Orion, Bus #608. The total budget for this line item is \$250,000.

IX. PASSENGER SHELTERS

The second highest request of passengers in our survey was additional passenger shelters. CityBus also receives requests for shelters from property owners, businesses, and stakeholders such as Purdue University. Locations are prioritized and selected based on ridership at the location. With route changes covering different areas of the city, more passenger shelters are needed. CityBus would like to install up to four (4) shelters. Total Budget is \$20,000.

Table 4 2005 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	25,200	6,300	31,500
Engine Rebuilds	49,598	12,400	61,998
Transmission Rebuilds	28,800	7,200	36,000
Wheelchair Lift Assembly	12,000	3,000	15,000
Computer Hardware and Software Upgrades	32,000	8,000	40,000
Support Vehicle	24,000	6,000	30,000
Office Equipment	16,000	4,000	20,000
Park & Ride Lot	80,000	20,000	100,000
Painting Building	16,000	4,000	20,000
Bus Replacement	200,000	50,000	250,000
Passenger Shelters	16,000	4,000	20,000
TOTAL	\$499,598	\$124,900	\$624,498

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2006

Justification for all of the capital items can be found on pages 107 through 110

- I. REPLACEMENT BUS TIRES - \$45,000
- II. BUS OVERHAUL (Overall Total: \$248,200)
 - A. Rebuild up to Five (5) Bus Engines - \$75,000
 - B. Rebuild up to Eight (8) Bus Transmissions - \$50,000
 - C. Rebuild up to Eight (8) Turbo Charge Units – \$8,000
 - D. Rebuild up to Eight (8) Charge Air Coolers - \$5,600
 - E. Rebuild up to Twelve (12) Alternators - \$8,000
 - F. Rebuild up to Six (6) Wheel Chair Lifts - \$51,000
 - G. Rebuild up to Six (6) Electronic Control Modules - \$6,000
 - H. Rebuild up to Six (6) Outboard Planetary Differentials - \$6,000
 - I. Rebuild up to Six (6) Caps Fuel Pumps - \$13,200
 - J. Purchase Fixed Route Full Size Bus Brake Units - \$25,000
- III. ON-BOARD DISPLAY SIGNS - \$9,000
- IV. PASSENGER SHELTERS - \$26,000
- V. BUS STOP SIGNS - \$9,000
- VI. REAL TIME DISPLAY SIGNS - \$15,000
- VIII. WAYSIDE SIGNS - \$40,000
- IX. COMMUNICATION BUILDING & TWO-WAY RADIO TOWER - \$50,000
- X. FIBER OPTIC LINE - \$34,000
- XI. SHELVING UNITS FOR PARTS DEPARTMENT - \$6,000
- XII. PARKING LOT ASPHALT RESURFACE - \$50,000
- XIII. OFFICE FURNITURE AND EQUIPMENT – \$3,000
- XIV. REPLACEMENT CAMERAS ON BUSES - \$1,000
- XV. SUPPORT VEHICLE REPLACEMENT - \$30,000
- XVI. BUS WASH SYSTEM REPLACEMENT - \$180,000
- XVII. FUEL HOSE TROLLEY - \$15,000
- XVIII. FLEETWATCH SOFTWARE/HARDWARE - \$50,000
- XIX. FIXED ROUTE BUS REPLACEMENT - \$610,823

Table 5 2006 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	36,000	9,000	45,000
Bus Overhaul	198,560	49,640	248,200
On-Board Display Signs	7,200	1,800	9,000
Passenger Shelters	20,800	5,200	26,000
Bus Stop Signs	7,200	1,800	9,000
Real Time Display Signs	12,000	3,000	15,000
Wayside Signs	32,000	8,000	40,000
Communication building & Tower	40,000	10,000	50,000
Fiber Optic Line	27,200	6,800	34,000
Shelving Units	4,800	1,200	6,000
Parking Lot Resurface	40,000	10,000	50,000
Office Equipment & Equipment	24,000	6,000	3,000
Replacement Cameras on Buses	800	200	1,000
Support Vehicle Replacement	24,000	6,000	30,000
Bus Wash System	144,000	36,000	180,000
Fuel Hose Trolley	12,000	3,000	15,000
Fleetwatch Software/Hardware	40,000	10,000	50,000
Fixed Route Bus Replacement	488,658	122,164	610,823
TOTAL	1,137,618	284,405	1,422,023

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2007

I. REPLACEMENT BUS TIRES

With over 1.5 million revenue miles of service operated on an annual basis and mileage scheduled to increase 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. The total budget for this time is \$45,000.

II. BUS OVERHAUL

A. Rebuild up to Six (6) Bus Engines - \$81,000

Based on 2003 and similar experience in previous years, CityBus anticipates the need for up to six (6) engines rebuilds in 2006 at an average cost of \$13,500 each.

B. Rebuild up to Four (4) Bus Transmissions - \$32,000

Based on 2003 and similar experience in the previous year, CityBus anticipates the need for up to four (4) transmission rebuilds. Estimated average cost of each transmission is \$8,000.

III. COMPUTER HARDWARE AND SOFTWARE UPGRADES

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. Estimated cost is \$60,000.

IV. SUPPORT VEHICLE

Replacement for 2002 Buick. The support vehicle to be replaced was purchased in 2002. This vehicle has exceeded the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this item is \$30,000.

V. BUS REPLACEMENT/FIXED ROUTE

Due to age and condition of several buses in the fleet, CityBus desires to purchase one (1) replacement full-sized transit bus. CityBus will replace the vehicle per FTA guidelines outlined in FTA Circular 9030.1A. The bus being replaced is over 12 years in age, and it is becoming increasingly too expensive to maintain to reliable. CityBus will replace a Bus #701, 1990 Flexible. The total budget for this line item is \$270,400.

Table 6 2007 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Tires, Replacement	36,000	9,000	45,000
Engine Rebuilds	64,800	16,200	81,000
Transmission Rebuilds	25,600	6,400	32,000
Computer Hardware & Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	216,320	54,080	270,400
TOTAL	\$414,720	\$103,680	\$518,400

SECTION 5307 & 5309 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY
FOR 2005

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement transit bus. All three will be the standard 40' low floor 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, CityBus will replace bus #603, 604, and 605. All three buses are 1987 Fixibles. The total budget for this line item is \$1,182,400. The federal share is \$945,920 and the local share is \$236,480.

CityBus will be using a combination of federal funds for this capital grant. The combination includes \$300,000 received from a trade of federal funds for local funds (\$150,000) with the Michiana Area Council of Governments (MACOG); \$14,112 from the 2005 Section 5307 funds; \$485,888 from the 2005 Section 5309 capital grant and \$145,920 in Section 5309 funds from a 2003 capital grant. The \$145,920 is remaining balance of the 2003 capital grant.

CityBus will be using local property taxes and carry-over funds for the local match.

2006 HIGH PRIORITY PROJECT FUNDS

With the adoption of SAFETEA-LU, CityBus was awarded \$2,500,000 in federal funds through the High Priority Projects or earmark. For this first year of the Act, CityBus is allowed to program twenty percent of the total amount, or \$500,000. These funds have been targeted to purchase two full size fixed route buses. They will replace two 1992 Gilligs, bus numbers 703 and 704. Total cost of this capital grant is \$625,000. Local property taxes will be used for the local match in the amount of \$125,000.

AREA IMPROVEMENTS FROM FY 2004 TIP

Over the past year the County, both Cities, and INDOT made significant progress on many projects throughout Tippecanoe County. They ranged from small intersection improvements to major road reconstruction.

LOCAL PROJECTS

Lafayette

On a typical warm sunny summer day in July, the City of Lafayette held the last ceremony marking the completion of Railroad Relocation. July 10, 2003 marked the day when the final chapter of the three-decade long project was completed. All of the tracks that bisected the City have been removed. The vacant corridor is now transforming into many different land uses. To commemorate the historic project, the City constructed a small park at the corner of 11th and Main.

Complements, thanks and praises could be heard from many who travel the southern parts of Lafayette. Numerous improvements were completed over the past year including installing new traffic signals, widening existing roads, constructing new roads and building a new bridge over a railroad line. All of these improvements were done with no federal funds.

Beginning in April of 2002, the City started reconstructing South 18th Street from Brady Lane to CR 350S. The improvements included widening the road to four travel lanes, building a new bridge over the Elliott Ditch, building a bicycle and pedestrian path on the east side of the road, and adding new traffic signals at Brady Lane, at Ortman Lane and at CR 350S. The improvements were completed and fully opened to traffic on August 28, 2003. The traffic lights became fully operational the following day.

Where open fields once were, the City constructed several new roads connecting Old Romney Road to 18th Street and Brady Lane. For many years Twyckenham Boulevard only existed between Poland Hill Road and South 9th Street. Over the past two years the City extended Twyckenham Boulevard from Poland Hill Road across Old US 231 to Old Romney Road. A new traffic light was installed at Old US 231. The new road was completed and open to traffic November 11, 2003.

East of South 9th Street, in February 2002, the City gave the approval and green light to construct a new road and bridge between South 9th and South 18th Streets. This is the last piece of new road that creates and connects another east/west corridor between Teal Road and CR 350S. At a cost of over eight million dollars, a new four-lane bridge carries motorist and pedestrians over the Norfolk Southern rail line. The bridge was open to traffic on November 17, 2003.

Close to those improvements were improvements to Beck Lane and Poland Hill Road. Both streets were improved to urban design standards including curbs and inlet drains. The improvements to Beck Lane were limited to just east and west of the Poland Hill Road intersection. It was officially opened to traffic on August 13, 2003. Improvements to Poland Hill Road were more extensive. It started just south of the Norfolk Southern Railroad tracks and continued to just south of the Twyckenham Boulevard intersection. Poland Hill Road was open to traffic on August 29, 2003.

Travelers on Brady Lane east of 18th Street will soon see construction. For several years the City has been developing the engineering plans and purchasing the additional property needed to widen Brady Lane from its current two travel lane configuration to

four travel lanes. The improvements are from 18th Street to US 52. Since the project is so large, it will probably be constructed over several phases to lessen the impact upon motorists and property owners.

Opening the bids on May 20, 2003, the City of Lafayette moved forward to reconstruct Farabee Drive. For many years Farabee Drive, south of SR 26, had no defined pavement edges and many of the business had no defined boundary between the road and their parking lots. Another major problem with Farabee Drive is rainwater drainage. After even a moderate rain showers, large pools of water could be found throughout the corridor. The reconstruction includes improving the road and adding a third center left turn lane. Curb and drain gutters will be also included along with sidewalks.

On the northeast side of the City, work is afoot to improve Greenbush Street from Sagamore Parkway to Creasy Lane. The engineering designs and plans are currently in the works. When completed, Greenbush will have four travel lanes. No federal funds will be used in the project.

New traffic signals were or will be installed around the City. Reported in last years TIP, the City let a contract to install two new traffic lights on CR 350S at South 9th Street and at Concord Road. Both traffic signals were installed on went operational on October 13, 2003. The City also awarded a contract in May of 2004 to install a new traffic signal on Creasy Lane at Rome Drive.

Addressing safety issues, the City will be tapping special federal funds to improve the intersection at South 18th and Kossuth Street. Numerous improvements include realigning the traveling and turning lanes, adding additional sidewalks, improving the turning radiuses. The City also will be using these federal funds to improve the Earl Avenue intersections at State and 24th Streets.

West Lafayette

August 15, 2003 was a very exciting, happy and memorable day for motorist in West Lafayette. With the cut of a red ribbon, vehicles were able to once again travel Lindberg Road. This section of Lindberg from McCormick to Northwestern previous was a narrow two-lane country road with no amenities for pedestrians and bicyclists. With completion of construction, the road has been rebuilt and updated to urban standards with facilities for both bicyclists and pedestrians.

The citizens of West Lafayette will see road construction begin this summer (2004). Going through the federal funding process, improvements to Kalberer road west of Soldiers Home Road have advanced to the final phase: construction. The Indiana Department of Transportation opened the project bids on May 25, 2004. Improvements to the road will match those previous done west of Laporte Street.

On the opposite side, or to the south side of the City, the City is also advancing the Tapawingo Extension project. This project will extend Tapawingo Drive from the intersection at State Street to South River Road or Relocated US 231. The improvements consist of four travel lanes with a wide bicycle and pedestrian path located on the north side of the road. The first phase of the project, design engineering, is being wrapped up and the City is moving the project forward and starting the process to acquire the land needed for the project.

Without the aid of federal funds, the City of West Lafayette significantly expanded its pedestrian and bicycle trail system. The City now has over ten miles of trails open to use.

Tippecanoe County

The County has been keeping contractors busy over the past year. Not only will contractors keep busy, work will intensify.

Awarding the project in April of 2003, The County targeted improvements to widen and improve narrow CR 430S from South 9th Street to South 18th Street. Once work started, the project stalled due to the relocation of a public utility. Once that hurdle was overcome, roadwork resumed and went to full speed ahead during the 2004 construction season.

Travelers east of I-65 are beginning to encounter the changes that will be occurring over the next five years. On February 15, 2004, the County Commissioners awarded the contract to reconstruction CR 550E from SR 26 to McCarty Lane. Before construction, the road was partially asphalt and partially gravel. When the improvements are completed, the road will be an urban collector with curbs, drain gutters, and sidewalks.

Also occurring now is the final phase of McCarty Lane. It currently dead-ends at CR 550E. The County and its consultant are developing the design plans for the new road. The road will begin at CR 550E and connect to SR 26 just west of CR 675E. The County will use local funds to purchase the property needed and anticipated using federal funds to construct the road.

South River Road is a very scenic road to travel. It is also heavily used by both pedestrians and bicyclists. West of CR 500W, the County has reconstructed the road with wider travel lanes and wide shoulders for the alternative modes of transportation. The County will be taking these improvement eastward first between CR 500W to CR 300W and the from CR 300W to relocated US 231. The Commissioners awarded the bid to the first project on May 3rd, 2004.

Two other projects are on the County's radar screen for improvements this years. Anticipated to be let for construction is CR 650N. The section is from CR 75E to SR 43. The County is anticipating improving CR 200N from CR 500E to CR 600E.

Other projects are in the works. The County is working on the engineering of the Wildcat Creek Bridge on CR 900E. The new bridge deck will be comprised of a new composite material thus the County is tapping into innovative bridge funds.

Also being developed are two projects focusing on safety. The first project is on CR 500N at CR 900E. Using the County's manpower, the County will extend the existing drainpipes northward. Fill will then be placed over the extended pipes and the guardrail will be relocated further away from the intersection. The other project is located on Tyler Road in the northern part of the County. The County will use special federal funds to place a new material on top of the pavement to reduce the amount of accidents that are occurring when the pavement is wet.

CityBus

Over the past few years, ridership has been steadily increasing. In order to meet this demand, the fleet of buses must be well maintained. This task was becoming more and

more challenging due to the limited space and layout of the service bays. On October 26, 2003, CityBus held an open house officially celebrating the completion of a new maintenance facility. While the maintenance bays will easily accommodate the regular sized buses, they can also easily accommodate the larger articulated buses.

On May 19, 2004, four very large and strange looking buses pulled onto the CityBus facilities. These buses were very long and appeared to have an accordion style bellow in their middle. Using local funds, CityBus purchased four used articulated buses from SamTrans, a transit system in southern California. While a regular bus can carry 42 sitting and 30 standing passengers, these buses can carry 60 seated and 40 standing passengers. Thus one bus can carry approximately a third more passengers. These buses will be used on the Purdue Campus.

A new route went into service on August 18, 2003. Yes, trolley service has returned to Lafayette and West Lafayette. The trolleys travel from the Purdue Campus in West Lafayette to 11th Street in Lafayette. Interestingly there are no fare boxes installed on these trolleys. Both Cities are funding the first year of service. Then, additional property tax will be covering the operating expenses.

July 6, 2004 is a very big day for CityBus and its riders. Numerous route changes will be taking place all over the service area. Through the input and comments from riders and citizens, major changes will be taking affect on nearly every route. Nearly all of the fixed routes will be changed in one form or another. Even the HopNGo and ReadytoGo routes will change.

Additional capital items were purchased over the past year. CityBus purchased new shelters and tires. Several engines and transmissions were rebuilt.

Purdue Airport

Several projects have been completed at the Purdue University Airport. Two aircraft parking aprons were reconstructed and the Airport received a new 20-foot snow broom.

STATE PROJECTS

Improvements to state roads could also be found throughout the County. They varied in size from pavement markings to resurfacing roads to new road construction. Several projects advanced to the next stage of either right-of-way acquisition or construction. However others have not moved or fared as well.

The States oldest active project in Tippecanoe County has not yet reached construction. Started in 1983, INDOT identified that SR 43 north of I-65 needed improvements. This project was originally scoped as only a two-lane improvement project. However traffic counts recorded at that time were already surpassing the twenty-year traffic projection. Thus after several years of review, the scope was changed to four/five lane improvement. The project is progressing at a slow pace. Numerous properties have been purchased but land acquisition is still not completed. In preparation of the construction, INDOT has scheduled on the June 2004 bid letting a project to demolish a number of structures and houses that have already been purchased.

The second oldest project listed in the TIP, the Crossroads SR 26 Project east of the City is moving forward. This project involves widening SR 26 just east of the Interstate to just past CR 550E. Engineering for this project has been completed and the land

necessary for this project is being purchased. In addition to widening the state road, CR 500E will be relocated eastward and intersection SR 26 across from Goldersgreen Drive. By relocating the road, two very close intersections will be combined into only one intersection. This will reduce traffic congestion and travel time.

The next two oldest projects were both started in 1996. One is located on SR 28 just west of SR 25. That project involves replacing a small structure. The other project is located on SR 38 at the intersection of CR 900E. Sight distance will be improved at that intersection after the improvements are completed. Both projects are scheduled to be let for construction in this up and coming fiscal year.

Progress continues slowly forward regarding the Hoosier Heartland project. Questions and comments that were raised when developing the draft environmental impact statement and historic review are still being addressed. The long anticipated issuance of the Record of Decision, or ROD, by the Federal Highway Administration has not yet occurred. It was anticipated that it would occur in the spring of 2004. That may now happen until the fall of 2004. Once the ROD is issued by FHWA, INDOT can then proceed and develop the construction plans. A consultant has been selected, hired and waits the issuance of the ROD.

While there are no visible signs that any of the three US 231 projects are advancing, they in fact are moving forward. In March of 2004, INDOT gave official notice that it is moving the first US 231 project forward, advancing the project from the engineering phase to the right-of-way acquisition phase. It is during this phase where the State DOT will be purchasing the property needed for the improvements. There are very few individual property owners involved so it is very possible the first shovel of dirt may be turned over sometime in 2005. This project relocates US 231 from the South River Road intersection up to SR 26 west of the Purdue Campus.

The second US 231 relocation project will relocate US 231 west of the Purdue Campus to the intersection of US 52 and McCormick Road. On May 21, 2002, the Federal Highway Administration signed the Finding of No Significant Impact, or FONSI. With the signing of the FONSI, the final route was selected or chosen. This also gave INDOT the green light to proceed to the next step: preliminary engineering. INDOT has selected a consultant to develop the engineering plans and is currently negotiating the contract.

Reported in last years TIP, the Corridino Group was charged by INDOT to identify both short- and long-range projects within the US 231 corridor from I-65 to I-70. That study has been completed and the consultant identified two improvements to US 231 within Tippecanoe County. One improvement calls for widening US 231 to four travel lanes from CR 500S south well past the County Line. The other improvement calls for constructing a new road from the future US 231/US 52 intersection northward to a new I-65 interchange. Both projects were included in last years amendment to INDOT's long range plan and are now official projects.

The Harrison Bridge has been receiving quite a bit of attention lately. Reported in last years TIP, INDOT was working on rehabilitation the bridge deck. That project was completed. In June of 2004, work begun underneath the bridge. INDOT will be applying a new coat of paint. Both projects are a result of the relinquishment agreement for relocating US 231.

Delay and congestion is not what motorist would like to encounter while traveling on the Interstate, but there is a very high possibility that it will happen this year. In February of 2004, INDOT awarded the bid to Walsh Construction to rehabilitate the

Interstate bridges over SR 38 and the Norfolk Southern Railroad. This project includes widening both bridges to accommodate the future six lane widening. To the north of this project, I-65 will receive new pavement from the Wabash River Bridge to approximately 2.5 miles north of the SR 43 interchange. This project was let for construction in March 2004.

In the January 2004 bid letting, INDOT let a small structure replacement project on SR 43 approximately three miles north of SR 26. The project address drainage and erosion problems and corrects a deficient horizontal curve. A one meter corrugated metal pipe culvert currently exists under SR 43. That pipe will be replaced with a 1.8 by 1.8 meter concrete box culvert with wing walls. The project was awarded to the Jack Isom Company for \$319,484.

The safety improvements identified for SR 26 west of West Lafayette and the Purdue Campus are moving forward. On September 30, 2003 a public meeting was held at Harrison High School. At that time INDOT received comments from the public. The improvements for these projects target sight distance problems at two intersections: CR 500E and CR 300W.

For many motorists who travel on US 52 just south of Lafayette, a common occurrence experienced is delay from trains traveling back and forth on the Norfolk Southern railroad tracks. INDOT will eliminate this common delay by constructing a new bridge over the railroad tracks. This project is moving forward and a major milestone was reached this past year. A public hearing was offered to those who were interested in the project. Very few responses were received so instead of a public hearing, INDOT officials responded directly to them.

Construction will be visible again this year in the State's newest State Park, Prophetstown. In May of 2004, INDOT let for construction two projects. One project involves the construction of additional park roads. The other project involves constructing the portion of the Wabash Heritage Trail through the Park.

Other state projects were let in Tippecanoe County too. INDOT resurfaced various roads in the Veterans Home and around the Purdue University Campus. The resurfacing of SR 28 west of SR 25 in the very southwestern portion of the County was let in January of 2004. Various guardrails will be replaced on US 231 and I-65. The State DOT let the project in October 2003. Finally, various traffic signals throughout the County will be upgraded. This include the signals on US 52 at the Wabash National Entrance, on SR 26 in front of the Post Office, and at Northwestern and Stadium Drive. The flashing lights at the Purdue pedestrian crossing on Northwestern Avenue will also be upgraded.

PUBLICATION OF ANNUAL LISTING OF PROJECTS

With passage of TEA 21, all MPOs are required to develop and make available a list of projects for which federal funds has been obligated in the preceding year. This list includes all projects let since July 2003. The list has been divided into two tables: local project and INDOT projects. A third table has been added that summarizes the amount of Surface Transportation Program and Minimum Guarantee funds Tippecanoe County has received and used over the life of TEA 21. The table also shows which project received federal funds.

LOCAL PROJECTS

Project & Location	Date & Type of Project	Federal Funds	Total Cost
Lindberg Road McCormick to Northwestern Change Order # 12	December 2003	-\$7,567.74	-\$9,459.68
Wabash Landing Enhancement Grant Change Order #13	November 2003	\$0	\$47,591
Wabash Landing Enhancement Grant Change Order #14	November 2003	\$0	\$80,577
Lindberg Road <i>McCormick to Northwestern</i> Change Order #11	June 2003	-\$13.08	-\$16.35
North 9 th / Duncan Road <i>US 52 to Canal Road</i> Change Order #15	December 2003	\$0	\$8,005.56
North 9 th / Duncan Road US 52 to Canal Road Change Order #14	August 2003	\$0	\$32,590.92
Kalberer Road <i>Laporte Street to Soldiers</i> <i>Home Road</i>	June 2004	\$	\$

INDOT PROJECTS

Project & Location	Date & Type of Project	Federal Funds	Total Cost
Veteran's Home	August 2003 Road Resurface	\$0	\$111,431
US 231 & I-65 Various locations	October 2003 Guard Rail Replacement	\$0	\$689,190
SR 43 3.28 miles north of SR 26	January 2004 Small Structure Replacement	\$255,587	\$319,484
SR 28 .03 miles east of US 41 to SR 28	January 2004 Road Resurfacing	\$0	\$1,088,150
I-65 SR 38 and NS RR bridges	February 2004 Bridge Rehabilitation and Widening	\$3,575,904	\$3,589,000
I-65 Wabash River Bridge to 2.5 miles north of SR 43	March 2004 Interstate Resurfacing	\$667,200	\$1,009,396
US 231 Wabash River Bridge	March 2004 Bridge Painting	\$0	\$508,000
US 52, US 231 & SR 26 Wabash National, Purdue pedestrian crossing and at the U.S. Post Office	March 2004 Traffic Signal Modernization	\$0	\$135,462
US 231 At Stadium	May 2004 Traffic Signal Modernization	\$0	\$953,545
Prophetstown State Park Wabash Heritage Trail and new Park roads	June 2004 Enhancement and New Road Construction	\$	\$
SR 43 North of I-65	June 2004 Demolish Structures	\$	\$

Over the life of TEA 21 this area received nearly fifteen million dollars in Surface Transportation Program (STP) and Minimum Guarantee (MG) funds. The following is a summary of the amount of federal funds received each year and how they were spent.

<i>Federal Fiscal Year</i>	<i>Federal Dollar Amount</i>
1998	1,990,743.10
1999	2,435,405.17
2000	2,424,528.50
2001	2,654,536.08
2002	2,700,646.25
2003	2,594,021.00
Total for TEA 21	14,799,880.10

<i>Project & Description</i>	<i>Des. #</i>	<i>Phase</i>	<i>Federal Obligation</i>	<i>Balance</i>
Lindberg Road	9408360	PE	61,976.00	14,737,904.10
		RW	323,020.00	14,414,884.10
		CN	4,860,986.92	9,553,897.18
North 9 th Street	9785520	PE	373,176.00	9,180,721.18
		RW	1,754,580.00	7,426,141.18
		CN	5,005,420	2,420,721.18
SR 26 and SR 38	9980190	PE	160,000.00	2,260,721.18
CR 500E Relocation	0200656	CN	612,721.18	1,648,000.000
Cumberland Extension	0300593	ST	48,000.00	1,600,000.00
Tapawingo Extension	0200099	RW	1,600,000.00	0.00

APPENDIX

Resolution T-04-5

RESOLUTION TO ADOPT THE FISCAL YEAR 2005
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Transportation Improvement Program for FY 2005 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 portions of the Five-Year Program of Projects on March 24, 2004, and

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

NOW THEREFORE BE IT RESOLVED by the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, that the presented attached Transportation Improvement Program for FY 2005 for the Greater Lafayette Transportation and Development Study is hereby accepted and adopted.

Adopted Wednesday, the 21st of July, 2004


President, APC


Secretary

Resolution T-04-6

RESOLUTION TO ASSERT COMPLIANCE OF THE
FISCAL YEAR 2005 TRANSPORTATION IMPROVEMENT PROGRAM
WITH THE 1990 CLEAN AIR ACT AMENDMENTS

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

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

WHEREAS, Tippecanoe County is an attainment area in terms of transportation related air pollutants, and

WHEREAS, Tippecanoe County as an attainment area complies with the terms of the 1990 Clean Air Act Amendments and State Implementation Plan for Air Quality,

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County asserts that the objectives and requirements of the 1990 Clean Air Act Amendments and the State's Implementation Plan are being met by the transportation projects proposed in the adopted FY 2005 Transportation Improvement Program.

Adopted Wednesday, the 21st of July, 2004


President, APC


Secretary

**GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION
MINUTES OF BOARD MEETING NO. 430
HELD MARCH 24, 2004**

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PLANNING COMM
TIPPECANOE CO

Present:

Mr. Joel Wright, Board Secretary
Mr. Jack Otten, Dr. Jon Fricker,
Ms. Nora Jarmon, Jeris Eikenberry
and Mr. Joe Krause, Board Members

Mr. Martin Sennett, General Manager
Mr. Arnold Becker, Controller
Mr. John Connell, Operations Manager
Mr. George Turner, Fleet Manager
Mr. Jim Schnebly, Manager of Maintenance
Mr. Jeff Wheatley, Assistant Operations Manager
Ms. Sharon Elrod, Administrative Assistant
Mr. Cheryl Knodle, Attorney

Guests:

Sandy Schnebly
Tina Thelen
Mark Senn

Mr. Lee Kuipers, Chairman, was absent from the meeting. Mr. Joel Wright called meeting No. 430 to order at 5:15 pm in the GLPTC Board Room, 1250 Canal Road, Lafayette, IN 47904.

ROUTINE BUSINESS

1. Mr. Otten made the motion to approve the Minutes of Meeting No. 429 held on February 25, 2004 with corrections. Dr. Fricker seconded the motion. The motion carried by a vote of 4 ayes to 0 nays.

OLD BUSINESS

1. Dr. Fricker made the motion to approve the renewal of the General Manager's contract. Mr. Krause seconded the motion and the motion carried by a vote of 4 ayes to 0 nays.

NEW BUSINESS

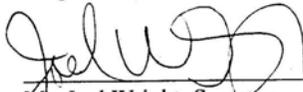
1. Mr. Krause made the motion to approve an amendment to the Unified Work Plan. After brief discussion, Mr. Otten seconded the motion. The motion carried by a vote of 5 ayes to 0 nays.
2. Mr. Eikenberry made the motion to approve the FY-05 T.I.P. as presented. Ms. Jarmon seconded the motion and the motion carried by a vote of 5 ayes to 0 nays.
3. Mr. Krause made the motion to accept the quote of \$9,217.00 from Cincinnati Insurance Company for D&O Coverage. Mr. Eikenberry seconded the motion. The motion carried by a vote of 5 ayes to 0 nays.
4. Mr. Krause made the motion to accept a contract with Walkable Communities, Inc. for a Pedestrian Improvement Plan in West Lafayette. Dr. Fricker seconded the motion and the motion carried by a vote of 5 ayes to 0 nays.
5. Mr. Metzinger gave a Power Point presentation on the proposed route changes. Mr. Krause made the motion to approve the proposed route changes. Mr. Otten seconded the motion. The motion carried by a vote of 5 ayes to 0 nays.
6. The Board considered approval of claims 7442 through 7580 for a total of \$311,666.41. Mr. Wright made the motion to accept the claims as presented. Mr. Eikenberry seconded the motion. The motion carried by a vote of 5 ayes to 0 nays.

General Manager's Comments:

- Discussions are underway regarding unlimited access for Ivy Tech students.
- There may be interest in building another childcare center, perhaps with Purdue and possibly adjacent to the Wabash Landing childcare center.
- Our first priority will be to replace the older vehicles.
- Tina Thelen was introduced as Sharon Elrod's replacement.

There being no further business to be transacted, Mr. Eikenberry made the motion to adjourn the meeting. Mr. Krause seconded the motion. The motion carried by a vote of 5 ayes to 0 nays. The meeting adjourned at 6:40 pm. The next Board Meeting will be held on Wednesday, April 28, 2004 at 4:30 pm.

Respectfully Submitted,



Mr. Joel Wright, Secretary
CityBus Board of Directors

04/22/2004
Date

INDOT FUNDING REPORT FOR SAFETEA-LU STP-URBAN FUNDS

LAFAYETTE MPO (TCAPC)

Spending Authority
 \$2,871,986.00
 \$3,234,168.54
 \$3,283,029.90
 \$3,283,029.90
 \$3,283,029.90
 \$3,283,029.90
 \$19,238,274.14

FINAL
 DRAFT
 ESTIMATED
 ESTIMATED
 ESTIMATED
 ESTIMATED
 Total

2004 STP
 2005 STP
 2006 STP
 2007 STP
 2008 STP
 2009 STP

FED. PROJ. NO.	PROJECT DESCRIPTION	DES NO.	PHASE	MPO TIP OBLIGATION	YEAR	SAFETEA-LU STP OBLIGATIONS
9979(020)	Tapawingo Extension from S. River Rd. to State St., New Road Construction	0200099	CN	\$1,561,000.00	2005	\$1,455,451.59
9979(018)	Kalberer Rd. from Laporte to Soldiers Home Rd., Road reconstruction & widening	0101173	CN	\$960,000.00	2004	\$909,060.48
	McCarty Lane Extension from CR 650E to SR 26/CR 675 E, New road construction	0400938	CN	\$4,800,000.00	2005	
9979(025)	*Cumberland Road Extension from CR 300W to Existing Rd., New road construction, \$48,000 TEA-21 PE funds used for feasibility study	0300595, 0300593	PE RW CN	\$120,000.00 \$160,000.00 \$1,120,000.00	2005 2006 2007	\$43,636.00
	Concord Rd. from Brady Ln. to CR 350S, Road reconstruction		PE RW CN	\$450,000.00 \$150,000.00 \$3,000,000.00	2005 2006 2008	
	Concord Rd. from Teal Rd. to Brady Ln., Road reconstruction		PE RW	\$450,000.00 \$150,000.00	2006 2009	
	Concord Rd. from CR350S to CR430S, Road reconstruction		PE	\$300,000.00	2006	
	South Intramural from SR 26 to Relocated US 231, New road construction, INDOT project with partial Group II funds		CN	\$447,032.00	2005	
Projected Funds Needed				\$13,668,032.00	Current Total Obligations	\$2,408,148.07
TEA-21 funds to be used				(\$48,000.00)		
SAFETEA-LU TIP Projections				\$13,620,032.00	Current SAFETEA-LU Obligation Balance	\$16,830,126.07

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**METROPOLITAN TRANSPORTATION PLANNING PROCESS
CERTIFICATION**

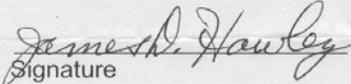
THE AREA PLAN COMM.
OF TIPPECANOE CO.

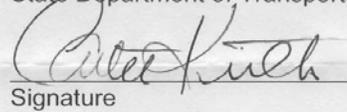
In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Area Plan Commission of Tippecanoe County, Metropolitan Planning Organization for the Greater Lafayette, Indiana, urbanized area, hereby certify that the transportation planning process is addressing the major issues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

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

Area Plan Commission of Tippecanoe County
Metropolitan Planning Organization

Indiana Dept. of Transportation
State Department of Transportation


Signature


Signature

Executive Director
Title

Program Manager
Title

Dec 17, 2003
Date

January 2, 2004
Date

Public / Private Participation Responses

April 13, 2004:

A phone call was received from Sandy Laing requesting information regarding the Technical Transportation Committee meeting and project prioritizing. She requested that when the projects were prioritized, projects that had amenities for bicyclists receive a higher priority.

April 19, 2004

A letter was received from Sandy Laing. See attached letter.

April 21, 2004: Technical Transportation Committee

The Committee reviewed and prioritized local and INDOT projects. Before the Committee prioritized projects the letter received from Sandy Laing was read to the Committee. No other comments or questions were received from the general public.

May 19, 2004: Technical Transportation Committee

The Committee was presented two handouts summarizing both the local and INDOT recommended priorities. No comments or questions were received from the general public.

May 25, 2004: Citizens Participation Committee

The history of the Transportation Improvement Program as well as the process used to develop the TIP was presented. A colored map showing the location of all of the proposed projects along with the list of projects were handed out. Staff then extensively reviewed the list of local and INDOT projects. The Committee was presented the priorities recommended by the Technical Transportation Committee. The following are the questions and comments from the meeting:

- a) What happened to the Tapawingo North project?
- b) Bike lanes? (The question is in regard to the McCormick Road project)
- c) Will there be sidewalks in the McCormick Road project?
- d) At 35 miles per hour? (The question is in regard to the speed limit on McCarty Lane)
- e) Was that approved prior to the hospital going in? (The question is in regard to the McCarty Lane project from CR 550E to SR 26.)
- f) Are they going to be using some of this light stuff? (The question is in regard to a new composite material the County will be using in the CR 900E bridge rehabilitation.)
- g) Will it stay a two-way stop and not a four-way stop? (The question is in regard to the improvements at CR 500N at CR 900E.)
- h) There are stretches on Tyler Road where they have already taken the top off or milled it off to roughen it up. (The question is in regard to the Tyler Road HES project.)
- i) The stretch past 500 east has wide shoulders on it, almost like bike lanes but they are wide shoulders and they are going to do the same for this project. (The statement was in regard to the County's South River Road improvements.)
- j) Is the land acquisition of Runway 28 more for safety?

May 25, 2004: Citizens Participation Committee, Continued

- k) Were any of these widening projects in the Cities or County that you mentioned, are any of them going through changing the number of lanes – new road construction excluded?
- l) So they are going to go from two lanes to four lanes. Do you know what the policy is for putting in bike lanes?
- m) Some of those roads like South 18th above 350 and CR 300S are pretty hairy to ride a bicycle on because there are not bike lanes and there is a steep curve and no shoulders. It's a pain to ride on.
- n) Sometimes it's not necessary but sometimes it's helpful. (The comment was in regard to bicycle lanes.)
- o) Would they be adding lanes between 52 and Kalberer or is it just an overall widening of that section. (The comment is in regard to the proposed improvements to Solders Home Road and Happy Hollow.)
- p) And is there anything with, I know that Happy Hollow is currently 443 and there are plans to be relinquish during the next phase of 231, is there any plans for the State to do anything with that?
- q) That is fast becoming a very busy intersection especially on the north side. (The comment is in regard to the intersection of Salisbury and US 52.)
- r) Did I understand you from earlier that you said that 18 cents of each dollar spent on gas comes back to the community?
- s) So is the two and a half million dollars is federal highway money for local projects?
- t) You mention that this linear park project is in the purple category which is has no funding.
- u) Are they going for enhancement funds for that and is in the application stage?
- v) Is it a federal committee or is it done at the INDOT level?
- w) Federal money allocated to the States are in block form, then the State has to reallocate it.
- x) How many rounds a year is it?
- y) Is there one funding round a year?
- z) All of these projects which are not really funded have anticipated year check under '05, how can you do that?
- aa) What does that mean? (The question is in regard to small structure r replacement.)
- bb) The whole distance? (The question raised is in regard to the pavement replacement project on US 52 from Greenbush to McCarty Lane.)
- cc) We knew this was coming because we were talking about 52 on the west side, they said that INDOT had reconstruction of 52 on the eastside coming up.
- dd) So they are going to pull up the pavement and add sidewalks?
- ee) The median may remain.
- ff) Sidewalks on both sides?
- gg) And that is on US 52 from Greenbush to SR 38?
- hh) And when is that supposed to happen?
- ii) Are there any potential plans to lengthen some of the turn lanes like at Greenbush and Union.
- jj) That's a lot of business.
- kk) The roads going over the railroad tracks? (The project referred to is the new US 52 bridge over the Norfolk Southern.)
- ll) That's the possibility of the development at the Alcoa site.
- mm) Do you know what that will entail?
- nn) That's going to be happening this summer?
- oo) Construction for that is supposed to be this fiscal year? (The question is in regard to the US 231 project north of River Road.)

May 25, 2004: Citizens Participation Committee, Continued

- pp) Didn't they just replace those?
- qq) No, they just did some modifications, cameras.
- rr) That money has already been approved? (The question is in regard to the extension of the Wabash Heritage Trail enhancement grant.)
- ss) Any reason given? (This question is in regard to the project at SR 26 at CR 200N and CR 400E.)
- tt) There are a lot of close calls; there may not be a lot of accidents. People are doing U-turns from the passing lane. There is a real problem there.
- uu) Maybe it's on the board line of being looped? (This question is in regard to the Prophetstown enhancement grant.)
- vv) Does the money go back to the federal or state pot?
- ww) Projects five and six have been eliminated because of what they doing to all of the bridge on I-65 – as far as widening and slowly widening the bridges over the next ten years to accommodate six travel lanes.
- xx) Are we doing the SR 26 interchange anyway?
- yy) These are all local project, why is South Intramural included?
- zz) This South Intramural is really just connecting SR 26 or State Street to future 231.
- aaa) Within the city limits it will probably be West Lafayette, I think this South Intramural is not within the city limits.
- bbb) You do this every year?

June 16, 2004: Technical Transportation Committee

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

July 8, 2004: Administration Committee

The Committee reviewed the project priorities and draft document and approved the priorities and recommended the document be approved. No comments or questions were received from the general public.

July 21, 2004: Area Plan Commission

The draft document was presented. The Commission adopted the document by Resolution T-04-5. There were no comments or questions from the general public

RECEIVED

APR 20 2004

Sandy Laing, Advocacy Chair
Wabash River Cycle Club
3750 Poland Hill Rd.
Lafayette, IN 47909

THE AREA PLAN COMM.
OF TIPPECANOE CO.

April 19, 2004

Sallie Dell Fahey, Executive Director
Area Plan Commission of Tippecanoe Co.
20 N. 3rd St.
Lafayette, IN 47901

Dear Sallie,

Please consider the quality of life in Tippecanoe County, Lafayette and West Lafayette as you prioritize projects for federal funds at your meeting on April 21st. Please do not forward any projects for federal funding unless they include accommodations for pedestrians and bicyclists. Places for pedestrians and bicyclists must be included in all of your projects or we all lose.

Thank you in advance for your consideration.



Sandy Laing, Wabash River Cycle Club Advocacy Chair
sandylaing@iquest.net
(765) 474-4632

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
Concord Road (Teal Road to Brady Lane)	Road Reconstruction & Widening		TP, TFP-15
Concord Road (CR 350S to CR 430S)	Road Reconstruction & Widening		TP, TFP-14/15
Concord Road (Brady Lane to CR350S)	Road Reconstruction & Widening		TP, TFP-15
South 18th Street (at Kossuth Street)	Safety Improvements	0400309	2000 Crash Report & HES Study
Brady Lane (S.18 th to US 52)	Road Reconstruction & Widening		TP, TFP-15, FY '04 TIP
Greenbush Street (US 52 to Creasy Lane)	Road Reconstruction & Widening		TP, TFP-15, FY '04 TIP
South 9th Street (Twyckenham to CR 300S)	Road Reconstruction & Widening		TP, TFP-15, FY '04 TIP
South 9th Street (CR 300S to CR 350S)	Road Reconstruction & Widening		TP, TFP-15, FY '04 TIP
South 9th Street (CR 350S to CR 430S)	Road Reconstruction & Widening		
South 18th Street (CR 350S to CR 430S)	Road Reconstruction & Widening		
Ortman Lane (Poland Hill to S. 9 th Street)	Road Reconstruction & Widening		
Ortman Lane (Old US 231 to Poland Hill)	Road Reconstruction & Widening		
Ortman Lane (S. 9 th St. to S. 18 th St.)	Road Reconstruction & Widening		
Linear Park Pilot Project (Along NS rail corridor)	New Trail Construction		Lafayette Park Board, FY '04 TIP
Tapawingo Extension (S. River Rd to SR 26)	New Road Construction	0200099	TP, FY '04 TIP
Kalberer Road (Salisbury - Soldiers Home)	Road Reconstruction & Widening	0101173	TP, TFP-14, FY '04 TIP
McCormick Road (Lindberg Rd. to Cherry Ln)	Road Reconstruction & Widening		TRP-14, FY '04 TIP
McCarty Lane (CR 550E to SR 26)	New Road Construction		TP, TFP-14, FY '04 TIP
Cumberland Rd. Extension (CR 250W to existing road)	New Road Construction		TP, FY '04 TIP
CR 100W/140W (CR 500N to CR 350N)	Road Realignment		Safety
CR 200N (CR 500E to CR 600E)	Road Reconstruction		County Resurfacing Plan, FY '04 TIP
CR 900E Bridge (#138)	Bridge Rehabilitation	0201093	County Bridge Program

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
CR 500N (at CR 900E)	Safety Improvements	0400307	HES Study
Tyler Road (N. Co. Line to CR 900N)	Safety Improvements	0400311	HES Study
Lilly Road Bridge (#U0209)	Replace Bridge	0100365	County Bridge Program
South River Road (CR 300W to Rel. US 231)	Road Widening & Resurfacing		TP, TFP-15, FY '04 TIP
Purdue University Airport	Encase Runway Electrical Cabling New Radar Land Acquisition		AMP
CityBus	Operating Assistance & Capital Assistance		TDP, FY '04 TIP
CityBus & Imagination Station	Enhancement Grant Exhibit		FY '04 TIP
Railroad Street (Prophet St. to SR 225)	Road Rehabilitation	0200770	Town Council

AMP-Airport Master 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 – 2025 Transportation Plan

INDOT Projects

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
SR 25 Hoosier Heartland Corridor	New Road Construction	9802920	TP #466, FY '04 TIP, INSTIP INTP #466
SR 25 CR 575W, 400S, 500W	Intersection Improvements	0101064	District Review, FY '04 TIP
SR 25 3.77 Mi. N. of SR 225	Small Structure Replacement	0200004	District Review, FY '04 TIP
SR 26 I-65 to .3 Mi E of CR 550E	Added Travel Lanes	9134885	TP #89, FY '04 TIP, INSTIP INTP #89
SR 26 At CR 300W & CR 500W	Sight Distance Correction	9801040	FY '04 TIP, INSTIP
SR 26 1.12 to 4.71 Mi east of I-65	Added Travel Lanes	0012950	TP #475, FY '04 TIP, INSTIP
SR 26 Tippecanoe/Warren Line	Intersection Improvement	0201252	District Review, FY '04 TIP
SR 28 1.76 Mi east of SR 25	Small Structure Replacement	9608850	FY '04 TIP, INSTIP
SR 38 At CR 900E	Intersection Improvement	9608690	FY '04 TIP, INSTIP
SR 38 .45 to 1.17 Mi east of I-65	Pavement Replacement	9802490	FY '04 TIP, INSTIP
SR 43 I-65 to 1.93 Mi north of I-65	Added Travel Lanes	8572190	TP #93 & #106, FY '04 TIP, INSTIP
SR 43 SR 225 to SR 28	Road Replacement	0012940	FY '04 TIP, INSTIP
US 52 Union Street to McCarty Ln.	Road Replacement	9802510	FY '04 TIP, INSTIP
US 52 Norfolk Southern Xing	Grade Separation	9900510	FY '04 TIP, INSTIP
US 52 Wabash R. to 3.03 Mi East	Pavement Replacement	0100699	FY '04 TIP, District Review
US 52 Over CSX RR & N. 9th	Bridge Replacement	0201210	FY '04 TIP, District Review
US 52 At SR 38	Intersection Improvement	0300170	District Review
US 52 W.B. Wabash R. Bridge	Bridge Rehabilitation	0400598	Bridge Inspection
I-65 At SR 26	Interchange Modification	9802780	TP #94, FY '04 TIP, INSTIP
I-65 At SR 43	Interchange Modification	9802790	TP #95, FY '04 TIP, INSTIP
I-65 Bridge over Wabash R.	Bridge Rehabilitation	0012660	FY '04 TIP, INSTIP
US 231 .5 Mi N Wabash R. to SR 26	New Road Construction	9700830	TP #100, FY '04 TIP, INSTIP Purdue U. Plan
US 231 4.99 Mi North of SR 28	Small Structure Replacement	9801740	FY '04 TIP, INSTIP
US 231 At Stadium Avenue	Signal, New or Modernized	0300175	FY '04 TIP, INSTIP

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
US 231 SR 26 to US 52	New Road Construction	0300431	TP #465, FY '04 TIP, INSTIP
Museums at Prophetstown Museums Campus	Trail & 12 acre restoration	9981310	Enhancement Grant
Wabash Heritage Trail Ext. Through Prophetstown	New Trail Construction		Enhancement Grant
US 231 SR 28 to s of CR 500E	Road Resurfacing	0401392	District Review
SR 225 SR 43 to SR 25	Road Resurfacing	0401399	District Review
SR 38 Wildcat Creek Bridge	Landscaping	0401286	Wildflower Program
US 52 SR 443 Bridge	Landscaping	0401287	Wildflower Program

INSTIP – Indiana DOT TIP
 TF – Thoroughfare Plan
 TIP – Transportation Improvement Program
 TP – 2025 Transportation Plan

**June 21, 2004
Ref. No: 04 - 326**

Public Invitation

On Wednesday, July 21, 2004, at 7:00 p.m., the Area Plan Commission of Tippecanoe County (APC), acting under its authority as the Metropolitan Planning Organization for the Greater Lafayette Area, will hear and discuss comments relevant to the adoption of the Fiscal Year 2005 Transportation Improvement Program (TIP). The APC meets in the Tippecanoe Room in the Tippecanoe County Office Building, 20 North 3rd Street, Lafayette, Indiana.

Copies of the program of projects, project priority lists and the draft TIP are available for inspection at the offices of the Area Plan Commission, 20 North 3rd Street, Lafayette, Indiana. A copy of the draft Transportation Improvement Program is also available on the Area Plan Commission's web site:

www.co.tippecanoe.in.us/departments/Area%20Plan/new_AP_home_page.htm

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

**Doug Poad
Senior Planner – Transportation
Area Plan Commission of Tippecanoe County
20 North 3rd Street
Lafayette, IN 47901
(765) 423-9242
Fax (765) 423-9154**

NOTICE THAT THE
FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM
IS BEING DEVELOPED
AND
NOTICE of PUBLIC MEETING to REVIEW and PRIORITIZE
CITY AND COUNTY PROJECTS SEEKING URBAN FEDERAL FUNDS and
INDIANA DEPARTMENT OF TRANSPORTATION PROJECTS
FOR THE
GREATER LAFAYETTE AREA TRANSPORTATION and DEVELOPMENT STUDY

Notice is hereby given that the Area Plan Commission of Tippecanoe County is developing the FY 2005 Transportation Improvement Program (TIP). In compliance with Congressional Legislation, this publication notice is intended to notify the general public that a TIP is being developed and to provide an opportunity for any comments or questions concerning its development.

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

Since the Greater Lafayette Area only receives a small portion of federal transportation funds, those projects for which federal funds are being requested must be prioritized. It is the responsibility of the Greater Lafayette Technical Transportation Committee to do this. The Greater Lafayette Technical Transportation Committee will review, discuss, and prioritize those City and County projects seeking Urban federal funds and the Indiana Department of Transportation's federally funded and financially constrained road project list at its April 21, 2004 meeting, at 2:00 p.m. in the West Lafayette City Hall.

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

A list of all City, County and the Indiana Department of Transportation projects and other pertinent documentation can be viewed in the offices of the Area Plan Commission of Tippecanoe County at 20 N. 3rd Street, Lafayette, Indiana, during normal office hours.

AREA PLAN COMMISSION OF
TIPPECANOE COUNTY, INDIANA

BY 
EXECUTIVE DIRECTOR

Date Approved: 3/30/04

NOTICE of PUBLIC MEETING to ADOPT the
FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM
and AIR QUALITY ASSURANCE
for the
GREATER LAFAYETTE AREA TRANSPORTATION DEVELOPMENT STUDY

Notice is hereby given that the Area Plan Commission of Tippecanoe County, acting under its authority as the Greater Lafayette Area Metropolitan Planning Organization, will hear and discuss comments prior to considering adoption of the Fiscal Year 2005 Transportation Improvement Program (TIP) on July 21, 2004, at 7:00 p.m. in the County Office Building, 20 North 3rd Street, Lafayette, Indiana.

A staff report, program of projects, priority lists, draft TIP 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.co.tippecanoe.in.us/departments/Area%20Plan/new_AP_home_page.htm.

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. Said meetings may be continued from time to time as necessary.

AREA PLAN COMMISSION OF
TIPPECANOE COUNTY, INDIANA

BY 
EXECUTIVE DIRECTOR

Date Approved: 6/18/04

April 7, 2004
Ref. No. 04 - 157

David Asai, Executive Director
Asian American Network of Ind.
P.O. Box 2707
West Lafayette, IN 47906

Dear Mr. Asai:

Currently the Staff of the Area Plan Commission of Tippecanoe County is developing the FY 2005 Transportation Improvement Program (TIP) for the Greater Lafayette Area. In accordance with Congressional regulations, this letter is intended to inform you of your opportunity to ask questions, make comments or express concerns regarding the development of this document.

As in previous TIPs, the document lists all local and state transportation projects proposed for the Lafayette - West Lafayette Metropolitan Area and Tippecanoe County over the next five years. This includes projects requesting federal funding, projects that are consistent with the 2025 Transportation Plan, and other significant regional projects. Enclosed you will find both a list of state projects and one of local projects.

On both lists we have included information for each project. This includes project location, type of improvement, the fiscal year in which construction is expected to begin, and total cost. We have also included the type and amount of federal funds requested for all local projects.

Since the Lafayette - West Lafayette - Tippecanoe County area only receives a small 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 April 21, 2004 at 2:00 pm in the West Lafayette City Hall. We invite you to attend. There will be a time for comments at the meeting.

After all projects are prioritized, the Area Plan Commission staff will develop a draft TIP. It will contain project priority lists, and a financial capacity documentation for local road projects as well as for CityBus (GLPTC). Several summaries will be included: public and private

participation; status of projects that were programmed in the FY 2003 TIP;
and comments and questions from the general public.

When complete, the draft TIP will then be reviewed by the Technical
Transportation, Citizens Participation, and Administrative Committees before
review and adoption by the Area Plan Commission. You will be notified of
the dates and times of the Citizens Participation Committee and the Area
Plan Commission meetings. 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,
Fax: (765) 423-9154

Sincerely,



Sallie Dell Fahey
Executive Director

enclosures

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

June 18, 2004
Ref. No. 04 - 325

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

Dear Mr. Rush:

Progress continues toward completing the Fiscal Year 2005 Transportation Improvement Program (TIP) for the Lafayette - West Lafayette - Tippecanoe County area, and we would like to provide you a brief status report.

On April 21st, the Technical Transportation Committee reviewed both local and INDOT road projects and recommended priorities. Shortly thereafter, the Area Plan Commission staff began preparing the draft document. The draft document is now complete and available for review and comment. If you would like a paper copy mailed to you, please call. Otherwise, the draft document can also be viewed and downloaded via the APC web page:

http://www.co.tippecanoe.in.us/departments/Area%20Plan/new_AP_home_page.htm

The Draft TIP will be presented for adoption and discussed by the Area Plan Commission at 7:00 p.m. on July 21, 2004 in the Tippecanoe Room in the County Office Building, 20 North 3rd Street, Lafayette, Indiana. The meeting is open to the public and I would 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 direct them to:

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 D. Fahey
Executive Director

**CITIZENS PARTICIPATION COMMITTEE
NOTICE OF MEETING**

DATE **May 25th, 2004**
TIME **7:00 p.m.**
PLACE **Grand Prairie Room,**
County Office Building
20 North 3rd Street
Lafayette, IN 47901

A G E N D A

- I. APPROVAL OF THE MINUTES FROM THE MARCH 23RD, 2004 MEETING
- II. FEEDBACK AND DISCUSSION FROM GROUP REPRESENTATIVES:
Transit Issues
- III. PROGRAM:
Fiscal Year 2005 Transportation Improvement Program
Doug Poad, Senior Planner—Transportation
Annual State Road 'Hot Spot' List—Your Suggestions
Doug Poad, Senior Planner—Transportation
- IV. QUESTIONS, COMMENTS, OR SUGGESTIONS
- V. ADJOURNMENT

The next meeting will be July 27th, 2004.

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

June 21, 2004
Ref. No.: 04 - 329

TO: Citizens Participation Committee Members
FROM: Doug Poad

Progress continues towards developing the Fiscal Year 2005 Transportation Improvement Program (TIP). At our June meeting, transportation projects from both Cities, the County, the Town of Battle Ground, CityBus, the Purdue University Airport and the State Department of Transportation (INDOT) were presented. Staff also discussed such issues as: 1) how the document is developed; 2) project selection; 3) project prioritization; 4) financial summary and plan; 5) environment justice; 6) public and private participation process; and 7) area improvements from the FY 2004 TIP. It's a comprehensive document and contains a lot of information.

The draft document has been completed and is now going through the adoption process. It will be presented to the Area Plan Commission for its review and possible adoption on July 21, 2004, at 7 p.m. in the Tippecanoe Room, Tippecanoe County Office Building. The meeting is open to the public, and you are more than welcome to attend. There will then be an opportunity for public comment.

It's not too late to review the draft document and make comments. Please call us if you would like a paper copy. The draft TIP can also be viewed on the Area Plan Commission web page. The address is:

www.co.tippecanoe.in.us/departments/Area%20Plan/new_AP_home_page_htm

GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY

TECHNICAL TRANSPORTATION COMMITTEE

MEETING MINUTES

June 16, 2004

MEMBERS PRESENT:

Jon Fricker, Chairman	Purdue University
Sallie Fahey, Secretary	APC
Dave Whitworth	INDOT – Crawfordsville
Brook Hammond	INDOT – Crawfordsville
Opal Kuhl	Lafayette City Engineer
Tim Wells	Tippecanoe County Highway Department
Lt. Jeannette Bennett	Lafayette Police Department
Deputy Chief Chris Leroux	West Lafayette Police Department
Betty Stansbury	Purdue Airport
Marty Sennet	GLPTC
David Buck	West Lafayette Engineer
Capt. Rick Walker	Tippecanoe County Sheriff's Department

Non-Voting Members

Dana Smith	Lafayette Chamber of Commerce
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ALSO PRESENT:

Doug Poad	APC Staff
Brian Weber	APC Staff
Dan Auckley	City of Lafayette
Jennifer Bonner	Lafayette Community Development

Jon Fricker called the meeting to order at 2:00 P.M.

MINUTES

Jeannette Bennett pointed out that the minutes stated that she was present at the last meeting, but she was not.

Tim Wells moved to approve the minutes from the May 19, 2004 meeting, as corrected. Betty Stansbury seconded and the motion was approved by voice vote.

Access Permits

Brooke Hammond stated that there were no access permits to review.

Amendment to FY 2004 TIP

Doug Poad stated that Randy Walter from INDOT requested a TIP amendment. The project requested was on US 52 and included repainting and rehabilitating the westbound lanes of the Wabash River Bridge. He explained that the request was to amend the 2004 Transportation Program. He stated that the total cost of the project would be \$300,000 and Federal STP funds may be used. He explained that the Federal portion would be \$240,000 and the State match would be \$60,000. He mentioned that it would be on their August letting. He stated that in the 2004 TIP it would be shown on the financially constrained list and in the 2005 TIP it would be listed in Exhibit 7, the INDOT project list.

Opal Kuhl moved to approve the above-described amendment. Jeanette Bennett seconded and the motion carried by voice vote.

Doug Poad explained that this amendment would be presented to the Administrative Committee on July 8, 2004 and to the Area Plan Commission

Draft FY 2005 TIP

Doug Poad presented the Draft FY 2005 Transportation Improvement Program. He explained that this document shows how planned projects progress to the construction/completion phase and it oversees where the Federal Transportation money is being spent. He reviewed the exhibits which list the local and state projects submitted by various members of this Committee and by INDOT. He pointed out two new chapters, Prioritization of INDOT's Financially Constrained Projects and Analysis of Financial Capacity for City Bus. He recapped the remaining chapters and highlighted new tables.

Doug Poad presented a letter that was received from INDOT regarding STP and MG funds, which were being increased approximately \$95,000 each year. He stated that the biggest change that would occur as a result would be in FY 2008. He said that there would now be enough money in FY 2008 to completely fund the Concord Road project between Teal and Brady. He pointed out that at this time these are only estimations that would have to be reviewed when the next Transportation Act is passed. He mentioned that this document is now available on the APC webpage.

Marty Sennett moved to recommend adoption of the FY 2005 TIP to the Area Plan Commission. Betty Stansbury seconded and the motion carried by voice vote.

Study Progress

Doug Poad stated that the Land Use Survey is now completed. He said that now the survey data is being inputted into the database. He reviewed how the database functions.

He stated that Brian Weber has been working on the Thoroughfare Plan. He said that the HES application for Earl Ave., State St. and 24th Street has been approved. He stated they are also working on a HES grant for Valley Street.

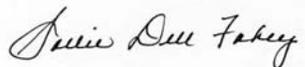
Doug Poad mentioned that he and Brian attended a trans-cad training session, which teaches how to create a traffic model. He stated that they were looking into accidents on I-65. He said that INDOT is updating its long-range Transportation Plan to the year 2030.

Other Business

Marty Sennet presented route changes, distributed maps and explained the reasons for the route changes. He said that biggest reason was to try to make the routes more direct. He stated that these changes would go into effect on 7/6/04.

Tim Wells moved to adjourn. Marty Sennet seconded and the motion was carried by voice vote.

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]

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

November 5, 2004
Ref. No.: 04 - 621

Carter Keith, Manager
Programming Section
INDOT, Room N926
100 North Senate Avenue
Indianapolis, IN 46204-2249

Attn: Randy Walter

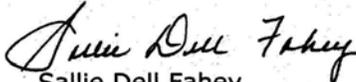
Dear Mr. Keith:

On October 22, 2004, we received a request to amend the Fiscal Year 2004 and 2005 Transportation Improvement Programs. The request included programming both federal and state funds to purchase right-of-way for the US 231 project from 0.5 miles north of the Wabash River to SR 26. The project designation number is 9700830. Total cost is estimated at \$3,150,000. The amount of federal funds requested totals \$2,520,000, and the state match is \$630,000.

Federal and state funds to purchase right-of-way for this project were programmed in the FY 2003 Transportation Improvement Program. Since the amount of federal and state funds in this amendment request are the same as that shown in the older TIP, I am administratively amending both the FY 2004 and 2005 Transportation Improvement Programs.

Enclosed you will find the corrected pages for both TIPs including the front cover, addendum page, TIP amendment summary page and updated pages. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

enclosures

cc Shawn McMahan, Budget and Fiscal Management
Dave Whitworth, Crawfordsville District Office

T-04-7
Indiana Department of Transportation
City of Lafayette
Fiscal Year 2005 TIP Amendment

Staff Report
November 23, 2004

Resolution T-04-7
RESOLUTION TO AMEND THE FY 2005
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Executive Committee of the Area Plan Commission of Tippecanoe County is authorized to act on Transportation Improvement Program requests, and

WHEREAS, the Indiana Department of Transportation and the City of Lafayette have requested amendments to the FY 2005 Transportation Improvement Program as follows:

Project: SR 25 Hoosier Heartland

- Des # 0400991; CR 500E Bdg. over SR 25 & NS Railroad. Est. cost \$1,560,000
- Des # 0400992; CR 625E Bdg. over SR 25 & NS Railroad. Est. cost \$1,570,000
- Des # 0400995; SR 25 Bdg. over Buck Creek. Est. cost \$1,740,000
- Des # 0400996; CR 900E Bdg. over SR 25 & NS Railroad. Est. cost \$1,560,000.
- Des # 0400997; SR 25 Bdg. over Sugar Creek. Est. cost \$1,860,000
- Des # 0400998; CR 1000E Bdg. over SR 25. Est. cost \$1,250,000
- Des # 0400999; SR 25 Bdg. over No Name Creek. Est. cost \$1,860,000
- Des # 0401000; SR 25 Bdg. over Bridge Creek. Est. cost \$2,320,000
- Des # 0401001; SR 25 Bdg. over CR 900N. Est. cost \$2,320,000
- Des # 0401002; SR 25 Bdg. over NS Railroad. Est. cost \$2,320,000
- Des # 0401003; SR 25 Bdg. over CR 900W. Est. cost is \$1,860,000
- Des # 0401004; Signage CN on SR 25. Est. cost \$400,000

Project: Concord Road

- FY 2005: Preliminary Engineering for Concord Road (Brady to CR 350S)
- FY 2006: Right-of-Way for Concord Road (Brady to CR 350S)
Preliminary Engineering for Concord Road (Teal to Brady)
- FY 2008: Construction for Concord Road (Brady to CR 350S)
- FY 2009: Right-of-Way for Concord Road (Teal to Brady)
Preliminary Engineering for Concord Road (CR 350S to CR 430S)

WHEREAS, the Technical Transportation Committee reviewed the requests at its October 20, 2004 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the requests at its November 22, 2004 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Executive Committee of the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2005 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 1st of December 2004.


President, APC

Secretary 

Background and Request

There are three requests included in this TIP amendment. The Indiana Department of Transportation has requested the TIP be amended to include the newly authorized bridge and signage projects related to the SR 25 Hoosier Heartland project. APC staff is also requesting preauthorization to amend the TIP when INDOT requests an amendment for an additional project related to the Hoosier Heartland. The last request reflects the change in priority for improving Concord Road. The City of Lafayette's top priority is now improving the section from Brady Lane to CR 350S.

1) Hoosier Heartland - INDOT

Since the Hoosier Heartland project is so large, the State DOT assigns project designation numbers to the smaller individual bridge, traffic and signage projects. Recently INDOT assigned project designation numbers to eleven bridge projects and one signage project. Thus, INDOT has requested these projects be amended into the TIP. The attachment lists the new projects, their designation number, work scope and construction costs.

The TIP normally shows these projects only as a footnote. This amendment will create another footnote for the SR 25 Hoosier Heartland project and the footnote will list the individual designation numbers for all of the bridge and signage projects. The overall construction cost shown in the TIP remains the same.

2) Hoosier Heartland CR 300N Bridge – Administrative Amendment Authorization

Currently the list does not include the CR 300N bridge project over SR 25 and the Norfolk Southern Railroad. This project is not in INDOT's Engineer Report but in the addendum, which is not yet complete. When the addendum is completed, a project designation number will be assigned, and INDOT will request an amendment to the TIP. Since the overall project cost will not change, this project could be administratively amended into the TIP and we ask for the Commission's preapproval to do so.

3) Concord Road Projects – City of Lafayette

The City of Lafayette has targeted Concord Road for improvements that include reconstructing and widening the road. The TIP currently shows the section between Teal Road and Brady Lane first, CR 350S to CR 430S second and Brady Lane to CR 350S third. The City is now placing top priority on the section from Brady Lane to CR 350S. Second priority is to improve the section from Teal Road to Brady Lane, and the section from CR 350S to CR 430S will be improved last. The City still requests federal funds for all three projects and the requested dollar amounts remain the same.

With this change, the priorities currently assigned in the TIP must be revisited. Attached to the staff report are two tables. The first table, Attachment 2, shows the current approved priorities. Attachment 3 is the APC staff recommended change in priorities that reflect the Concord Road projects' change in priority. The recommended priority change is financially constrained.

On October 20, 2004, the Technical Transportation Committee reviewed all of the requests and recommended: 1) All twelve bridge and signage projects related to the Hoosier Heartland be amended into the TIP; 2) The CR 300N bridge project over the Hoosier Heartland and the Norfolk Southern Railroad be administratively amended into the TIP when INDOT requests it; and 3) approve the change in priorities to Concord Road as shown in Attachment Three.

The Administrative Committee reviewed the requests at its November 22, 2004 meeting and approved all three recommendations.

Staff Recommendation:

Approval of these amendments to the FY 2005 Transportation Improvement Program by adopting Resolution T-04-7, attached.

Attachment 1
SR 25, Hoosier Heartland Project
New projects

Des # 0400991 – New bridge construction on CR 500E over SR 25 and the NS Railroad. Estimated cost is \$1,560,000.

Des # 0400992 – New bridge construction on CR 625E over SR 25 and the NS Railroad. Estimated cost is \$1,570,000.

Des # 0400995 – New bridge construction on SR 25 over Buck Creek. Estimated cost is \$1,740,000.

Des # 0400996 – New bridge construction on CR 900E over SR 25 and the NS Railroad. Estimated cost is \$1,560,000.

Des # 0400997 – New bridge construction on SR 25 over Sugar Creek. Estimated cost is \$1,860,000.

Des # 0400998 – New bridge construction on CR 1000E over SR 25. Estimated cost is \$1,250,000.

Des # 0400999 – New bridge construction on SR 25 over No Name Creek. Estimated cost is \$1,860,000.

Des # 0401000 – New bridge construction on SR 25 over Bridge Creek. Estimated cost is \$2,320,000.

Des # 0401001 – New bridge construction on SR 25 over CR 900N. Estimated cost is \$2,320,000.

Des # 0401002 – New bridge construction on SR 25 over NS Railroad. Estimated cost is \$2,320,000.

Des # 0401003 – New bridge construction on SR 25 over CR 900W (Carroll Co. Line). Estimated cost is \$1,860,000.

Des # 0401004 – New signage construction on SR 25 from I-65 to 0.5 mile east of the Tippecanoe/Carroll County Line. Estimated cost is \$400,000.

**Attachment 2
Current Project Priorities**

STP (3AA) Group II Urban Funds & Minimum Guarantee Funds

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Local Share	Total Cost
Funds Spent / Committed							
<i>Funds Available for FY 2004</i>					2,594,021		
Kalberer Road (Fiscal Year 2004)					960,000		
<i>Balance (Available to Carry Over into FY '05 TIP)</i>					1,634,021		
Funding Available							
FY 2004					1,634,021		
FY 2005 - 2007					7,782,063		
<i>Total</i>					9,416,084		
FY 2008					2,594,021		
FY 2009					2,594,021		
Project Requests							
Funds Available for FY 2005 through 2007					9,416,084		
FY 2005	1	County	McCarty Lane	CN	4,800,000	1,200,000	6,000,000
	2	INDOT	South Intramural	CN	447,032		
	3	W. Laf	Tapawingo Extension	CN	1,120,000	280,000	1,400,000
	4	Lafayette	Concord (Teal/ Brady)	PE	450,000	150,000	600,000
	5	County	Cumberland Ext.	PE	120,000	30,000	150,000
Total Cost of Projects					6,937,032		
Balance (Funds Available versus Total Cost)					2,479,052		
FY 2006	1	Lafayette	Concord (Teal/Brady)	RW	150,000		
	2	Lafayette	Concord (350S/430S)	PE	300,000		
	3	County	Cumberland Road Ext.	RW	160,000		
Total Cost of Projects					610,000		
Balance (Funds Available versus Total Cost)					1,869,052		
FY 2007	1	County	Cumberland Road Ext.	CN	1,120,000		
Total Cost of Projects					1,120,000		
Balance (Funds Available versus Total Cost)					749,052		
Fiscal Year	Priority Rank	Agency	Project	Phase	Federal	Local	Total

Year	Rank				Share	Share	Cost
Projects Programmed for Out Years							
<i>Carry Over Funds</i>					749,052		
<i>Funds Available for FY 2006</i>					<u>2,594,021</u>		
<i>Total Funds Available</i>					3,343,073		
FY 2008	1	Lafayette	Concord (Teal/Brady)	CN	3,000,000		
Total Cost of Projects					<u>3,000,000</u>		
Balance (Funds Available versus Total Cost)					343,073		
<i>Carry Over Funds</i>					343,073		
<i>Funds Available for FY 2009</i>					<u>2,594,021</u>		
<i>Total Funds Available</i>					2,937,094		
FY 2009	1	Lafayette	Concord (350S/430S)	RW	150,000		
	2	Lafayette	Concord (Brady/350)	PE	450,000		
Total Cost of Projects					<u>600,000</u>		
Balance (Funds Available versus Total Cost)					2,337,094		

**Attachment 3
Proposed Priority**

STP (3AA) Group II Urban Funds & Minimum Guarantee Funds

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Local Share	Total Cost
Funds Spent / Committed							
Funds Available for FY 2004					2,594,021		
Kalberer Road (Fiscal Year 2004)					960,000		
Balance (Available to Carry Over into FY '05 TIP)					1,634,021		
Funding Available							
FY 2004					1,634,021		
FY 2005 - 2007					7,782,063		
<i>Total</i>					9,416,084		
FY 2008					2,594,021		
FY 2009					2,594,021		
Project Requests							
Funds Available for FY 2005 through 2007					9,416,084		
FY 2005	1	County	McCarty Lane	CN	4,800,000	1,200,000	6,000,000
	2	INDOT	South Intramural	CN	447,032		
	3	W. Laf	Tapawingo Extension	CN	1,120,000	280,000	1,400,000
	4	Lafayette	Concord (Brady/350S)	PE	450,000	150,000	600,000
	5	County	Cumberland Ext.	PE	120,000	30,000	150,000
Total Cost of Projects					6,937,032		
Balance (Funds Available versus Total Cost)					2,479,052		
FY 2006	1	Lafayette	Concord (Brady/350S)	RW	150,000		
	2	Lafayette	Concord (Teal/Brady)	PE	450,000		
	3	County	Cumberland Road Ext.	RW	160,000		
Total Cost of Projects					760,000		
Balance (Funds Available versus Total Cost)					1,719,052		
FY 2007	1	County	Cumberland Road Ext.	CN	1,120,000		
Total Cost of Projects					1,120,000		
Balance (Funds Available versus Total Cost)					599,052		

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Local Share	Total Cost
Projects Programmed for Out Years							
<i>Carry Over Funds</i>					599,052		
<i>Funds Available for FY 2006</i>					<u>2,594,021</u>		
<i>Total Funds Available</i>					3,193,073		
FY 2008	1	Lafayette	Concord (Brady/350S)	CN	3,000,000		
Total Cost of Projects					<u>3,000,000</u>		
Balance (Funds Available versus Total Cost)					193,073		
<i>Carry Over Funds</i>					193,073		
<i>Funds Available for FY 2009</i>					<u>2,594,021</u>		
<i>Total Funds Available</i>					2,787,094		
FY 2009	1	Lafayette	Concord (Teal/Brady)	RW	150,000		
	2	Lafayette	Concord (350S/430S)	PE	300,000		
Total Cost of Projects					<u>450,000</u>		
Balance (Funds Available versus Total Cost)					2,337,094		

**T-05-02
CityBus
Fiscal Year 2005 TIP Amendment**

**Staff Report
February 10, 2005**

RESOLUTION T-05-02
RESOLUTION TO AMEND THE FY 2005
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Area Plan Commission of Tippecanoe County is authorized to act on Transportation Improvement Program requests, and

WHEREAS, CityBus, or the Greater Lafayette Public Transportation Corporation has requested an amendment to the FY 2005 Transportation Improvement Program as follows:

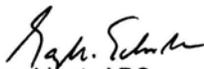
Project	Federal Share	Local Share	Total Cost
Capital Grant Two Full Size Buses, One Articulated Bus	\$945,920	\$236,480	\$1,182,400

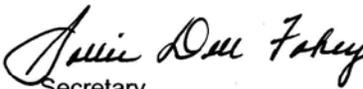
WHEREAS, the Technical Transportation Committee reviewed the request at its January 19, 2005 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the request at its February 11, 2005 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2005 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 16th of February 2005.


President, APC
Gary W. Schroeder


Secretary
Sallie Dell Fahey

Background and Request

CityBus has requested an amendment to the FY 2005 Transportation Improvement Program to purchase three fixed route buses. They will replace three 1987 Flexibles: 603, 604 and 605.

CityBus intends to purchase two different types of buses with this capital grant. Two of them will be the standard 40' full-size low floor buses. The third bus will be a 60' low floor articulated bus. Total cost of this capital grant is \$1,182,400. The federal share is \$945,920 and the local share is \$236,480.

CityBus will be using a combination of federal funds for this capital grant. The combination includes \$300,000 received from a trade of federal funds for local funds (\$150,000) with the Michiana Area Council of Governments (MACOG); \$14,112 from the 2005 Section 5307 funds; \$485,888 from the 2005 Section 5309 capital grant and \$145,920 in Section 5309 funds from a 2003 capital grant. The \$145,920 is remaining balance of the 2003 capital grant.

CityBus will be using local property taxes and carry-over funds for the local match. The percentage between two funding sources will be determined at a future date.

The Board of Directors reviewed this request and endorsed the amendment to the Transportation Improvement Program on December 22, 2004.

On January 19, 2005, the Technical Transportation Committee reviewed the request and recommended it be amended into the FY 2005 Transportation Improvement Program.

The Administrative Committee will review the request at its February 11, 2005 meeting.

Staff Recommendation:

Approval of this amendment to the FY 2005 Transportation Improvement Program by adopting Resolution T-05-02, attached.

T-05-03
Indiana Department of Transportation
Fiscal Year 2005 TIP Amendment

Staff Report
March 10, 2005

RESOLUTION T-05-03
RESOLUTION TO AMEND THE FY 2005
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Area Plan Commission of Tippecanoe County is authorized to act on Transportation Improvement Program requests, and

WHEREAS, the Indiana Department of Transportation requested an amendment to the FY 2005 Transportation Improvement Program as follows:

Project	Federal Share	State Share	Total Cost
US 231: SR 28 to just south of CR 500S Des # 0401392; Road Resurfacing	\$960,000	\$240,000	\$1,200,000
SR 225: SR 25 to SR 43 Des # 0401399; Road Resurfacing	\$480,000	\$120,000	\$600,000
SR 38: Wildcat Creek Bridge Des # 0401286; Landscaping	\$28,000	\$7,200	\$36,000
US 52: SR 443 Bridge Des # 0401287; Landscaping	\$28,800	\$7,200	\$36,000

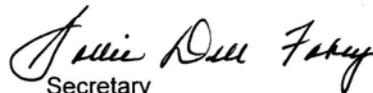
WHEREAS, the Technical Transportation Committee reviewed the request at its February 16, 2005 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the request at its March 4, 2005 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2005 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 16th of March 2005.


President, APC
Gary W. Schroeder


Secretary
Sallie Dell Fahey

T-05-03
FY 2005 TIP Amendment
Requested by the Indiana Department of Transportation

Staff Report
March 10, 2005

Background and Request:

The Indiana Department of Transportation has requested an amendment to the FY 2005 Transportation Improvement Programs (TIP). The request includes programming four new projects. They are:

US 231 from SR 28 to just south of CR 500S, Des # 0401392
Road Resurfacing
Total construction cost: \$1,200,000
Federal funds: \$960,000 State funds: \$240,000
Construction is anticipated in FY 2006

SR 225 from SR 25 to SR 43, Des # 0401399
Road Resurfacing
Total construction cost: \$600,000
Federal funds: \$480,000 State funds: \$120,000
Construction is anticipated in FY 2006

SR 38 at the northeast corner of the Wildcat Creek Bridge, Des # 0401286
Landscaping (beautification and wildflowers)
Total construction cost: \$36,000
Federal funds: \$28,800 State funds: \$7,200
Construction is anticipated in FY 2006

US 52 on the eastside of the SR 443 bridge, Des # 0401287
Landscaping (beautification and wildflowers)
Total construction cost: \$36,000
Federal funds: \$28,800 State funds: \$7,200
Construction is anticipated in FY 2007

On February 16, 2005, the Technical Transportation Committee reviewed the request and recommended it be amended into the FY 2005 Transportation Improvement Program.

On March 4, 2005, the Administrative Committee reviewed the request and recommended it be amended into the FY 2005 Transportation Improvement Program.

Staff Recommendation:

Approval of this amendment to the FY 2005 Transportation Improvement Program by adopting Resolution T-05-03, attached.

T-05-05
Tapawingo Extension
Fiscal Year 2005 TIP Amendment

Staff Report
October 13, 2005

RESOLUTION T-05-05
RESOLUTION TO AMEND THE FY 2005
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Area Plan Commission of Tippecanoe County is authorized to act on Transportation Improvement Program requests, and

WHEREAS, the City of West Lafayette requested an amendment to the FY 2005 Transportation Improvement Program as follows:

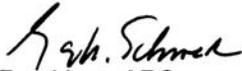
Project	Federal Share	City Share	Total Cost
Tapawingo Extension Des # 0200099; New Road Construction	\$1,561,000	\$390,250	\$1,951,250

WHEREAS, the Technical Transportation Committee reviewed the request at its September 21, 2005 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the request at its September 30, 2005 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2005 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 19th of October 2005.


President, APC
Gary W. Schroeder


Secretary
Sallie Dell Fahey

T-05-05
FY 2005 TIP Amendment

Staff Report
October 13, 2005

Background and Request:

The City of West Lafayette has requested an amendment to the FY 2005 Transportation Improvement Program (TIP). The request is for additional federal funds to construct Tapawingo Extension.

Estimated construction costs for Tapawingo Extension programmed in the approved TIP are \$1,400,000. The federal portion of that amount, or 80%, is \$1,120,000. The project location, filled flood plain, requires dynamic compaction. Because of this, the estimated construction costs have increased to \$1,900,000. The federal portion has likewise increased to \$1,520,000.

Instead of requesting additional federal funds from the FY 2005 STP allocation, the City plans to utilize the unused balances of federal funds programmed from the right-of-way phase of Tapawingo Extension and the construction phase of Kalberer Road. The remaining balances for each project are:

Tapawingo Extension, Right-of-Way phase:	\$296,000
Kalberer Road, Construction phase:	<u>\$145,000</u>
Total:	<u>\$441,000</u>

Combining the originally programmed \$1,120,000 with the additional \$441,000 from the project balances, the City will have \$1,561,000 in federal funds available. This will be more than enough to cover the additional federal portion. The City will also be able to fund its increased 20% match.

This request will not impact any of the other local projects programmed in the TIP and there is no need to reprioritize them.

Project Information Currently Shown in TIP:

		Fed	Local	T. Cost
16. Tapawingo Extension, #0200099	PE			
US 231 to SR 26	RW	Funded Under TEA 21		
New Road Construction	CN	STP, MG, L4, L5, 13	1,120	280
				1,400

Revised Project Information:

		Fed	Local	T. Cost
16. Tapawingo Extension, #0200099	PE			
US 231 to SR 26	RW	Funded Under TEA 21		
New Road Construction	CN	STP, MG, L4, L5, 13	1,561	390
				1,951

On September 21, 2005, the Technical Transportation Committee reviewed the request and recommended it be amended into the FY 2005 Transportation Improvement Program.

On September 30, 2005, the Administrative Committee reviewed the request and recommended it be amended into the FY 2005 Transportation Improvement Program.

Staff Recommendation:

Approval of this amendment to the FY 2005 Transportation Improvement Program by adopting Resolution T-05-05, attached.

T-05-06
CityBus and INDOT
Fiscal Year 2005 TIP Amendments

Staff Report
December 15, 2005

RESOLUTION T-05-06
RESOLUTION TO AMEND THE FY 2005
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Area Plan Commission of Tippecanoe County is authorized to act on Transportation Improvement Program requests, and

WHEREAS, CityBus and the Indiana Department of Transportation requests amendments to the FY 2005 Transportation Improvement Program as follows:

CityBus 2006 Financial Information

Revenue: Federal: \$2,521,619
State PMTF: \$2,986,548
Local Operating Revenue: \$1,987,883
Local Tax Revenue: \$2,273,200
Operating Expenses: \$7,997,383
Capital Expenses: \$1,453,023

Project	Federal Share	Local Share	Total Cost
CityBus - Capital Grant 2006 High Priority Project	\$500,000	\$125,000	\$625,000
CityBus - 2005 Section 5309 Capital Grant Three full size 40' buses	\$945,920	\$236,480	\$1,182,400
SR 25, Des # 0400775 Bridge Replacement, Preliminary Engineering in FY 2008	\$120,000	\$30,000	\$150,000
US 52, Des # 0400067 Bridge Rehabilitation, Construction in FY 2006	\$154,000	\$39,000	\$193,000
US 231, Des # 0400064 Bridge Rehabilitation, Construction in FY 2007	\$40,000	\$10,000	\$50,000
Various Locations, Des # 0201331 Signal Modernization, Construction in FY 2006	\$520,000	\$130,000	\$650,000

WHEREAS, the Technical Transportation Committee reviewed the request at its November 16, 2005 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the request at its December 2, 2005 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts these amendments to the FY 2005 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 21st of December 2005.


President, APC
Gary W. Schroeder


Secretary
Sallie Dell Fahey

BACKGROUND AND REQUEST:

There are four requests included in this TIP amendment. CityBus has requested three changes that include updating their 2006 financial information, programming its high priority project funds, and modifying the 2005 Section 5309 capital expenditures. The Indiana Department of Transportation, INDOT, has requested an amendment to program four projects.

3) CityBus

The first request involves updating the 2006 financial information that is shown in Table 3. This request includes updating all four revenue sources and both operating and capital expenses.

Revenue from all four CityBus sources will be increasing. CityBus originally estimated it would receive \$1,632,895 in federal funds for 2006. The recently released 2006 SAFETEA-LU apportions show that amount will increase to \$2,521,619. The Indiana Department of Transportation also recently released the 2006 Public Mass Transit Fund apportions and CityBus will be receiving \$2,986,548. Operating revenue will increase to \$1,987,883 and the local tax revenue will increase to \$2,273,200. Overall, CityBus will receive \$9,769,250 in 2006, which is \$1,452,002 more than originally programmed.

While revenue will be increasing, operating costs are also anticipated to increase. The estimated operating cost is \$7,997,383, or \$537,594 over the programmed amount.

In addition to updating operating cost, the list of capital projects was reviewed and updated. The total cost of capital equipment is now \$1,453,023. The federal portion will be \$1,161,618. The new list includes the following projects and their justification:

1. REPLACEMENT BUS TIRES

With over 1.5 million miles of service operated on an annual basis and mileage scheduled to increase because of 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 \$1,350. The total budget for tires is \$45,000.

2. BUS OVERHAUL

A. Rebuild up to Five (5) Bus Engines - \$75,000

Based on 2004 and similar experience in previous years, CityBus anticipates the need for up to five (5) engine rebuilds in 2006 at an average cost of \$15,000 each (\$50,000 if purchased new).

B. Rebuild up to eight (8) Bus Transmissions - \$50,000

Based on 2004 and similar experience in previous years, CityBus anticipates the need for up to eight (8) transmission rebuilds. Estimated average cost of each transmission is \$6,250.

C. Rebuild up to eight (8) Turbo Charge units - \$8,000

Based on 2004 and similar experience in previous years, CityBus anticipates the need for up to eight (8) units to be rebuilt in FY 2006. Estimated average cost of each unit rebuild is \$1,000 per unit (\$5,000 new) for a total cost of \$8,000.

D. Rebuild up to eight (8) Charge Air Coolers - \$5,600

Based on 2004 and similar experience in previous years, CityBus anticipates the need for up to eight (8) Charge Air Coolers. Estimated average cost of each unit rebuild is \$700 (\$1,200 new) for a total budgeted cost of \$5,600.

E. Rebuild up to twelve (12) Alternators - \$8,400

Based on 2004 and similar experience in previous years, CityBus anticipates the need for up to twelve (12) Alternators. Estimated average cost of each unit rebuild is \$700 (\$3,900 new) for a total budgeted cost of \$8,400.

F. Rebuild up to six (6) Wheel Chair Lifts - \$51,000

Based on 2004 and similar experience in previous years, CityBus anticipates the need for up to six (6) units to be rebuilt in FY 2006. Estimated average cost of each unit rebuild is \$8,500 per unit (\$14,000 new) for a total cost of \$51,000.

G. Rebuild up to six (6) Electronic Control Modules - \$6,000

Based on 2004 and similar experience in previous years, CityBus anticipates the need for up to six (6) Electronic Control Modules. Estimated average cost of each unit rebuild is \$1,000 (\$1,500 new) for a total budgeted cost of \$6,000.

H. Rebuild up to six (6) Outboard Planetary Differentials - \$6,000

Based on 2004 and similar experience in previous years, CityBus anticipates the need to rebuild up to six (6) Outboard Planetary Differentials. Estimated average cost of each unit rebuild is \$1,000 for a total budgeted cost of \$6,000.

I. Rebuild up to six (6) Caps Fuel Pumps - \$13,200

Based on 2004 and similar experience in previous years, CityBus anticipates the need to rebuild up to six (6) Caps Fuel Pumps. Estimated average cost of each unit rebuild is \$2,200 (\$3,000 new) for a total budgeted cost of \$13,200.

J. Purchase Fixed Route full size bus Brake Units - \$25,000

Based on 2004 and similar experience in previous years, CityBus anticipates the need for up to twenty-five (25) Bus Brake Units. Estimated average cost of each unit is \$1,000 for a total budgeted cost of \$25,000.

3. ON-BOARD DISPLAY SIGNS - \$9,000

The need exists to display public information concerning bus routes, such as notice of detouring buses, and to distribute printed schedules on the buses. CityBus will install acrylic information holders on 60 buses at an estimated cost of \$9,000.

4. PASSENGER SHELTERS - \$26,000

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 \$26,000.

5. BUS STOP SIGNS - \$9,000

The route changes that have occurred and that will occur require an investment in route signage equipment in many areas of the cities. In addition CITYBUS has tried to improve the information displayed and increase the signage for passengers. Total budgeted for signs and installation is \$9,000.

6. REAL TIME DISPLAY SIGNS - \$15,000

The need exists for communicating real-time departure information with passengers in as many high pedestrian travel areas of the community as possible. With current technology this information is available. The total budgeted amount is \$15,000.

7. WAYSIDE SIGNS - \$40,000

CityBus desires to improve route information delivery to passengers by providing the most current information electronically. This option would provide some savings by eliminating the need for some paper schedule printing. The total budgeted for wayside signs is \$40,000.

8. COMMUNICATION BUILDING AND TWO-WAY RADIO TOWER - \$50,000

Currently CityBus shares a room under the bleachers at Columbian Park with the custodial crew to house the two-way radio repeater equipment and another room with the athletics personnel for the remainder of the equipment. The room is subject to dampness, a poor environment for this type of equipment. CityBus proposes to build a separate building to contain all of the equipment and to construct a tower for the antennas for a total budget of \$50,000.

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

Continuous investment must be made to update 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. The budget amount for computer hardware and software is \$30,000.

10. FIBER OPTIC LINE - \$34,000

A major step in transmitting data from the CityBus location at the Columbian Park to the downtown transfer center (depot) and to the CityBus administrative offices on Canal Road will take place with the fiber optic line installed. The budgeted amount is \$34,000.

11. SHELVING UNITS FOR PARTS DEPT - \$6,000

The inventory of parts for buses has grown with the number of buses serviced and requires the installation of additional shelving. The budgeted amount is \$6,000.

12. PARKING LOT ASPHALT RESURFACE - \$50,000

The entire driveway and parking lot areas need complete resurfacing because this has not been done since the facility was erected in 1974. The budgeted amount is \$50,000.

13. OFFICE FURNITURE AND EQUIPMENT - \$3,000

Several items of office equipment and furnishings are in need of replacement. Most items are beyond salvage value. The total budgeted amount is \$3,000.

14. REPLACEMENT CAMERAS ON BUSES - \$1,000

Replacement cameras are needed for accident information reporting and investigation. The total budgeted amount is \$1,000.

15. SUPPORT VEHICLE REPLACEMENT - \$30,000

CityBus needs a replacement for the 1998 Ford Pickup used by maintenance for road calls and building maintenance and shelter cleaning. This vehicle has exceeded the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this line item is \$30,000.

16. BUS WASH SYSTEM REPLACEMENT - \$180,000

The current bus washing equipment was purchased in 1987. The present equipment washes 60 to 70 buses 5 days a week. At this time the equipment is in poor condition. The budget for this line item is \$180,000.

17. FUEL HOSE TROLLEY - \$15,000

A fuel hose trolley would enable the maintenance personnel to handle the fueling of 75 buses a day with fewer potential accidents keeping the hose out of the traffic lane and providing a safe emergency disconnect. The budget for this line item is \$15,000.

18. FLEETWATCH SOFTWARE/HARDWARE - \$50,000

This system would provide accurate fueling data automatically. This application realizes real labor savings for the shop and administrative efficiencies because it interfaces with our current inventory software. The budget for this line item is \$50,000.

19. FIXED ROUTE BUS REPLACEMENT - \$610,823

Because of the age and condition of several buses in the fleet, CityBus desires to purchase two (2) replacement, full size 40' transit buses. The buses being replaced are over 12 years in age, and meet the guidelines outlined in FTA Circular 9030.1A. The buses are 1990 Flixibles, bus numbers 701 and 702. The budget for this line item is \$610,623.

There will be enough revenue in 2006 to operate the transit system and purchase capital equipment. The combined operating and capital costs total \$9,450,406. All four revenue sources combined total \$9,769,250.

The second request from CityBus involves programming 2006 High Priority Project funds. With the adoption of SAFETEA-LU, CityBus was awarded \$2,500,000 in federal funds through the High Priority Projects or earmarks. For the first year of the Act, CityBus is allowed to program twenty percent of the total amount, or \$500,000. The funds have been targeted to purchase two full size fixed route buses. They will replace two 1992 Gilligs, bus numbers 703 and 704. Total cost of this capital grant is \$625,000. Local property taxes will be used for the local match in the amount of \$125,000.

The third request is to modify the 2005 Section 5309 capital grant that was amended into the TIP February 16, 2005. The grant included purchasing two 40' buses and one articulated bus. Unfortunately, because of the decision of the manufacturer not to build the articulated bus, CityBus seeks to use the funds to purchase a regular 40' bus instead. There will be no change in project costs.

The Board of Directors reviewed this request and endorsed this amendment to the FY 2005 Transportation Improvement Program on October 26, 2005.

4) INDOT

The Indiana Department of Transportation HAS requested an amendment to program four projects. These projects are recently programmed projects proposed in the FY 2006 draft INDOT Statewide Transportation Improvement Program, or INSTIP. They are:

SR 25, CSX RR bridge 0.83 miles south of US 231, Des # 0400775

Bridge Replacement

Total preliminary engineering cost: \$150,000

Federal funds: \$120,000

State funds: \$30,000

Preliminary Engineering is anticipated in FY '08

US 52, EB bridge over Wabash River, Des # 0400067

Bridge Rehabilitation

Total construction cost: \$193,000

Federal funds: \$154,000

State funds: \$39,000

Construction is anticipated in FY 2006

US 231 (Branigin Bridge), NB bridge over the Wabash River, Des# 0400064

Bridge Rehabilitation

Total construction cost: \$50,000

Federal funds: \$40,000

State funds: \$10,000

Construction is anticipated in FY 2007

Various Locations in Tippecanoe County, Des # 0201331

Signal Modernization (replace light bulbs with LEDs)

Total construction cost: \$650,000

Federal funds: \$520,000

State funds: \$130,000

Construction is anticipated in FY 2006

On November 16, 2005, the Technical Transportation Committee reviewed the requests and recommended all four be amended into the FY 2005 Transportation Improvement Program.

On December 2, 2005, the Administrative Committee reviewed the requests and recommended all four be amended into the FY 2005 Transportation Improvement Program.

STAFF RECOMMENDATION:

Approval of these amendments to the FY 2005 Transportation Improvement Program by adopting Resolution T-05-06, attached

**T-06-02
INDOT and APC Staff
Fiscal Year 2005 TIP Amendments**

**Staff Report
February 9, 2006**

RESOLUTION T-06-02
RESOLUTION TO AMEND THE FY 2005
TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Area Plan Commission of Tippecanoe County is authorized to act on Transportation Improvement Program requests, and

WHEREAS, the Indiana Department of Transportation has requested an amendment to the FY 2005 Transportation Improvement Program as follows:

Project	Federal Share	Local Share	Total Cost
US 231, Des #0501082 Signals; New or Modernized Construction in FY 2006	\$80,000	\$0	\$80,000

WHEREAS, the Area Plan Commission staff has requested preauthorization to amend the FY 2005 Transportation Improvement Program administratively when the following two projects have been approved by INDOT and FHWA for inclusion on the functional classification maps.

Project	Federal Share	Local Share	Total Cost
Williams/Harrison Streets Road Reconstruction/Added Travel Lanes Preliminary Engineering in FY 2006	\$440,000	\$110,000	\$550,000
Grant/Chauncey/Northwestern Avenue Road Reconfiguration Preliminary Engineering in FY 2007	\$0	\$70,000	\$70,000

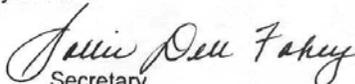
WHEREAS, the Technical Transportation Committee reviewed the requests at its January 18, 2006 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the requests at its February 10, 2006 meeting and recommended its inclusion in the FY 2005 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2005 Transportation Improvement Program for Tippecanoe County and the pre-authorization request.

ADOPTED on Wednesday, the 15th of February 2006.


President, APC
Gary W. Schroeder


Secretary
Sallie Dell Fahey

BACKGROUND AND REQUEST:

There are three requests included in this TIP amendment. The Indiana Department of Transportation, INDOT, has requested an amendment to program a new traffic signal. The Staff of the Area Plan Commission is requesting preauthorization to administratively program two projects.

The new traffic signal INDOT plans to install this year will be at the intersection of new US 231 and CR 350S. The project designation number is 0501082. INDOT estimates the cost to install the signal will be \$80,000. No state funds will be used; INDOT intends to use 100% federal STP safety funds.

The staff of the Area Plan Commission is requesting preauthorization to program two projects: Projects 1A and 1B in the Amendment to the Transportation Plan for 2025 regarding the Purdue University Area. Project 1A consists of reconstructing and widening Williams and Harrison Streets. Project 1B consists of reconfiguring the one-way street system: Grant Street, Chauncey Avenue, Northwestern Avenue, and Vine Street. These are the first projects of the perimeter boulevard around campus. Special federal funds specifically designated in the new transportation act, SAFETEA-LU, will be used for Project 1A. The City of West Lafayette will use its local funds for Project 1B.

The preauthorization is being requested so these projects can be added to the TIP as soon as the Functional Classification maps have been approved by INDOT and FHWA. These two new projects must first be included in the approved Functional Classification maps prior to being programmed in the TIP and eligible for Federal transportation funds. INDOT is currently finishing its internal review and will then make a recommendation to FHWA. To expedite these projects, APC staff is requesting preauthorization to allow the APC Executive Director to complete the TIP amendment process administratively after FHWA approves the proposed Functional Classification maps.

On January 18, 2006, the Technical Transportation Committee reviewed the requests and recommended all three projects be amended into the FY 2005 Transportation Improvement Program.

The Administrative Committee will review these amendments on February 10, 2006.

STAFF RECOMMENDATION:

Approval of the amendment to the FY 2005 Transportation Improvement Program and the pre-authorization request by adopting Resolution T-06-02, attached.

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 14, 2006
Ref. No.: 06 - 621

Carter C. Keith, Manager
Urban and MPO Section, Room N808
Office of Urban and Corridor Administration
Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, IN 46204-2249

Attn: Randy Walter

Dear Mr. Keith:

On October 26, 2005, the HES Committee reviewed and approved additional federal funds for the 18th and Kossuth Street project, Des Num 0400309. The increase in project cost resulted from INDOT changing the pavement treatment from mill and resurface to pavement replacement. The new total project cost is \$835,000 with the additional amount also being 100% federal funds.

Since the project is already programmed in the TIP, I am administratively amending the FY 2005 Transportation Improvement Program to reflect the new amount.

Enclosed you will find the corrected pages for the FY 2005 TIP, including the front cover, addendum page, TIP amendment summary page and page 12. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

Enclosures

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

June 22, 2006
Ref. No.: 06 - 339

Carter Keith, Manager
Programming Section
INDOT, Room N
100 North Senate Avenue
Indianapolis, IN 46204-2249

Attn: Randy Walter

Dear Mr. Keith:

We are administratively amending the FY 2005 TIP, moving the Harrison and Williams Street, Phase 1A, project from the information only exhibit, Exhibit 3, to the financially constrained exhibit, Exhibit 1. The project has planning support, is financially constrained, and is eligible for federal funds.

The planning support for the project was first identified in: An Amendment to the Transportation Plan for 2025 Regarding the Purdue University Area. The amendment was adopted by our policy board on February 16, 2005. It was subsequently adopted by all of the member jurisdictions and became a part of Tippecanoe County's Comprehensive Plan on July 29, 2005. The recently adopted Transportation Plan for 2030 identifies the improvements as well.

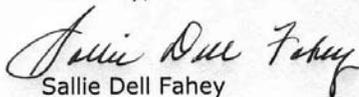
The project is also financially constrained. It received an earmark of \$5.6 million through SAFETEA-LU (#2343 and #4158), which is enough to fund engineering, right-of-way acquisition, and construction. The designation number assigned to it is 0501163.

The project is eligible for federal funds. On June 19, 2006, the Federal Highway Administration approved our request to amend the federal aid - functional classification map. INDOT previously approved the functional classification request on June 13, 2006.

Since the project is already programmed in the information portion of the TIP, I am administratively amending the FY 2005 Transportation Improvement Program.

Enclosed you will find the corrected pages for the TIP including the front cover, addendum page, TIP amendment summary page and pages 15 through 19, and 116. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey
Executive Director

enclosures

THE

Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

July 10, 2006
Ref. No. 2006-386

Mr. Carter Keith, Manager
Urban and MPO Section, Rm N808
INDOT
100 N. Senate Ave.
Indianapolis, IN 46204

Re: I-65 Resurfacing, Des. No. 0600242
Inclusion into FY-2005 TIP

Dear Carter,

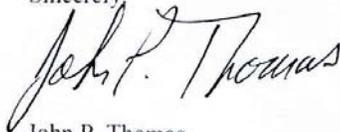
At the request of the Indiana Department of Transportation and the Federal Highway Administration, I have authorized an administrative amendment for the above referenced project into the FY-2005 Transportation Improvement Program as of this date. This amendment is for the construction phase of the project at a total cost of \$2,100,000 using Interstate Maintenance funding.

This action is being taken because the project is:

- included in the draft FY 2007-2009 Transportation Improvement Program that will be approved on July 19, 2006,
- sponsored by INDOT,
- time sensitive, and
- involves no local funding.

If I can help in any other way, or if you have any further questions, please do not hesitate to contact me.

Sincerely,



John P. Thomas
Assistant Director for Transportation Planning
Area Plan Commission of Tippecanoe County
20 N. 3rd Street
Lafayette, IN 47901
765.423.9246
jthomas@tippecanoe.in.gov