FY 2007 TRANSPORTATION IMPROVEMENT PROGRAM

for the

Greater Lafayette Area Transportation
and Development Study

July 2006

Amended:
September 20, 2006
November 1, 2006
December 8, 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: *September 20, 2006*
Requested by INDOT and APC Staff
Projects: I-65 bridges over the Wabash River, and
Wildcat Creek, Williams/Harrison Street

Details: INDOT requested the amendment to program deck reconstruction and widening of the I65 bridges over the Wabash River and deck replacement and widening of the I65 bridges over the Wildcat Creek. Construction is anticipated in 2007.

The amendment also includes and administrative amendment to program additional federal and local funds for the engineering phase of the Williams and Harrison Street projects, Des #0501163. Total Cost increased from $550,000 to $643,150, and the federal portion increased from $440,000 to $514,520.

Amendment No. 2: *November 1, 2006*
Requested by INDOT and APC Staff
Projects: SR 25 at CR 375W and Sycamore Lane

Details: INDOT requested the amendment to add the right-of-way and construction financial information. APC staff requested an amendment to move the Sycamore Lane project from Exhibit 3 to Exhibit 1. The INDOT/FHWA Safety Committee approved funding for the project on August 20, 2006.

Amendment No. 3: *December 8, 2006*
Requested by INDOT
Projects: SR 25/38 at Subaru of Indiana

Details: INDOT requested the amendment to add a traffic signal installation project. The new signal will be installed at the west entrance of the SIA plant. This request was process as an administrative amendment since it met the criteria.

EXECUTIVE SUMMARY and INTRODUCTION

The purpose of the Transportation Improvement Program (TIP) is to coordinate the implementation of **all** transportation projects in Tippecanoe County. This includes projects 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 2007 through 2011. Each fiscal year begins on July 1st.

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

This community proposes to spend over $149.5 million for locally initiated projects and over $222.7 million for State initiated projects in FY 2007 through FY 2011. The Federal share for those projects is over $67.2 million and $124.9 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 their location maps are in **Exhibits 1 through 8**. Those projects listed and shown in **Exhibits 3, 4 and 7** are included for informational purposes only.

For FY 2007 local jurisdictions requested over $2.1 million in Surface Transportation Program (STP see page 9, key to abbreviations) funds. This includes $696,000 of STP Urban Group II funds, $1 million in Enhancement funds, and $414,000 in HES 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 requesting federal funds, except those listed in **Exhibits 3 and 7**, are constrained by the federal 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 for 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 section 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 of both local and INDOT projects over the past year is covered in the eighth section. A summary of public responses can be found in the **Appendix**.

Both the Transportation Equity Act for the 21st Century (TEA 21) and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) require all Metropolitan Planning Organizations to publish an annual listing of projects for which federal funds have been obligated in the preceding year. This list is found in section nine, and it has been divided into two lists: local projects and INDOT projects.

On August 10, 2005, SAFETEA-LU was enacted as Public Law 109-59. Since the laws enactment, the Federal Highway Administration and Federal Transit Administration are currently developing new guidance regarding how metropolitan planning organizations are to carry out the requirements of the legislation. Since both federal agencies have not yet completed that task, they have recommended MPOs continue to follow the guidance requirements under TEA 21. This TIP follows those requirements.

PUBLIC / PRIVATE PARTICIPATION PROCESS

As a requirement of TEA 21 and SAFETEA-LU, all Metropolitan Planning Organizations must provide stakeholders reasonable opportunity to comment on the proposed TIP and the development of the report. This includes providing: adequate public notice, timely information to various organizations, reasonable public access to technical and policy information, and seeking out and considering the needs of those traditionally underserved. The process must involve citizens, freight shippers, traffic, safety, and enforcement officials, private transportation providers, representatives of users of public transit, and local elected officials.

In response to the Acts, 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, neighborhood organizations, 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 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 all 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 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 normally 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 one to two weeks prior to the meeting.

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

During the second meeting, the draft TIP was presented and discussed. Those members attending were also informed when the Area Plan Commission would review and possible adopt the TIP. The meeting notification letter also mentioned that the draft document was available for review and comment and directed them to the APC transportation web site. The letter further stated that a paper copy would be mailed to them upon request. The location, date and time the Area Plan Commission would review the TIP for adoption was also included in the letter.

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.

A 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 were 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 pertinent material.

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

Notification and public involvement was expanded during the 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, the 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 those potentially affected in the transportation decision-making process. The third is to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Specific steps were developed with each step addressing a specific goal. Submitted projects were compared to those identified in the 2025 and 2030 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, ph 1
Concord/Maple Point, ph 2
Earl Avenue
Happy Hollow
Cumberland Rd Extension
Yeager

INDOT Projects:

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

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 the public notification process 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 as outlined in the Public/Private Participation Process. The notice also gives the meeting time and date when all of the local and INDOT projects requesting STP Group II funds will be reviewed and prioritized by the Technical Transportation Committee. Both local and INDOT project lists are included in the contact letter.
5. Submitted local projects are financially constrained and prioritized 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. The draft document is presented to the CPC members at a second meeting. They are informed when the document would be reviewed and possibly adopted by the Area Plan Commission.
11. 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.
12. The draft TIP and project priorities are reviewed and endorsed by the Administrative Committee.
13. The Area Plan Commission reviews and approves the TIP by Resolution.
14. If the final TIP differs significantly from the one made available for public comment, an additional opportunity for public comment is made available.
15. The adopted TIP is then submitted to: INDOT, FHWA, FTA and the local participating agencies.

The Area Plan Commission, at its July 19, 2006 meeting, adopted the FY 2007 Transportation Improvement Program with the concurrence of the CityBus Board of Directors (March 29, 2006) 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 $372.2 million for the five-year period. In FY 2007, both local and INDOT projects total over $71.3 million for the Metropolitan Area. The U.S. Department of Transportation's share of the cost is over $49.2 million. Locally initiated projects account for over $8.3 million, with state projects accounting for over $40.8 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 2007 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.

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

STP FUNDS - Surface Transportation Program Funds. These funds are dedicated in the Transportation Equity Act for the 21st Century. STP 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**. Urban Group II funds are dedicated funds for cities with a population between 50,000 to 200,000 persons.

TCCA - Tippecanoe County Council on Aging

TDP - Transit Development Plan

TEA 21 - Transportation Equity Act for the 21st Century

TFP - Thoroughfare Plan

TIF - Tax Increment Financing

TIP - Transportation Improvement Program

TP - Transportation Plan for 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
Group IV – STP Funds for towns and Countys
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
S10C - Capital Assistance Grant, Section 5310 FTA Funds
S16 - Section 16 Capital funds.
HES - Highway Elimination Safety Funds
BR$ - Bridge Funds
NHS - National Highway System Funds
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 from Fiscal Year 2007 through 2011

Project, Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year '07	'08	'09	'10	'11
City of Lafayette										
1. **Concord Road, Des # 0500092**	PE	3AA,L4.13	450	150	600	Approved in FY '05 TIP				
Brady Lane to CR 350S	RW	3AA,L4,13	96	24	120	x				
Road Reconstruction & Widening	CN	3AA,L4,13	2,560	640	3,200		x			
2. **Concord Rd. & Maple Point**	PE	3AA,L4,13	480	120	600	x				
US 52 to Brady Lane	RW	3AA,L4,13	160	40	200		x			
Reconstruction, Widening & New	CN	3AA,L4,13	3,200	800	4,000			x		
3. **S. 18th Street**	PE	3AA,L4,13	326	81	408		x			
CR 350S to CR 430S	RW									
Road Reconstruction & Widening	CN									
4. **Earl Avenue, Des # 0400756**	PE									
At State and 24th Streets	RW									
Safety Improvements	CN	HES	400	0	400	x				
5. **South 9th Street**	PE	L2,13	0	624	624			x		
Twyckenham Blvd to CR 350S	RW	L2,13	0	160	160				x	
Road Reconstruction & Widening	CN	L2,13	0	4,900	4,900					x
6. **Concord Road**	PE	L17	0	250	250		x			
SR 25 to Maple Point	RW	L17	0	100	100			x		
Road Reconstruction	CN	L17	0	3,000	3,000				x	
City of West Lafayette										
7. **Yeager Road**	PE	3AA,L4,13	120	30	150	x				
US 52 to Northwestern Ave.	RW	3AA,L3,4,13	280	70	350		x			
Added Travel Lanes	CN	3AA,L13	1,120	280	1,400			x		
8. **Happy Hollow Road**	PE	3AA,L3,4,5	176	44	220		x			
US 52 to North River Road	RW	L3,4,9,16	0	50	50			x		
Road Reconstruction	CN	3AA,L4,9,16	3,051	762	3,814				x	
9. **Grant, Chauncey, Vine &**	PE	Local	0	70	70		x			
Northwestern – Phase 1B	RW	Local	0	30	30			x		
Reconfigure one-way pair	CN	Local	0	650	650				x	
10. **Sycamore Lane**	PE	L4,5,13	0	75	75	x				
US 52 to Salisbury St.	RW	L4,9,13,16	0	75	75	x				
Traffic Calming	CN	HES,4,9,13	414	136	550		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 '07	'08	'09	'10	'11
Tippecanoe County										
11. **McCarty Lane Ext., Des #0400938**	PE	L2,9	0	600	600	x				
CR 550E to SR 26	RW	L2,9	0	300	300		x			
New Road Construction	CN	3AA,L2,9 & INDOT	4,800	1,200	6,000			x		
12. **Tyler Road, Des # 0400311**	PE									
North County Line Rd. to CR 900N	RW									
Safety Improvements	CN	HES	445	0	445	x				
13. **Cumberland Road Extension**	PE									
Des # 0300593 & 0300595	RW	3AA,L4,9	165	41	207			x		
Klondike Road to Existing Road	CN	3AA,L4,9	3,051	1,948	5,000				x	
New Road Construction										
14. **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								
15. **South River Road**	PE	L2,9	0	200	200	x				
CR 300W to US 231	RW	L2,9	0	200	200		x			
Widening & Resurfacing	CN	L2,9	0	2,000	2,000			x		
16. **Lilly Road Bridge (#U209)**	PE	L2	0	200	200	x				
Des # 0100365	RW									
Replace Bridge & Approaches	CN	117,L2	920	680	1,600			x		
17. **Hog Point Bridge (#151)**	PE	L2	0	200	200	x				
Bridge over Tippecanoe River	RW	L2	0	300	300		x			
Replace Bridge & Approaches	CN	L2	0	2,300	2,300			x		
18. **Yeager Road**	PE	L4,9	0	170	170	x				
at Curves north of Kalberer Rd.	RW	L4,9	0	230	230		x			
Road Realignment	CN	L4,9	0	1,900	1,900			x		
19. **Lindberg Road**	PE	L4,9	0	250	250	x				
Klondike to McComrick	RW	L4,9	0	150	150		x			
Road Reconstruction & Widening	CN	L4,9	0	2,600	2,600			x		
20. **McCormick Road**	PE	L4,9	0	150	150	x				
Cherry to Lindberg	RW	L4,9	0	150	150		x			
Road Reconstruction & Widening	CN	L4,9	0	1,600	1,600			x		
21. **Bridge # 91**	PE	L2	0	50	50	x				
CR 175N at CR 925W	RW	L2	0	50	50		x			
Bridge Replacement	CN	L2	0	300	300			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 '07	'08	'09	'10	'11
22. **Bridge #2**	PE	L2	0	50	50	x				
S. County Line at CR 980E	RW	L2	0	25	25		x			
Bridge Replacement	CN	L2	0	300	300			x		
23. **Bridge #152**	PE	L2	0	50	50	x				
Pretty Prairie Road at CR 625E	RW	L2	0	50	50		x			
Bridge Replacement	CN	L2	0	700	700			x		
24. **Bridge # 20**	PE	L2	0	50	50	x				
CR 350E at CR 900S	RW	L2	0	50	50		x			
Bridge Replacement	CN	L2	0	300	300			x		
25. **Bridge # 28**	PE	L2	0	50	50	x				
CR 200W at CR 900S	RW	L2	0	50	50		x			
Bridge Replacement	CN	L2	0	220	220			x		
Town of Battle Ground										
26. **Railroad Street**	PE									
Des # 0200770	RW									
Road Rehabilitation	CN	Group IV	460	115	575		x			
Purdue University Airport										
27. **Hanger 2 Apron Rehabilitation**	CN	AIP,L15	427.5	22.5	450	x				
28. **Rehabilitate Runway 10/28**	CN	AIP,L15	2,160	240	2,400			x		
29. **Reconstruction of Taxiway C**	CN	AIP,L15	1,800	200	2,000				x	
30. **Reconstruction of Runway 5/23**	CN	AIP,L15	2,520	280	2,800					x
CityBus										
31. **Operating Assistance**	OP	S9O,L1,3,10	1,300	4,433	7,907	x				
			1,400	4,542	8,381		x			
			1,400	4,655	8,884			x		
			1,400	4,770	9,417				x	
			1,400	4,889	9,982					x
32. **Capital Assistance**	CA	S9C,L3	1,000	938	1,938	x				
Section 5307			1,015	1,128	2,143		x			
			1,130	1,220	2,350			x		
33. **Capital Assistance**	CA	S3C,L10,18	742	154	1,546	x				
Section 5309 E-2006-BUSP-420										
Bus Replacement										

Note: all funding amounts are shown in thousands of dollars

Project, Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year '07	'08	'09	'10	'11
34. **Capital Assistance**	CA	S3C,L10,18	495	123	618	x				
Section 5309 E-2006-BUSP-454										
Bus Replacement										
Purdue University Area										
35 **Williams/Harrison Streets**	PE	SAFETEALU	514	128	643	x				
Phase 1A, Des # 0501163	RW	SAFETEALU	80	20	100		x			
Road Reconstruction & Widening	CN	SAFETEALU	5,000	1,250	6,250				x	
County Council on Aging										
36. **County Council on Aging**	CA	S10C,L17	97.9	24.4	122	x				
Replace 3 vans										
		Total	46,960	62,020	123,997					

Note: all funding amounts are shown in thousands of dollars

Exhibit 2

Location of Local Projects, FY 2007 – 2011

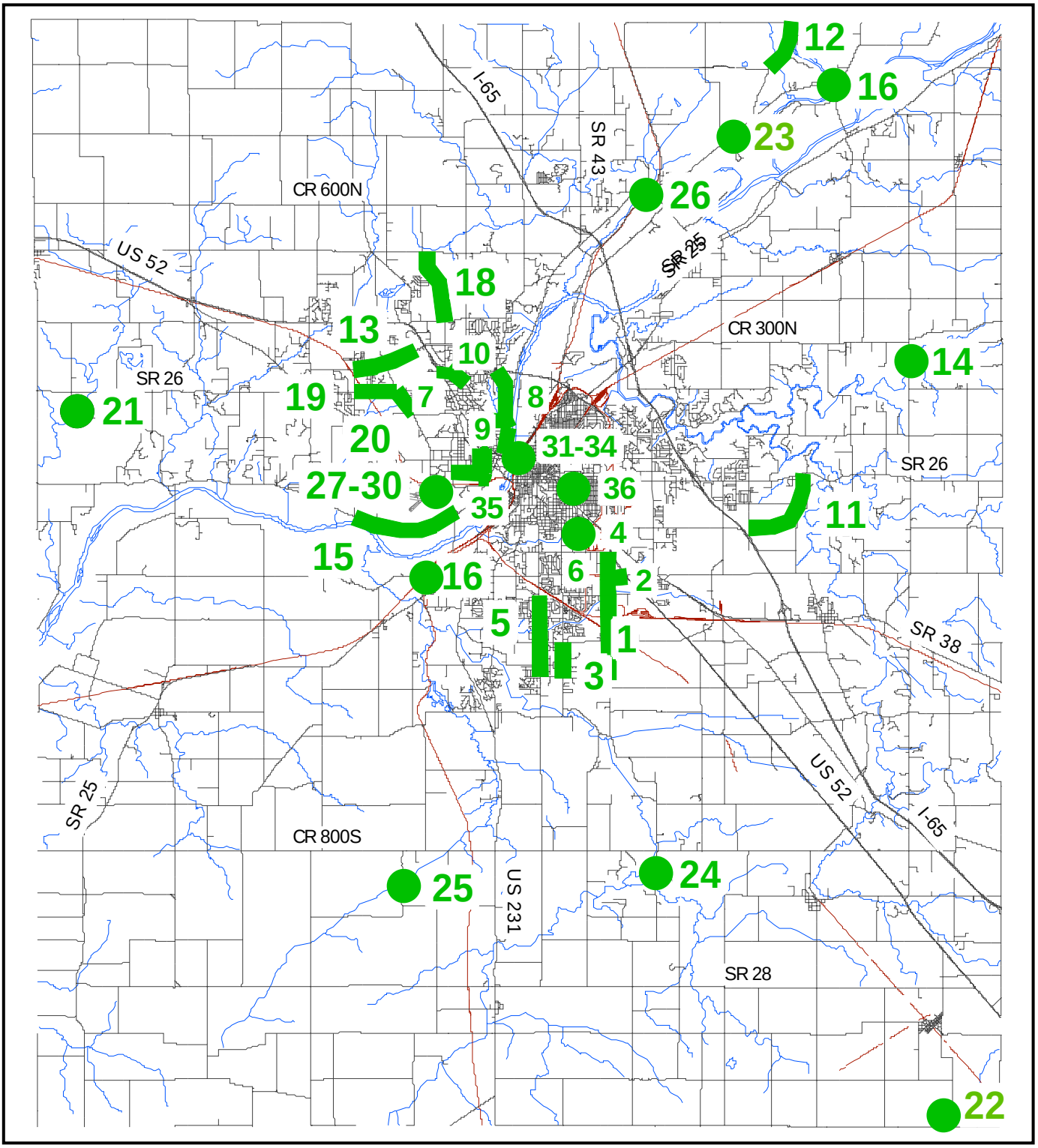


Exhibit 3

Local Projects – FY 2007 through FY 2011

Federal Funding has not been approved for these projects

Project, Location & Description	PH	Fund Code	Federa Funds	Local Fund	Total Cost	Anticipated Year '07	'08	'09	'10	'11
City of Lafayette										
1. **Concord Road**	PE	3AA,L4,13	320	80	400			x		
CR 350S to CR 430S	RW	3AA,L4,13	160	40	200				x	
Road Reconstruction & Widening	CN	3AA,L4,13	2,400	600	3,000					x
2. **S. 18th Street**	PE									
CR 350S to CR 430S	RW	3AA,L4,13	160	40	200			x		
Road Reconstruction & Widening	CN	3AA,L4,13	2,400	600	3,000				x	
3. **South 9th Street**	PE	3AA,L2,13	320	80	400				x	
CR 350S to CR 430S	RW	3AA,L2,13	160	40	200					x
Road Reconstruction & Widening	CN									
City of West Lafayette										
4. **Soldiers Home Road**	PE	3AA,L3,4,5	240	60	300		x			
Kalberer Road to US 52	RW	3AA,L3,4,9,16	160	40	200			x		
Road Reconstruction, Urbanization	CN	3AA,L9,16	3,600	900	4,500				x	
5. **Soldiers Home Road**	PE	3AA,L3,4,6	160	40	200			x		
City Limits to Kalberer Road	RW	3AA,L3,4,9,16	200	50	250				x	
Road Reconstruction, Urbanization	CN	3AA,3,4,9,16	3,200	800	4,000					x
6. **Salisbury Street**	PE	3AA,L4,5,13	80	20	100				x	
at US 52	RW	3AA,4,9,13,16	40	10	50					x
Intersection Improvement	CN	3AA,4,9,13,16	800	200	1,000					x
7. **Cumberland Avenue**	PE	3AA,L4,5	96	24	120					x
Salisbury St. to Soldiers Home Rd.	RW									
Road Reconstruction	CN	3AA,L3,4,9,16	1,200	300	1,500					x
8. **North River Road**	PE	3AA,3,4,9,16	160	40	200					x
Quincy St. to Catherwood Dr.	RW									
Road Reconstruction & Int. Mod	CN	3AA,L9,16	2,000	500	2,500					x
9. **Wabash Heritage Trail/Trolley Line Trail**	PE									
Happy Hollow Park/Salisbury to Quincy	RW									
Enhancement Grant	CN	33B,L3,4	1,000	311	1,311	x				

Note: all funding amounts are shown in thousands of dollars

Project Location & Description	PH	Fund Code	Federa Funds	Local Fund	Total Cost	Anticipated Year '07	'08	'09	'10	'11
Tippecanoe County										
10. **Bridge # U64**	PE	L2	0	50	50	x				
Lilly Road at CR 210W	RW	L2	0	50	50			x		
Bridge Replacement	CN	117,L2	720	180	900				x	
11 **Bridge # U65**	PE	L2	0	50	50	x				
Lilly Road at CR 240W	RW	L2	0	50	50			x		
Bridge Replacement	CN	117,L2	720	180	900				x	
CityBus										
12. **Capital Assistance**	CA	S3C,L10,18	550	137	550	x				
Section 5309			700	175	875		x			
Bus Replacement			750	187	937			x		
		Total	22,215	5,890	27,993					

Note: all funding amounts are shown in thousands of dollars

Exhibit 4

Location of Local Projects Shown for Informational Purposes Only

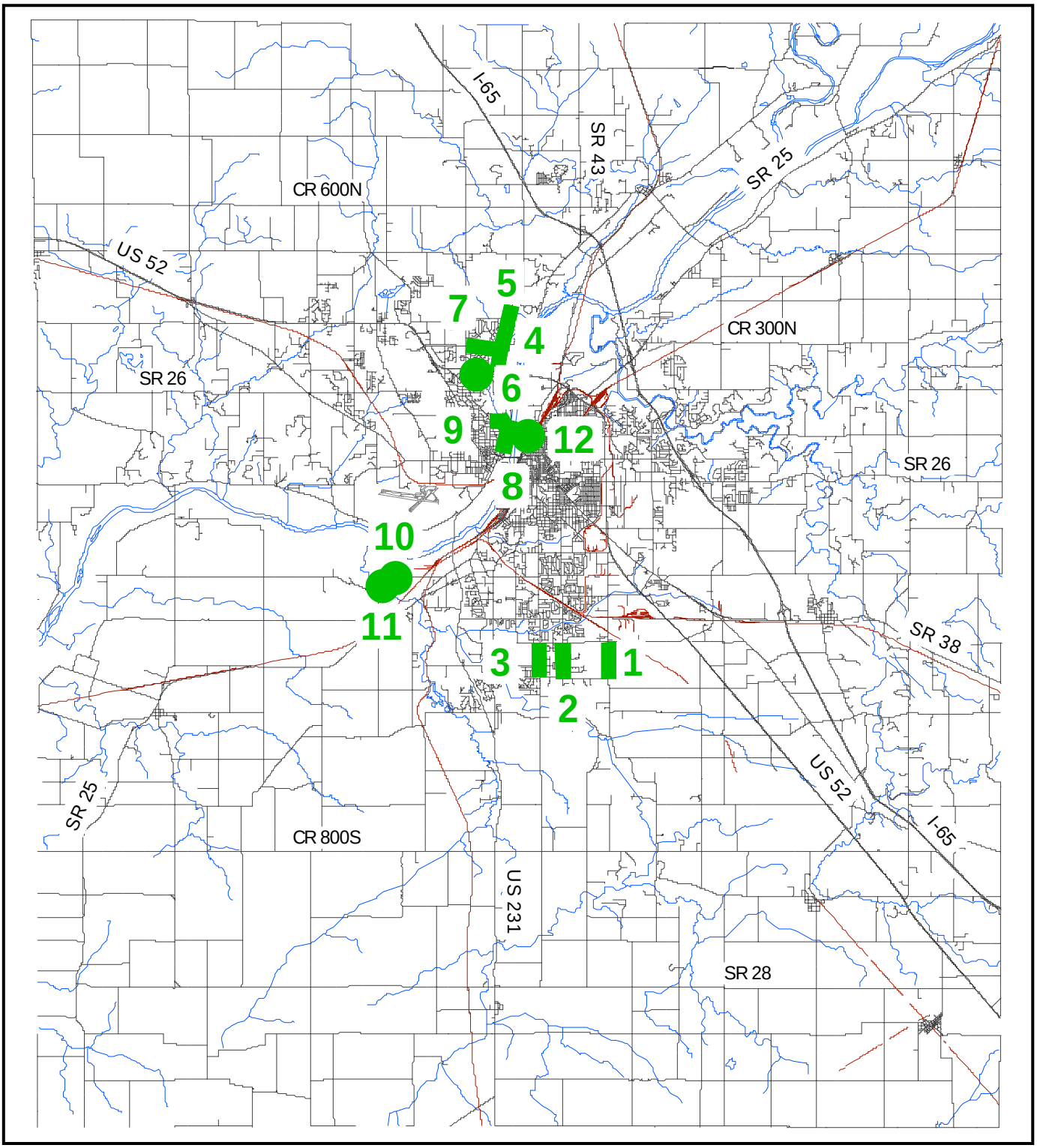


Exhibit 5

Indiana Department of Transportation Projects

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

	Project, DES Number Location & Description	PH	Fund Code	Federa Funds	State Funds	Total Cost	Anticipated Year '06	'07	'08	'09
1.	**SR 25, Des # 9802920 (Note 1)**	PE								
	Hoosier Heartland – Phase A	RW	NHS	1,875	469	2,344	x	(All Three Phases)		
	I-65 to CR450N	CN	*NHS*			*22,690*	*Ready for Contract: 8/10*			
	New Road Construction									
	IPOC Date: 2011									
2.	**SR 25, Des # 0500597 (Note 2)**	PE								
	Hoosier Heartland – Phase B	RW	Right of Way Shown in Phase A							
	CR450N to E of CR700N	CN	*NHS*			*21,760*				
	New Road Construction									
	IPOC Date: 2012									
3.	**SR 25, Des # 0500598 (Note 3)**	PE								
	Hoosier Heartland – Phase C	RW	Right of Way Shown in Phase A							
	E of CR700N to E of County Line	CN	*Major Moves*			*23,000*				
	New Road Construction									
	IPOC Date: 2013									
4.	**SR 25, Des # 0101064 (Note 4)**	PE								
	at CR 575W & 500W	RW								
	Intersection Improvement	CN	STP	581	110	691			x	
5.	**SR 25, Des # 0200004**	PE	NHS	8	2	10	x			
	3.77 Mi north of SR 225	RW	NHS	160	40	200			x	
	Small Structure Replacement	CN	*NHS*	*200*	*50*	*250*	*Ready for Contract: 7/'09*			
6.	**SR 25, Des # 0400775**	PE	BR$	120	30	150			x	
	CSX Bdg. 0.83 miles south US 231	RW								
	Bridge Replacement	CN	BR$	1,520	380	1,900	*Ready for Contract: 4/'11*			
7.	**SR 25, Des # 0500107**	PE								
	At CR 375W	RW	STP	16	4	20		x		
	Add Passing Lane	CN	STP	65	16	82				x
8.	**SR 25, Des # 0501022**	PE								
	SR 28 to CR 500W	RW								
	Pavement Resurface	CN	STP	1,416	354	1,770	x			
9.	**SR 25/38, Des # 0600765**	PE								
	at Subaru west entrance	RW								
	Signal, New or Modernized	CN	Econ Develop.	40	160	200		x		
10.	**SR 26, Des # 9134885 (Note 5)**	PE								
	I-65 to .3 Mi east of CR 550E	RW								
	Added Travel Lanes	CN	STP	6,133	1,533	7,666	x			
	(CR 500E Relocation 0200656)		3AA/MG	612						
	IPOC Date: 2006									
11.	**SR 26, Des # 9801040**	PE								
	at CR 300W & CR 500W	RW								
	Sight Distance Correction	CN	STP	1,362	341	1,703	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 '06	'07	'08
12. **SR 26, Des # 0012950 (Note 6)**	PE	NHS	200	50	250	x		
1.12 to 4.71 Mi east of I-65	RW	NHS	40	10	50		x	
Pavement Replacement	CN	*NHS*	*9,600*	*2,400*	*12,000*	*Ready for Contract: 7/'09*		
Added Travel Lanes recommended by APC 2025 Transportation Plan								
IPOC Date: 2012								
13. **SR 26, Des # 0201252**	PE	STP	14	4	18	x		
at Tippecanoe/Warren County Line	RW	STP	40	10	50		x	
Intersection Improvement	CN	*STP*	*280*	*70*	*350*	*Ready for Contract: 5/'09*		
14. **SR 26, Des # 0401143**	PE							
US 231 to Clinton/Howard Co Line	RW							
Guard Rail Improvements	CN	Safety	81	0	81	x		
15. **SR 26, Des # 0500527**	PE							
At Post Office	RW							
Intersection Improvement	CN	State	0	50	50		x	
16. **SR 26, Des # 0500999**	PE							
At Park East Boulevard	RW							
Traffic Signal Modernization	CN	Safety	15	0	15			x
17. **SR 38, Des # 9802490 (Note 7)**	PE							
0.45 to 1.35 Mi east of I-65	RW	STP	200	50	250	x		
Pavement Replacement	CN	STP	2,004	501	2,505			x
IPOC Date: 2009								
18. **SR 38, Des # 0401286**	PE							
At Wildcat Creek Bridge	RW							
Landscaping – Wildflowers	CN	STP	29	7	36		x	
19. **SR 43, Des # 0012940**	PE	STP	80	20	100	x		
SR 225 to SR 18	RW	STP	40	10	50		x	
Road Replacement	CN	*STP*	*2,240*	*560*	*2,800*	*Ready for Contract:11/08*		
Added Travel Lanes recommended by APC 2025 Transportation Plan								
IPOC Date: 2009								
20. **US 52, Des # 9802510**	PE	STP	760	190	950	x		
Union Street to McCarty Lane	RW	STP	384	96	480		x	
Pavement Replacement	CN	*STP*	*15,100*	*3,780*	*18,900*	*Ready for Contract: 5/'09*		
IPOC Date: 2010								
21. **US 52, Des # 9900510 (Note 8)**	PE							
Norfolk Southern RR Crossing	RW							
Grade Separation	CN	STP	4,707	1,176	5,884		x	
22. **US 52, Des # 0100699**	PE	STP	720	180	900			x
Wabash R to 3.03 Mi E of Wabash	RW							
Pavement Replacement	CN	*STP*	*7,200*	*1,800*	*9,000*	*Ready for Contract: 4/'10*		
IPOC Date: 2011								

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 '06	'07	'08
23. **US 52, Des # 0201210 (Note 9)** Over CSX RR and N. 9th St. Bridge Rehabilitation	PE RW CN	BR$	1,816	454	2,270			**x**
24. **US 52, Des # 0201393** US 231 to 1.78 Mi W of SR 443 Road Rehabilitation	PE RW CN	STP	4,800	1,200	6,000			**x**
25. **US 52, Des # 0400598** Wabash River Bridge Bridge Painting	PE RW CN	BR$	240	60	300		**x**	
26. **US 52, Des # 0400774** Wabash River Bridge Bridge Replacement	PE RW CN	BR$	8,640	2,160	10,800	*Ready for Contract: 5/10*		
27. **US 52, Des # 0401007 (Note 10)** 0.72 Mi W of SR 352 to US 231 Road Rehabilitation	PE RW CN	STP	7,720	1,930	9,650		**x**	
28. **US 52, Des # 0401287** East side of SR 443 Bridge Landscaping – Wildflowers	PE RW CN	STP	28.8	7.2	36			**x**
29. **US 52, Des # 0600216** At McCormick Road Signal, New or Modernized	PE RW CN	STP	64	16	80		**x**	
30. **I-65, Des # 9802780 (Note 11)** At SR 26 Interchange Modification *IPOC Date: 2008*	PE RW CN	IM *IM*	160 *4,352*	40 *1,088*	200 *5,440*	**x** *Ready for*		
31. **I-65, Des # 9802790 (Note 12)** at SR 43 Interchange Modification *IPOC Date: 2008*	PE RW CN	STP STP	20 2,992	5 748	25 3,740	**x**	 **x**	
32. **I-65, Des # 0600043** At SR 25/38 Bridge Painting	PE RW CN	BR$	216	54	270	**x**		
33. **I-65, Des # 0600242** Clinton Co to 1.0 Mi N of Lauramie Ck. Surface Treatment	PE RW CN	IM	1,890	210	2,100	**x**		
34. **I-65, Des # 0012660** Wabash R. southbound bridge Deck Reconstruction & Widening	PE RW CN	IM	7,905	878	8,783		**x**	
35. **I-65, Des # 0600402** Wabash R. northbound bridge Deck Reconstruction & Widening	PE RW CN	IM IM	261 7,905	29 878	290 8,783		**x** **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 '06	'07	'08
36. **I-65, Des # 0066620**	PE							
Wildcat Creek southbound bridge	RW							
Deck Replacement & Widening	CN	IM	4,140	460	4,600		x	
37. **I-65, Des # 0600400**	PE	IM	45	5	50		x	
Wildcat Creek northbound bridge	RW							
Deck Replacement & Widening	CN	IM	4,140	460	4,600		x	
38. **US 231, Des # 9700830 (Note 13)**	PE							
North of Wabash River to SR 26	RW							
New Road Construction	CN	NHS	19,520	4,880	24,400	x		
(S. Intramural Widening		3AA/MG	447					
IPOC Date: 2008								
39. **US 231, Des # 0300431**	PE							
SR 26 to US 52	RW	STP	4,730	1,182	5,912	x		
New Road Construction	CN	*STP*	*6,966*	*1,741*	*8,707*	*Ready for contract: 8/'08*		
IPOC Date: 2009								
40. **US 231, Des # 0400064**	PE	BR$	24	6	30	x		
NB Bridge over Wabash R.	RW							
Bridge Rehabilitation	CN	BR$	40	10	50		x	
41. **12 Acres of Museums Campus**	PE							
Des # 9981310	RW							
Museums at Prophetstown	CN	STP	384	96	480	x		
42. **Prophetstown Eagle Wing Center**	PE							
Des # 0200981	RW							
Enhancement Grant	CN	STP	500	125	625			x
43. **Wabash H. Trail & Road Const.**	PE							
Des # 0101297 & 0300822	RW							
Through Prophetstown State Park	CN	STP	1,250	1,000	2,250	x		
44. **Various Locations in Tip. Co.**	PE							
Des # 0201331	RW							
Signal Modernization	CN	STP	520	130	650	x		
		Total	149,518	34,145	232,220			

NOTE: all funding amounts are shown in thousands of dollars

Note 1: other projects included: 0400991, 0400992, 0400995, 0400996, 0500648
Note 2: other projects included: 0400997
Note 3: other projects included: 0400998, 0400999, 0401000, 0401001, 0401002, 0401003, 0401004
Note 4: other project included: 9785290
Note 5: other projects included: 973488X, 9711520, 9711530, 993488A, 0200656, 0600131 Local fed funds to realign CR 500E
Note 6: other project included: 9608220
Note 7: other project included: 0101058
Note 8: other projects included: 0600025
Note9: other project included: 0201211
Note10: other project included: 0201392
Note 11: other projects included: 0300233, 0300234, 0300235, 0300236, 0300237
Note 12: other project included: 0300284
Note 13: 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

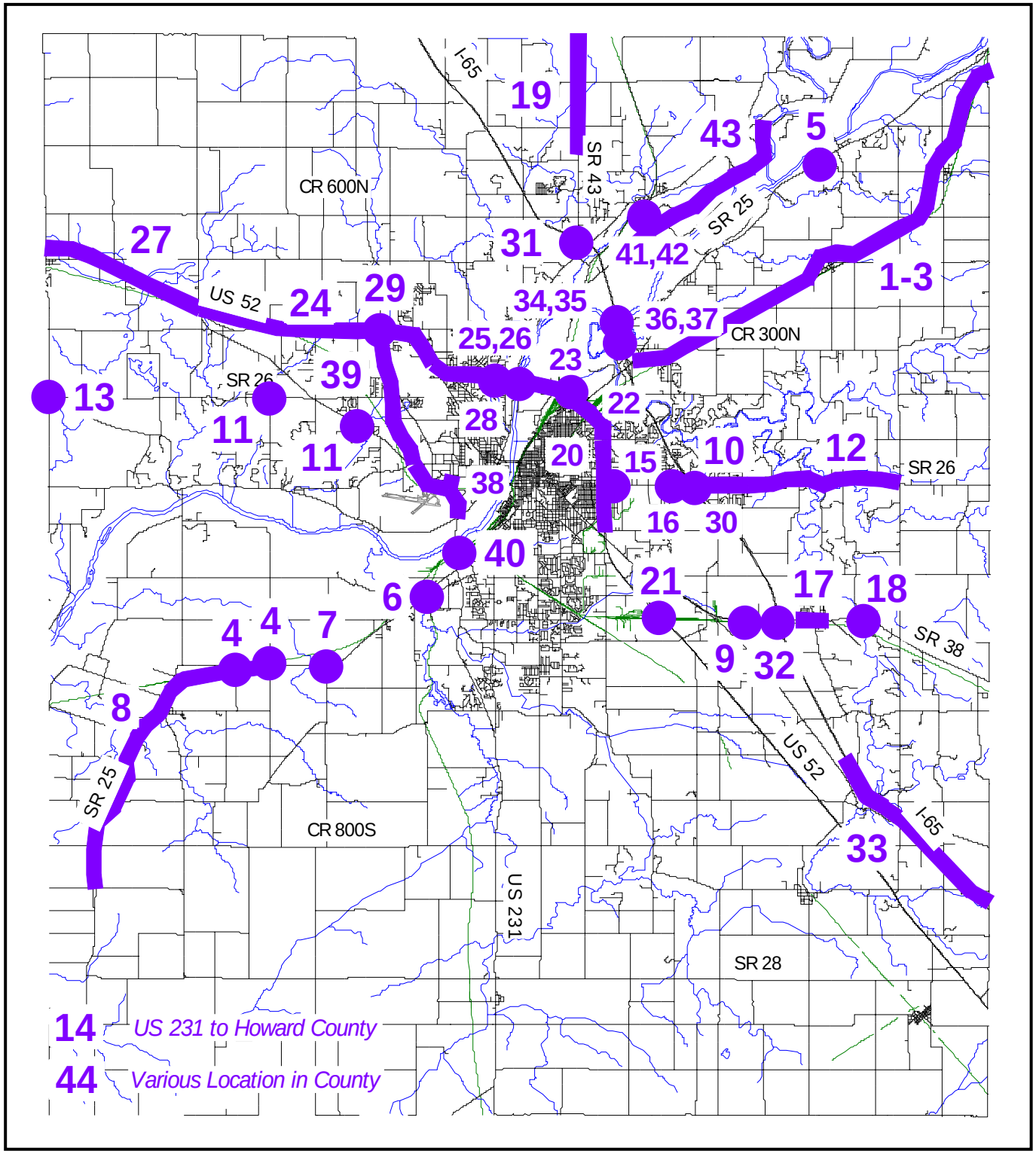


Exhibit 7

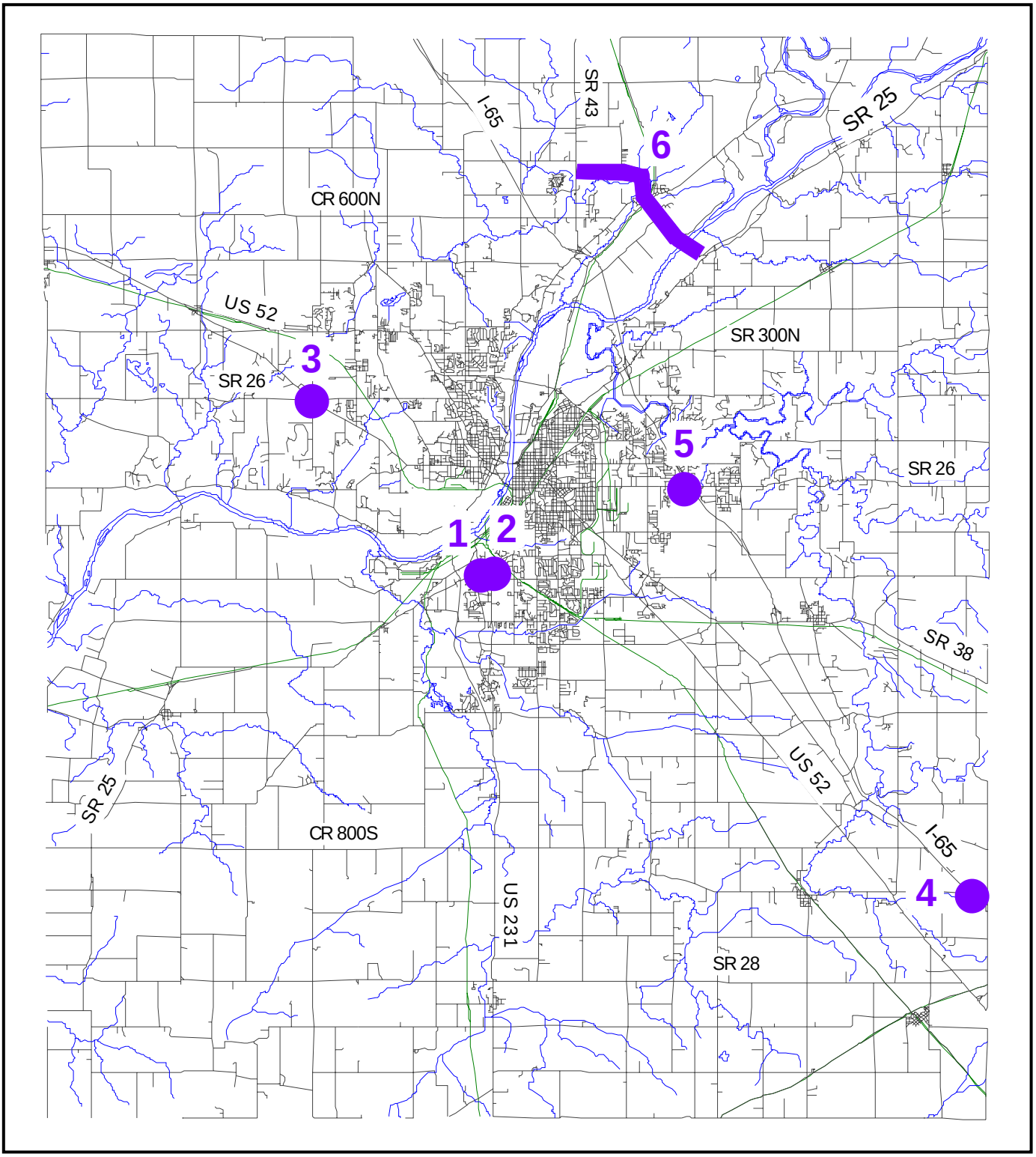
INDOT Projects Shown for Informational Purposes Only

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. **I-65, Des # 0100293** Bridge over Lauramie Creek Bridge Rehabilitation	PE RW CN	PROJECT ELIMINATED								
5. **I-65, Des # 0100309** Over SR 26 Bridge Rehabilitation	PE RW CN	PROJECT ELIMINATED								
6. **SR 225, Des # 0401399** SR 25 to SR 43 Road Resurfacing	PE RW CN	PROJECT ELIMINATED								
TOTAL										

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 projects that can be programmed. To stay within available funding, the following general criteria were 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 the 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 estimated funding levels. Fiscal Years were not "over programmed" unless local government agencies committed to fund them with additional local money or moved the project back to an available funding year.

URBAN STP/MG FUNDING

The Local Public Agencies (LPA) submittal included sixteen projects for which Urban STP and MG funds were requested. The City of West Lafayette requested these funds to improve Yeager Road, Soldiers Home Road (two phases), Happy Hollow, Salisbury, Cumberland, and North River Road. In light of geotechnical problems, the City of West Lafayette requested additional funds to construct Tapawingo Extension. The City of Lafayette requested federal funds to reconstruct and widen Concord Road from the extension of Maple Point Drive to CR 430S. These improvements include extending Maple Point Drive westward connecting US 52 to Concord Road. This is an extensive project and the City will be improving the road in three separate projects. Federal funds were also requested to improve South 9th and South 18th Streets. The County requested funds for two projects: McCarty Lane Extension (construction phase) and Cumberland Road Extension (additional funds for engineering, right-of-way, and construction). 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 19, 2006, the Technical Transportation Committee reviewed and prioritized projects following the criteria listed above. **Exhibit 9** shows the priorities. On May 17, 2006, the Committee revisited the funding requests. This second review was needed

since a credit in federal funds for the Tapawingo Extension and Cumberland Extension projects were not originally accounted for during the first review.

Typically the requests for federal funds are either for new projects or for future phases of projects that have already begun. But this TIP differs slightly in that the City of West Lafayette and Tippecanoe County have requested additional federal funds for phases that have already been approved. The City of Lafayette requested additional funds to construction Tapawingo Extension and the County requested additional funds to design and engineer Cumberland Extension. Since these two requests were for phases that are already been approved, they were not prioritized.

For **FY 2007** there were three requests: two from Lafayette and one from West Lafayette. The City of Lafayette requested federal funds to purchase the additional land to improve Concord Road from Brady Lane to CR 350S. The second request was for the engineering phase of Concord Road north of Brady Lane. The City of West Lafayette requested federal funds for the Yeager Road preliminary engineering phase.

The priorities assigned to the three projects followed the general criteria. Top priority was assigned to the Concord Road project from Brady Lane to CR 350S. Second priority was assigned to Yeager Road. Rounding out the priorities was the Concord Road project north of Brady Lane.

In **FY 2008,** both Cities anticipate all three projects advancing to the next phase. In addition, the City of Lafayette requested federal funds to begin preliminary engineering for South 18th Street and the City of West Lafayette requested federal funds to begin the Soldiers Home Road project (Kalberer Road to US 52) and the Happy Hollow project. The other project in which federal funds were being requested is South Intramural Drive.

In reviewing the project request list and the available federal funds, there were not enough funds to accommodate all of the requests. Thus the Technical Transportation Committee financially constrained the project list. Only one project was dropped: Soldiers Home Road. While this project was removed from this specific year, it could be programmed in a future year.

In prioritizing the projects, the top priority was assigned to South Intramural Drive. The priorities of the next three projects follow the same ranking as assigned in 2007: Concord from Brady Lane to CR 350S, Yeager Road, and then Concord Road (Maple Point to Brady Lane) and Maple Point Extension. The improvement to Happy Hollow was assigned fifth priority. Rounding out the priorities, or number six, was South 18th.

Eight project requests were submitted for **FY 2009**, and once again, the requests exceeded the amount of funds available. In order to financially constrain the list, four projects were removed. They included South 18th Street, Soldiers Home Road, the third phase of Concord Road (CR 350S to CR 430S) and the second phase of Soldiers Home Road (Kalberer to the City Limits).

The Technical Transportation Committee assigned the first priority to construct McCarty Lane. The construction phase of Yeager Road was assigned second priority and the second phase of Concord Road (Maple Point to Brady Lane and Maple Point Extension (RW phase) was assigned third. Fourth priority was assigned to the right-of-way phase of Cumberland Extension.

For the two remaining years, the amount of federal funds requested greatly exceeded the amount available. Seven requests were received for **FY 2010** and ten for **FY 2011**. Of all the requests in **FY 2010**, the Technical Committee selected to fund only the

Cumberland Road Extension Project, construction phase. Even through the request was for four million dollars and exceeded the available amount, the Committee allocated all of the available federal funds, $3,051,946, it could at this time.

For the final year, **FY 2011**, the large number of requests was also reflected in the amount of federal funds requested. It nearly topped $13 million. With only a little over three million to spend, the Committee chose to fund the construction of Happy Hollow. This left a little over a quart of a million dollars to allocate. Instead of funding another request, the Committee chose to allocate the entire annual amount, $3,051,946, to the Happy Hollow project.

Comparing the priority list in the ’05 TIP to this one, there are several differences. While the top two projects, McCarty Lane and South Intramural, did not advance to point where dirt is being moved, they still continue to receive top priority in this TIP. The other three requests for federal funds in the ’05 TIP advanced. The Tapawingo Extension project was “let” for construction. The City of Lafayette hired an engineering firm to design the improvements to Concord Road (first phase). The County also hired an engineering firm to design the Cumberland Road Extension project. The other project, improving Concord north of Brady Lane, shown as a priority in the last TIP, continues to receive federal funds in this TIP. Finally, four new projects now appear in this TIP: Yeager Road, Soldiers Home Road, South 18th and Happy Hollow Road.

RURAL STP FUNDING

There is only one project in this TIP that will be using Rural STP 33E funds. The Town of Battle Ground will be utilizing these federal funds to reconstruction a portion of Railroad Street. Construction is anticipated to begin in FY 2008.

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 have been approved for only one project: the Lilly Road Bridge near the pharmaceutical plant. The location is shown in **Exhibit 2.** The County would also like to seek these federal funds for two additional bridges on Lilly Road just east of the plant. In the FY ’05 TIP, the County applied for these funds to improve the Hog Point Bridge. The request was not approved so the County will use its local funds for the improvements.

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

STP RAIL – HIGHWAY CROSSINGS

These federal funds are special federal funds that target improving railroad-crossing safety. Like Rural STP Funds, these projects compete against others statewide. Projects are chosen based on FRA index ratings and benefit to cost analysis. At this time the County or Cities are not seeking these funds.

STP - ENHANCEMENT

There are four enhancement projects listed in the Program of Projects, one in **Exhibit 3** and three in **Exhibit 5**. The three shown in the financially constrained list, **Exhibit 5**, have been awarded federal funding. The one listed in **Exhibit 3** was resubmitted in the January 2006 grant cycle. The Transportation Enhancement Selection Committee is reviewing all applications.

The three projects awarded federal funding are quite different in scope. Located in the new State Park, the first Museum at Prophetstown project 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 parking lot. 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 2006 submittal, the project focus is on alternative transportation. The City of West Lafayette requested these funds to construct a mile of tail that will connect the Wabash Heritage and Trolley Line Trails. Parts of it will be along North River Road, Happy Hollow Road and in Happy Hollow Park.

In 2000, enhancement funds were awarded to CityBus and the Imagination Station to create a transit exhibit at the museum. Since then, the project never progressed and interested waned. On August 10, 2005, a letter was sent stating that CityBus is no longer interested in the project. This request was forwarded to INDOT and the project was removed from INDOT's project schedule. The federal funds were in turn released and are once again available.

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.

HAZARD ELIMINATION SAFETY FUNDS

Hazard Elimination Safety, HES, funds are used to correct hazardous locations by funding projects that will reduce the number and severity of crashes. Safety projects are identified through reports or studies. Typically, federal funds provide eight percent of total project costs. However HES grants fund with ninety percent or possibly the entire cost of construction. Federal regulations also allow HES funds to be used for traffic calming projects.

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.

Three projects have been approved for these funds. One is located in the City of Lafayette while the other is located in Tippecanoe County. The one in Lafayette targets improvements to Earl Avenue at State and 24th Streets. The County project targets improvements to Tyler Road. Both projects are listed in **Exhibit 1**.

The City of West Lafayette submitted a request for these funds in July of 2005 to add traffic calming elements to Sycamore Lane. The INDOT and FHWA Safety Committee approved the project on August 20, 2006. The project is 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 2006 through 2008 were prioritized. Each project was grouped according to work type. The priority ranking approved follows the proposed Fiscal Year assigned for each project phase.

Exhibit 9

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

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Local Share	Total Cost
			Funds Available, Spent and Committed: 2004 – 2006				
Funds Available for FY 2004					2,871,986		
Funds Available for FY 2005					3,238,443		
Funds Available for FY 2006					3,212,575		
				Total	9,323,004		
Kalberer Road (CN)					909,060		
Tapawingo Extension (CN)					1,265,000	Note 1	
Cumberland Extension (PE)					72,000	Note 2	
Concord Road (Brady to CR 350S) (PE)					450,000		
				Total	2,696,060		
Balance (Available to Carry Over into FY '07 TIP)					**6,626,944**		
			Funding Available: 2004 – 2011				
FY 2004 - 2006					6,626,944		
FY 2007					3,212,575		
FY 2008 - 2009					6,425,150		
				Total	16,264,669		
FY 2010					3,212,575		
FY 2011					3,212,575		
			Project Requests				
Funds Available for FY 2007 through 2009					16,264,669		
Programmable Balance Less 5% Change Order Policy ($813,233)					**15,451,436**		
Request for additional Federal Funds							
			Tapawingo Extension	CN	1,400,000		
			Cumberland Extension	PE	120,000		
Total Additional Requests					1,520,000		
Balance (Funds Available minus Total Cost)					**13,931,435**		
FY 2007	1	Lafayette	Concord (Brady/350S)	RW	96,000	24,000	120,000
	2	W. Laf.	Yeager	PE	120,000	30,000	150,000
	3	Lafayette	Concord (M Pt/Brady)	PE	480,000	120,000	600,000
Total Cost of Projects					696,000		
Balance (Funds Available minus Total Cost)					**13,235,436**		

Exhibit 9 Continued

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Local Share	Total Cost
FY 2008	1	INDOT	South Intramural	CN	447,032	205,000	652,000
	2	Lafayette	Concord (Brady/350S)	CN	2,560,000	640,000	3,200,000
	3	W. Laf.	Yeager	RW	280,000	70,000	350,000
	4	Lafayette	Concord & Maple Pt.	RW	160,000	40,000	200,000
	5	W. Laf.	Happy Hollow	PE	176,000	44,000	220,000
	6	Lafayette	South 18th	PE	326,801	81,700	408,501
Total Cost of Projects					3,949,833		
Balance (Funds Available minus Total Cost)					**9,285,603**		
FY 2009	1	County	McCarty Lane Ext.	CN	4,800,000	1,200,000	6,000,000
	2	W. Laf.	Yeager	CN	1,120,000	280,000	1,400,000
	3	Lafayette	Concord (Brady/350S)	CN	3,200,000	800,000	4,000,000
	4	County	Cumberland Ext.	RW	165,603	41,401	207,004
Total Cost of Projects					9,285,603		
Balance (Funds Available minus Total Cost)					**0**		
Projects Programmed for Out Years: 2010 – 2011							
Carry Over Funds					0		
Funds Available for FY 2010					3,212,575		
5% Change Order Reserve					*160,629*		
Total Funds Available					3,051,946		
FY 2010	1	County	Cumberland Ext.	CN	3,051,946	1,948,054	5,000,000
Total Cost of Projects					3,051,946		
Balance (Funds Available minus Total Cost)					**0**		
Carry Over Funds					0		
Funds Available for FY 2011					3,212,575		
5% Change Order Reserve					*160,629*		
Total Funds Available					3,051,946		
FY 2011	1	W. Laf.	Happy Hollow	CN	3,051,946	762,987	3,814,933
Total Cost of Projects					3,051,946		
Balance (Funds Available minus Total Cost)					**0**		

Note 1: Of the $1,561,000 in federal funds allocated to the Tapawingo Extension project (CN phase), $269,000 are TEA 21 federal funds and $1,265,000 are SAFETEA-LU funds.

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

Exhibit 10

INDOT Fiscally Constrained Prioritized Projects: FY 2006 - FY 2008

Priority	State Road	Des Number	Description	Ph.	Fed $ (x1,000)	RFL Date	Federal Funds
Added Travel Lanes							
1	SR 26	9134885	I-65 to .3 Mi east of CR 550E	CN	6,133	2006	NHS
Bridge Rehabilitation							
1	US 231	0400064	NB Bdg. over Wabash River	PE	24	2006	BR$
2	US 231	0400064	NB Bdg. over Wabash River	CN	40	2007	BR$
3	US 52	0201210	Over CSX RR & N. 9th	CN	1,816	2008	BR$
Bridge Rehabilitation & Widening							
1	I-65	0012660	SB Bdg over Wabash River	CN	7,905	2007	IM
2	I-65	0600402	NB Bdg. over Wabash River	PE	261	2007	IM
3	I-65	0600402	NB Bdg. over Wabash River	CN	7,905	2007	IM
Bridge Replacement							
1	SR 25	0400775	CSX Bdg. south of US 231	PE	120	2008	BR$
Bridge Replacement & Widening							
1	I-65	0066620	SB Bdg over Wildcat Creek	CN	4,140	2007	IM
2	I-65	0600400	NB Bdg. over Wildcat Creek	PE	45	2007	IM
3	I-65	0600400	NB Bdg. over Wildcat Creek	CN	4,140	2007	IM
Bridge Painting							
1	I-65	0600043	At SR 25 /38	CN	216	1006	BR$
2	US 52	0400598	Wabash River Bridge	CN	240	2007	BR$
Grade Separation / New Bridge							
1	US 52	9900510	Norfolk Southern RR Crossing	CN	4,707	2007	STP
Guard Rail Improvements							
1	SR 26	0401143	US 231 to Clinton Howard C.L.	CN	81	2006	Safety
Interchange Modification							
1	I-65	9802780	At SR 26	RW	160	2006	IM
2	I-65	9802790	At SR 43	RW	20	2006	STP
3	I-65	9802790	At SR 43	CN	2,992	2007	STP
Intersection Improvement							
1	SR 26	0201252	At Tippecanoe/Warren Co. L.	PE	14	2006	STP
2	SR 26	0201252	At Tippecanoe/Warren Co. L.	RW	40	2007	STP
3	SR 25	0101064	At CR 575W & 500W	CN	581	2008	STP
New Road Construction							
1	US 231	9700830	North of Wabash R. to SR 26	CN	19,520	2006	NHS
2	SR 25	9802920	Hoosier Heartland	RW	1,875	2006	NHS
3	US 231	0300431	SR 26 to US 52	RW	4,730	2006	STP
Pavement Replacement							
1	SR 38	9802490	.45 to 1.35 miles east of I-65	RW	200	2006	STP
2	SR 26	0012950	1.12 to 4.71 miles east of I-65	PE	200	2006	NHS
3	US 52	9802510	Union to McCarty Lane	PE	760	2006	STP
4	SR 26	0012950	1.12 to 4.71 miles east of I-65	RW	40	2007	NHS
5	US 52	9802510	Union to McCarty Lane	RW	384	2007	STP
6	SR 38	9802490	.45 to 1.35 miles east of I-65	CN	2,004	2008	STP
7	US 52	0100699	Wabash Ri. to east of River	PE	720	2008	STP

Priority	State Road	Des Number	Description	Ph.	Fed $ (x1,000)	RFL Date	Federal Funds
Pavement Resurface							
1	SR 25	0501022	SR 28 to CR 500W	CN	1,416	2006	STP
Road Rehabilitation							
1	US 52	0401007	West of SR 352 to US 231	CN	7,720	2007	STP
2	US 52	0201393	US 231 to west of SR 443	CN	4,800	2008	STP
Road Replacement							
1	SR 43	0012940	SR 225 to SR 18	PE	80	2006	STP
2	SR 43	0012940	SR 225 to SR 18	RW	40	2007	STP
Sight Distance Correction							
1	SR 26	9801040	At CR 300W & CR 500W	CN	1,362	2006	STP
Signals, New or Modernized							
1	US 52	0600216	At McCormick Road	CN	80	2006	STP
2	V. Loc.	0201331	Various Locations in Tip. Co.	CN	520	2006	STP
Small Structure Replacement							
1	SR 25	0200004	3.77 miles north of SR 225	PE	8	2006	NHS
2	SR 25	0200004	3.77 miles north of SR 225	RW	160	2008	NHS
Surface Treatment							
1	I-65	0600242	N of SR 47 to S of SR 26	CN	1,890	2006	IM
Enhancement							
1	Prophet	9981310	12 Acres of Museums Campus	CN	384	2006	STP
2	Prophet	0200981	Eagle Wing Center	CN	500	2008	STP
Traffic Signal Modernization							
1	SR 26	0500999	At Park East Boulevard	CN	15	2006	Safety
Trail Construction							
1	Wab. T.	0101297	Through Prophetstown Park	CN	1,250	2006	STP
Landscaping - Wildflowers							
1	SR 38	0401286	At Wildcat Creek Bridge	CN	29	2007	STP
2	US 52	0401287	At SR 443 Bridge	CN	28.8	2008	STP

V. Loc.: Various Locations throughout Tippecanoe County
Wab. T.: Wabash Heritage Trail

FINANCIAL SUMMARY AND PLAN

TEA 21 and SAFETEA-LU require all TIPs to be financially constrained. Thus, this community cannot over-program or spend more than we are allocated. A financial plan is required that demonstrates how projects are implemented within budget as well as indicate 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 funding limits are provided by INDOT for all road projects within the urban area. Bridge, rail safety, rural roads, enhancement and HES projects compete against other projects throughout the state and are thus shown on the "information only" list until INDOT awards funding. Transit funding is based on both present and past year funding levels while the same is true for airport projects.

The Five Year Program of Projects anticipates a total cost of over $368.9 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 are 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 with 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. Over the next three fiscal years, this community area has a total of $16,264,669 available to spend from two sources.

In INDOT's notice, this area has $3,212,575 available to program in FY 2007. Our apportionment is projected to remain the same for 2008 and 2009. INDOT's notice showing these apportionments can be found in the **Appendix**. INDOT allows Group II cities to combine and program current fiscal year federal funds with the following two-year anticipated apportionments. Thus the combined three-year apportionment for our area equals $9,637,725.

Because this TIP cover the previous three fiscal years, any federal funds that were not used can be carried over and added to the 3-year total. **Table 1** shows the amount of federal funds available for each previous fiscal year and the amount of federal funds allocated by project. Since there are more funds available ($9,323,004) then allocated ($2,696,060), the balance of $6,626,944 can be carried forward and reprogrammed.

Combining the three-year appropriation ($9,637,725) and the carry over amount ($6,626,944), this area has available to program $16,264,669 for fiscal years 2007 through 2009.

Table 1. Summary of Federal Funds: 2004 – 2006

Federal Funds Available:

Year	*Amount*
FY 2004	$2,871,986
FY 2005	$3,238,443
FY 2006	$3,212,575
Total	***$9,323,004***

Federal Funds Allocated:

Project	*Amount*
Kalberer Road	$909,060
Tapawingo Extension	$1,265,000
Cumberland Extension	72,000
Concord Road	$450,000
Total	***$2,696,060***

On April 19, 2006, the Area Plan Commission adopted a new change order policy for local federal aid projects. It can be found in the **Appendix**. The new policy addresses change orders that occur when unforeseen situations arise and establishes a policy that 5% of the estimated federal funds will be left unprogrammed so long as those unprogrammed funds are not in danger of being lost by the community. This policy was implemented in this TIP and the set aside amount (**Exhibit 11**) for FY 2007 - FY 2009 is $813,233.

TEA-21 funds were used to purchase the property needed for the Tapawingo Extension project and the amount allocated was more than what was used. The remaining balance, $296,000, was credited to construction phase of the project. Likewise, TEA-21 funds were allocated to the Cumberland Extension corridor study, however, the study was later determined to be unnecessary. Thus, the $48,000 was credited to the engineering phase. Overall, the credit of TEA-21 funds was $344,000. This reduced the amount of SAFETEA-LU funds needed for both projects.

Reviewing all of the federal funding requests, two requests were received for additional federal funds for phases of projects that have already begun. The City of West Lafayette requested additional funds to construct Tapawingo Extension and the County requested additional funds to engineer Cumberland Extension. Both requests total to $1,520,000. These requests were the highest priority and incorporated into the TIP. With over fifteen million dollars available, there are enough federal funds for both requests.

For FY 2007, both Cities requested federal funds. The City of Lafayette requested funds to purchase the additional property need to widen Concord Road south of Brady Lane and to develop the engineering plans for the next improvement to Concord Road and to Maple Point Extension. The City of West Lafayette requested federal funds for the engineering phase of Yeager Road. The three requests totaled $696,000. This amount is less than five percent of the entire three-year budget and within the capability to funds all three project phases, thus these were also incorporated into the TIP.

Nearly all of the requests for federal funds for FY 2008 were approved for inclusion into the TIP. The approved list included funding South Intramural (construction), the first phase of Concord Road (construction), the second phase of Concord Road (right-of-way), Yeager (right-of-way), and South 18th (preliminary engineering). The one project that the Technical Transportation Committee pulled or did not recommend to

fund was the engineering phase of Soldiers Home Road from US 52 to Kalberer Road. Removing the sixth project financially constrained the request.

The initial requests for FY 2009 ($10,080,000) exceeded the Federal funds available. In order to financially constrain the request, the Technical Transportation Committee removed four project requests: purchasing property for South 18; the first phase of Solders Home Road; engineering the third phase of Concord Road; and the second phase of Soldiers Home Road. This paring reduced the amount requested and left a balance of $5,603. The remaining balance was added to Cumberland Road Extension (RW phase).

To complete the five-year program, INDOT's Division of Policy and Budget recommended using the 2007 funding amount for 2010 and 2011. Therefore we have programmed $3,212,575 for each year. In reviewing all of the requests for both years, the Technical Transportation Committee recommended funding only the Cumberland Road Extension project, construction phase, for 2010 and only the Happy Hollow project, construction phase, for 2011. Both projects will use the entire two year federal funding allocation.

A detailed analysis of available funds and project requests can be found in **Exhibits 11 and 12**. Since the constrained request 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 STP Group IV funds or Railroad Crossing Safety Funds in this TIP at this time.

Because it has not been approved by INDOT, the one enhancement project in **Exhibit 3** is listed for information purposes only. The City of West Lafayette plans to use these funds to construct a trail that connects the Wabash Heritage and Trolley Line Trails. The City requested these funds for this project last year.

Another category of federal funds utilized in this TIP is Hazard Elimination Safety funds. These funds are for specific projects that involve safety-oriented improvements. Special guidelines have been developed for these funds and document 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 of FHWA and INDOT personnel. Federal regulations also allow these funds for traffic calming projects.

There are three projects listed in this TIP regarding these funds. The City of Lafayette will use them to improve the intersections of Earl Avenue at 24th and State Streets, the County will use them to improve Tyler Road, and West Lafayette has applied for them to construct traffic calming elements along Sycamore Lane.

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 will be used in FY 2007 through FY 2011. 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: Cumulative Capital Funds, Economic Development and Tax Increment Financing. The City of West Lafayette anticipates using Cumulative Capital Funds, Economic Development Income, General Tax, Motor Vehicle Highway Account, Tax Increment Financing and Local Road and Street. The County anticipates using mostly Cumulative Bridge Funds, Local Road and Street and Economic Development Income Tax.

Exhibit 11

Projected Expenditures of Federal Funds
Local Public Agencies Financial Capacity: FY 2007 through FY 2009

Agency	Project	Phase	Fiscal Year	STP-MG	Priority Ranking
Apportionment FY 2004 – 2006				9,323,004	
Apportionment FY 2007 – 2009				9,637,725	
Total Apportionment				18,960,729	
Funds Already Allocated				2,696,060	
FY 07 - 09 Funds Available				**16,264,669**	
5% Change Order Reserve				813,233	
Funds Available				**15,451,436**	
West Lafayette	Tapawingo Extension	CN		1,400,000	
				14,051,436	
Tippecanoe Co.	Cumberland Extension	PE		120,000	
	Klondike to existing road			13,931,436	
Lafayette	Concord Road	RW	2007	96,000	**1**
	Brady Lane to CR 350S			13,835,436	
West Lafayette	Yeager Road	PE	2007	120,000	**2**
	US 52 to Northwestern			13,715,436	
Lafayette	Concord Road & Maple Point	PE	2007	480,000	**3**
	US 52 to Brady Lane			13,235,436	
INDOT	South Intramural	CN	2008	447,032	**1**
	US 231 Relocation			12,788,404	
Lafayette	Concord Road	CN	2008	2,560,000	**2**
	Brady Lane to CR 350S			10,228,404	
West Lafayette	Yeager Road	RW	2008	280,000	**3**
	US 52 to Northwestern			9,948,404	
Lafayette	Concord Road & Maple Point	RW	2008	160,000	**4**
	US 52 to Brady Lane			9,788,404	
West Lafayette	Happy Hollow	PE	2008	176,000	**5**
	US 52 to North River Road			9,612,404	
Lafayette	South 18th	PE	2008	326,801	**6**
	CR 350S to CR 430S			9,285,603	

Exhibit 11 Continued

Agency	Project	Phase	Fiscal Year	STP-MG	Priority Ranking
Balance Brought Forwarded				9,285,603	
Tippecanoe Co.	McCarty Lane Extension	CN	2009	4,800,000	**1**
	CR 550E to SR 26			4,485,603	
West Lafayette	Yeager Road	CN	2009	1,120,000	**2**
	US 52 to Northwestern			3,365,603	
Lafayette	Concord Road	CN	2009	3,200,000	**3**
	US 52 to Brady Lane			165,603	
Tippecanoe Co.	Cumberland Extension	RW	2009	165,603	**4**
	Klondike to existing road			0	

Exhibit 12

Projected Expenditures of Federal Funds
Local Public Agencies Financial Capacity: FY 2010 and FY 2011

Agency	Project	Phase	Fiscal Year	STP-MG	Priority Ranking
FISCAL YEAR 2010					
Carry over Funds from FY 2009				0	
FY 2010 STP / MG Appropriation				3,212,575	
Federal Funds Available				3,212,575	
Tippecanoe Co.	Cumberland Extension	CN		3,212,575	**1**
	Klondike to Existing Road			0	
FISCAL YEAR 2011					
Carry over Funds from FY 2010				0	
FY 2011 STP / MG Appropriation				3,212,575	
Federal Funds Available				3,212,575	
West Lafayette	Happy Hollow	CN		3,212,575	**1**
	US 52 to North River Road			0	

Exhibit 13

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

Fund	FY 07	FY 08	FY 09	FY 10	FY 11
Lafayette					
Cumulative Bridge Funds & Tax Increment Financing (L2 & L13)*			624	160	4,900
Economic Development Income Tax & Tax Increment Financing (L4 & L13)*	144	761	800		
Local Funds Not Specified (L17)*		250	100	3,000	
Total	*144*	*1,011*	*1,524*	*3,160*	*4,900*
West Lafayette					
Cumulative Capital Funds, Economic Development & General Tax (L3, L4 & L5)*		44			
Cumulative Capital Funds, Economic Development Income, Local Road and Street & Motor Vehicle Highway Account (L3, L4, L9 & L16)*			50		
Cumulative Capital Funds, Economic Development Income Tax & Tax Increment Financing (L3, L4 & L13)*		70			
Economic Development Income, Tax Increment Financing (L4 & L13)*	30				
Economic Development Income Tax, Local Road and Street & Motor Vehicle Highway Account (L4, L9 & L16)*				762	
Tax Increment Financing (L13)*			280		
Local Funds Not Specified		70	30	650	
Total	*30*	*184*	*360*	*1,410*	
Tippecanoe County					
Cumulative Bridge Funds (L2)*	805	525	4,800		
Cumulative Bridge Funds & Local Road and Street Funds (L2 & L9)*	800	500	3,200		
Economic Development Income Tax & Local Road and Street Funds (L4 & L9)*	630	530	6,140	1,948	
Total	*2,235*	*2,355*	*14,140*	*1,948*	
Purdue Airport					
Purdue funds (L15)*	22.5		240	200	280
CityBus					
County Option Income Tax, Cumulative Capital Funds & Local Property Tax (L1, L3 & L10)*	4,433	4,542	4,655	4,770	4,889
Local Property Tax & Fares, Passes, Tokens (L10 & 18)*	277				
Cumulative Capital Funds (L3)*	938	1,128	1,220		
Total	*5,648*	*5,670*	*5,875*	*4,770*	*4,889*

* See Exhibit 1

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 2006			FY 2007			FY 2008		
		Federal	State	Total	Federal	State	Total	Federal	State	Total
Interstate Maintenance	IM	2,050	250	2,300	24,397	2,710	27,107	0	0	0
National Highway System	NHS	21,603	5,401	27,004	40	10	50	160	40	200
Surface Transportation Program	STP	16,933	4,921	21,854	15,928	3,981	19,909	8,634	2,123	10,757
Bridge Funds	BR$	240	60	300	280	70	350	1,936	484	2,420
Safety Funds	Safety	81	0	81	0	0	0	15	0	15
Economic Development					160	40	200			
State Funds	State	0	0	0	0	50	50	0	0	0
TOTAL		40,843	10,616	51,459	40,805	6,861	47,666	10,745	2,647	13,392

Note: All funding amounts are shown in thousands of dollars

ANALYSIS OF FINANCAIL 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 2** and **3** show trends over the past five years. Projected revenue (**Table 4)** 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 (fares, passes, advertising and tokens) and local taxes (property tax, county option income tax, and excise tax).

Table 2 shows the annual federal apportionment, the annual percent change and the amount of funds CityBus spent or used. Looking at apportionments, federal funding increases have been respectable except for 2003 and 2004. While CityBus receive an increase in funds in 2005, the 2006 funding level increased significantly.

Table 2 Federal Funds Available to CityBus

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

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 was substantially higher in 2004.

Funds received through fares, passes, tokens, and advertising (listed under operating revenues) have increase over the past five years. **Table 2** shows a large increase in 2003 when additional funds were received from both Cities for the new trolley service.

Revenues generated from local taxes (listed under local revenue) continue to increase. 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 fluctuated every year.

CityBus's FINANCIAL CAPABILITY REVIEW

CityBus anticipates they will receive adequate funding to continue operating the system through the next five years (**Table 3**). Operating costs are anticipated to increase not only in 2007, but for the following four years as well. Projected revenues are also expected to increase and will be more than sufficient to meet projected expenses. Comparing projected operating and capital costs to total operating revenue; **Table 3** clearly shows there will be adequate funds available. 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 three years are shown in **Table 3 and 4**. From available information, the increase is anticipated to be approximately five percent a year.

State PMTF funds are also predicted to increase. The funding formula 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.

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

TABLE 3

CITYBUS FINANCIAL CONDITION

All Figures are Unaudited

Operating Financial Summary - Expenses

Revenues	2001	2002	2003	2004	2005
Operating [1]	1,633,634	1,689,493	1,919,259	1,909,937	2,087,442
% Change	5.9%	3.4%	13.9%	< -0.1%	9.3%
Local [2]	1,598,655	1,654,847	1,688,358	1,564,642	2,109,582
% Change	17.1%	3.5%	2.0%	-0.7%	34.8%
State	1,412,126	1,673,045	1,865,860	2,412,753	2,606,658
% Change	6.6%	18.5%	11.5%	29.3%	8.0%
Federal	594,313	467,951	949,574	932,166	1,007,926
% Change	-18.9%	-21.3%	102.9%	-0.2%	8.1%
Total	5,238,728	5,485,336	6,423,051	6,819,498	7,936,508
% Change	5.5%	4.7%	17.1%	6.2%	16.4%

Capital Financial Summary

Local [3]	846,000	1,123,421	85,400	145,420	124,900
Community State		165,000	150,000	0	0
Federal	338,400	5,555,684	341,600	581,680	499,598
Total	423,900	6,844,105	577,000	727,100	624,498

Carry Over Funds (Cumulative Capital Funds)

	607,745	583,654	0	0	0

Source: Indiana Public Transportation Annual Report: 2001, 2002, 2003 & 2004
Greater Lafayette Public Transportation Corporation: 2005

1: Funding sources derived from Fares, Passes, Advertising and Tokens
2: Funding sources derived from Property Tax, County Option Income Tax, and Excise Tax
3: Capital projects reflect both Section 5307 Capital and capital grants solely funded from local funds

TABLE 4

CITYBUS FINANCIAL CAPABILITY

Year	2006	2007	2008	2009	2010	2011
Projected Revenues						
Oper. [1]	2,080,100	2,130,000	2,193,900	2,259,717	2,327,509	2,397,334
% Change		2.4%	3.0%	3.0%	3.0%	3.0%
Local [2]	2,244,560	2,303,000	2,349,060	2,396,041	2,443,962	2,492,841
% Change		2.6%	2.0%	2.0%	2.0%	2.0%
State	2,776,548	3,079,131	3,171,505	3,266,650	3,364,650	3,465,589
% Change		10.9%	3.0%	3.0%	3.0%	3.0%
Federal						
Sec 5307	1,978,035	2,300,480	2,415,000	2,530,000	2,650,000	2,780,000
%Change		16.3%	5.0%	4.8%	4.7%	4.9%
Sec 5309	1,237,500	550,000	700,000	750,000		
State C.O.	210,000	210,000				
Carry over	300,000	300,000	500,000	300,000	500,000	250,000
Total	10,826,743	10,872,611	11,329,465	11,502,408	11,286,120	11,385,764
Projected Operating Costs						
	7,697,027	7,907,377	8,381,820	8,884,729	9,417,813	9,982,881
		2.7%	6.0	6.0%	6.0%	6.0%
Projected Capital Costs						
	1,200,600	1,938,100	2,143,750	2,350,000		
Projected Operating and Capital Costs						
Total	8,897,627	9,845,477	10,525,570	11,234,729	9,417,813	9,982,881

Source: Greater Lafayette Public Transportation Corporation

1: Funding sources derived from Fares, Passes, Advertising and Tokens
2: Funding sources derived from Property Tax, County Option Tax, and Excise Tax

REVIEW OF CITYBUS'S REQUEST FOR CAPITAL ASSISTANCE

CityBus will be applying for Section 5307 Capital Assistance in 2007, 2008 and 2009. They have provided the following justification and estimated cost for each capital project.

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2007 (Formerly Section 9)

I. REPLACEMENT TIRES - $50,000

With over 1.5 million miles of service operated on an annual basis and mileage scheduled to increase due to the 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 run on each tire. Budgeted amount for tires for each unit is $1,350. The total budget for this item is $50,000.

II. BUS OVERHAUL - $233,600

A. Rebuild up to five (5) bus engines - $75,000
Based on 2005 and similar experience in the previous years, CityBus anticipates the need for up to five (5) engine rebuilds in 2007 at an average cost of $15,000 each ($50,000 each new).

B. Rebuild up to eight (8) bus transmissions - $50,000
Base on 2005 and similar experience in the previous year, CityBus anticipates the need for up to eight (8) transmission rebuilds. Estimated average cost of each transmission rebuild is $6,250.

C. Rebuild up to eight (8) turbo charge units - $8,000
Base on 2005 and similar experience in the previous year, CityBus anticipates the need for up to eight (8) units to be rebuilt in FY 2007. Estimated average cost of each unit rebuilt 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 2005 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 fourteen (14) Alternators - $14,000
Based on 2005 and similar experience in previous years, CityBus anticipates the need for up to fourteen (14) alternators. Estimated average cost of each unit rebuild is $1,000 ($3,900 new) for a total budgeted cost of $14,000.

F. Rebuild up to four (4) Wheel Chair Lifts - $38,000
Based on 2005 and similar experience in previous years, CityBus anticipates the need for up to four (4) units to be rebuilt in FY 2007. Estimated average cost of each unit rebuild is $9,500 per unit ($14,000 new) for a total cost of $38,000.

G. Rebuild up to six (6) Electronic Control Modules - $6,000
Based on 2005 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 one (1) Outboard Planetary Differential - $6,000
Based on 2005 and similar experience in previous years, CityBus anticipates the need to rebuild up one (1) Outboard Planetary Differentials. Estimated average cost of each unit rebuild is $6,000 for a total budgeted cost of $6,000.

I. Rebuild up to three (3) Caps Fuel Pumps - $6,000
Based on 2005 and similar experience in previous years, CityBus anticipates the need to rebuild up to three (3) Caps Fuel Pumps. Estimated average cost of each unit rebuild is $2,000 ($3,000 new) for a total budgeted cost of $6,000.

J. Purchase Fixed Route full size bus Brake Units - $25,000
Based on 2005 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

III. MAINTENANCE EQUIPMENT - $4,000
Some maintenance equipment is in need of replacement and due to new technology some new equipment needed to complete the varied types of repairs encountered by technicians. Budget is $4,000.

IV. ON-BOARD DISPLAY SIGNS - $8,000
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 $8,000.

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

VI. BUS STOP SIGNS - $8,000
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 $8,000

VII. 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.

VIII. 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.

IX. SHELVING UNITS FOR PARTS DEPT - $9,000
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 $9,000.

X. OFFICE FURNITURE AND EQUIPMENT - $3,000

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

XI. SECURITY CAMERAS - $10,000

CityBus needs to procure and install an in-house security system and provide camera equipment replacement for the on-board system. Budget amount is $10,000.

XII. SUPPORT VEHICLE REPLACEMENT - $30,000

CityBus needs to replace the 1998 Ford Pickup used by maintenance for road calls, 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.

XIII. INTEGRATED ACCOUNTING, PARTS INVENTORY, ACCOUNTS RECEIVED, ACCOUNTS PAYABLE, PURCHASE ORDER SOFTWARE/HARDWARE - $100,000

The current Accounting/Inventory software was purchased in 1997. It is a DOS-based system that is difficult to support as time passes. CityBus will be reviewing all options of upgrading and/or replacement. The proposed budget for this line item is $100,000.

XIV. 40 FOOT FIXED ROUTE BUSES - $675,000

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 being replaced are 705 and 706 and were manufactured by new Flyer in 1990. The proposed budget for this line item is $675,000.

Table 5 2007 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	40,000	10,000	50,000
Bus Overhaul	186,880	46,720	233,600
Maintenance Equipment	3,200	800	4,000
On-Board Display Signs	6,400	1,600	8,000
Shelters	12,000	3,000	15,000
Bus Stop Signs	6,400	1,600	8,000
Real Time Display Signs	12,000	3,000	15,000
Wayside Signs	32,000	8,000	40,000
Shelving Units	7,200	1,800	9,000
Office Furniture	2,400	600	3,000
Security Cameras	8,000	2,000	10,000
Staff Vehicle	24,000	6,000	30,000
Software/Hardware	80,000	20,000	100,000
40 Foot Fixed Route Buses	540,000	135,000	675,000
TOTAL	960,480	240,120	1,200,600

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2008 (Formerly Section 9)

I. REPLACEMENT TIRES - $45,000

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 $1,500. The total budget for this item is $45,000.

II. BUS OVERHAUL - $113,000

A. Rebuild up to five (5) bus engines - $81,000
Based on 2005 and similar experience in the previous year, CityBus anticipates the need for up to six (6) engine rebuilds at an average cost of $13,500 each.

B. Rebuild up to four (4) bus transmissions - $32,000
Base on 2005 and similar experience in the previous year, CityBus anticipates the need for up to four (4) transmission rebuilds. Estimated average cost of each transmission rebuild is $8,000.

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

A continuous investment must be made in up-to-date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively. Estimated cost is $60,000.

IV. SUPPORT VEHICLE - $30,000

Replacement for the 2001 Dodge Caravan. The support vehicle to be replaced was purchased in 2001. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this item is $30,000.

V. BUS REPLACEMENT - $1,177,000

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) 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 Bus #803, #804, and #805 (1992 (Gillig).

Table 6 2008 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	36,000	9,000	45,000
Engine Rebuilds	64,800	16,200	81,000
Transmission Rebuilds	25,600	6,400	32,000
Computer Hardware and Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	941,600	235,400	1,177,000
TOTAL	1,140,000	285,000	1,425,000

SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2009

I. REPLACEMENT BUS TIRES - $45,000

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 - $113,000

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 - $60,000

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively. Estimated cost is $60,000.

IV. SUPPORT VEHICLE - $30,000

Replacement for the 2003 Ford Van. The Support vehicle to be replaced was purchased in 2003. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this item is $30,000.

V. BUS REPLACEMENT/FIXED ROUTE - $1,208,250

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) 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 Bus #903, #904, and #905 (1994 Gillig).

Table 7 2009 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	966,600	241,650	1,208,250
TOTAL	1,165,000	291,250	1,456,250

SECTION 5309 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2006 (Formerly Section 3)

As shown in the February 3, 2006 Federal Register, CityBus was awarded two Section 5309 capital grants. The first grant, E-2006-BUSP-420 is for $742,500 and the second grant, E-2006-BUSP-454, is for $495,000. The combined total is $1,237,500. Both grants will be used to replace four buses. Three of them will be 40 feet in length while the fourth will be 35 feet. The new buses will replace four 1990 FLXIBLES (Bus #701, #702, #703 and #704). Are four buses are over 12 years in age and are becoming increasingly too expensive to maintain to be reliable.

The following information is listed as information only. These requests are unconstrained and will need to be amended into the financially constrained portion of the TIP with the publication of the Federal Register.

FY 2007 Section 5309
Replace two (2) of 40' Fixed-Route Buses

Because of the age and condition of several buses in the fleet, CitBus desires to purchase (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 1992 Gillig buses, bus numbers 801 and 802.

Federal Share: $550,000 Local Share: $137,500 Total Cost: $687,500

FY 2008 Section 5309
Replace three (3) Fixed Route Buses

Due to age and condition of several buses in the fleet, CityBus desires to purchase thee replacement full-sized buses, CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain to be reliable. CityBus will replace bus #806 (1992 Gillig), #901 and #901 (1994 Gillig).

Federal Share: $700,000 Local Share: $175,000 Total Cost: $875,000

FY 2009 Section 5309
Replace three (3) Fixed Route Buses

Due to age and condition of several buses in the fleet, CityBus desires to purchase thee replacement full-sized buses, CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain to be reliable. CityBus will replace bus #906 (1994 Gillig), #1001 and #102 (1998 Gillig)

Federal Share: $750,000 Local Share: $187,500 Total Cost: $937,500

AREA IMPROVEMENTS FROM FY 2005 TIP

Since the adoption of the 2005 Tip in July of 2004, 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

Over the past two years motorist traveling the southern and northeastern parts of Lafayette have experienced two significant construction projects. Targeting major thoroughfares, the City has been upgrading and improving two heavily traveled routes: Greenbush Avenue and Brady Lane. Both projects are total reconstruction and are being constructed only with local revenue sources. No federal funds from gasoline taxes are being used.

The Greenbush Street improvements include widening to four travel lanes with an upgraded traffic signal installed at Shenandoah and a new traffic signal installed at Creasy Lane. The improvements also include a wide side path for pedestrians and bicyclists. The Lafayette Board of Works gave the notice to proceed on May 31, 2005.

Improvements to the last remaining section of the middle ring road, Brady Lane, was given the green light by the Lafayette Board of Works on October 12, 2004. With the exception of the residential area just east of 18th Street, the road is transforming from two travel lanes into four. Through the residential section, motorists can check their travel speed via permanent radar speed monitor signs. Major improvements will be seen at Concord Road where a new traffic signal replaces the four way stop signs and the bridges east and south of the intersection have been totally replaced with wider bridges to accommodate both vehicular and pedestrian traffic.

The City completed reconstruction of Farabee Drive south of SR 26 on October 29, 2004. The improvements consisted of widening the driving lanes, a shared left turn lane throughout the project, smoothing the curve at the intersection with Kossuth Street, sidewalks, and drainage improvements.

On April 19, 2006, INDOT awarded the contract for improvements to the intersection of 18th and Kossuth Streets to Rieth Riley. Improvements include realigning the traveling and turning lanes, adding additional sidewalks, and improving the turning radiuses. Special federal safety funds will pay for one hundred percent of this project and construction is anticipated to begin shortly after the school year is over.

The Thoroughfare Plan identifies the need for a major north – south collector between Creasy Lane and CR 500E. This collector, Park East Boulevard, will not only connect SR 26 to McCarty Lane, it was also connect to SR 38 and eventually US 52. The first portion of Park East was constructed at the same time as Wal-Mart. On February 7, 2006, the Lafayette Board of Works gave the green light to begin constructing the next segment of Park East to McCarty Lane. This new segment will consist of four travel lanes. While the project does call for sidewalks to be built, pedestrians will have to wait until development occurs. They will not be constructed when the road is built, but only as individual lots are developed.

The Lafayette Pavillions, a major shopping center, is being constructed at the southwest corner of SR 26 and Creasy Lane. Anticipating a significant increase in traffic to the already congested SR 26 and Creasy Lane intersection, the City worked

with the developer to add additional capacity to the intersection. The major change includes additional left turn lanes for north and south bound Creasy Lane and east bound SR 26. No additional property will be acquired. In order to accommodate the additional lanes, existing travel lanes will each be narrowed by a foot.

The detailed design for improvements to Concord Road from Brady Lane to CR 350S has started. The City of Lafayette hired Hannum, Wagle and Cline to develop the engineering plans necessary to rebuild and widen the road.

Many traffic signal improvements are targeted around the City and include upgrading the signals at 22nd Street and Russell Hiatt Drive, Creasy Lane and Rome Drive, and 21st Street and Elmwood Avenue. New traffic signals were installed at CR 350S and Osborne Drive, and at Creasy Lane and Fortune Drive. Plans are also being developed to install a traffic signal at CR 350S and Regal Valley Drive.

West Lafayette

On July 12, 2005, a ribbon cutting ceremony marked the opening of the reconstructed Kalberer Road. The improvements, from Salisbury to Soldiers Home Road, included widening the travel lanes, new curbs and sidewalks, with the sidewalk on the northern side constructed as a trail.

Construction began on the construction of Tapawingo Extension from State Street to South River Road. The improvements consist of four travel lanes with a wide bicycle and pedestrian path located on the north side of the road. On October 19th 2005, the project was let for construction. Progress started slowly however after additional soil testing and design work, the pace of construction ramped up in June of 2006. Completion is targeted for later in the year.

While researching federal regulations, staff discovered that traffic calming projects were eligible for special federal safety funds (HES). With this knowledge, the City use these funds to improve the entire stretch of Sycamore Lane. An application was submitted in July of 2005. Improvements include speed tables, narrowing the traveling lanes, adding parking, creating a bus pull off and constructing sidewalks. The application is still being reviewed by INDOT.

After reconstruction of Lindberg in 2003 some portions of the road settled more than planned. A temporary overlay of asphalt was placed on the road and the road elevation is continually being monitored.

Safety improvements to Salisbury Street have started. The work includes new curbs, ramps, sidewalks, retaining walls, bike lanes, pavement markings, and various traffic calming and safety related improvements. These improvements have been divided into to phases. Phase one, from Robinson to Riley, will be done this year. Phase two will be done in 2007.

Tippecanoe County

Since the adoption of the 2005 TIP, the County completed several major improvements. Several projects involved upgrading rural roads with better shoulders, as well as changing the character of the road from a rural to an urban design.

One of those projects was CR 430S next to Wea Ridge Elementary. The improvements changed the narrow two lane rural road to an urban two lane road with curbs, gutter and sidewalk. The project was completed in September 2004.

The County reconstructed CR 550E from just south of SR 26 to McCarty Lane. The improvements mirrored those of CR 430S and included curbs, gutters and sidewalks. The project was completed in October 2004.

The County completed improvements to the stretch of South River Road from CR 500W to CR 300W. Improvements included wider travel lanes and wide shoulders for the alternative modes of transportation. This is the second phase of improvements. The first phase improved the stretch to the west. This project was completed on October 2005.

To the north, the County focused its resources on two roads. One project was CR 650N from CR 75E to SR 43. This project was completed in September 2004. The other project was CR 200N. Improvements targeted the section from CR 500E to CR 600E. This project is nearly complete. All of the improvements included wider driving lanes, better shoulders and better drainage.

Construction began in April of 2006 to replace the bridge at South 18th over the Wea Creek. The bridge alignment is being changed at CR 510S so the two roads intersect at a well designed intersection.

Progress continues on extending McCarty Lane from CR 550E to SR 26. The engineering firm, DLZ, is currently addressing the environmental and engineering aspects of the project. This project is the last improvement to McCarty Lane. Over the last fifteen years, the County and City have improved the entire stretch from US 52 to CR 550E

The County has started design on the Hog Point Bridge. This bridge is located in the far northeastern part of the County. Not only will the County make improvements to the bridge, but also to the intersection just to the east. This intersection is very close to the bridge and a sight distance problem exists at the end of the bridge just before the intersection.

The County also tapped a special federal safety fund for two projects. The first project is on CR 500N at CR 900E. Using the County's manpower, the County extended the existing drainpipes northward. Fill was then placed over the extended pipes and the guardrail was relocated further away from the intersection. This project was completed on September 2005. 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 wet pavement accidents. In September of 2005, an engineering firm was hired to reevaluate the projects scope. That revaluation was completed in April 2006.

CityBus

In August 2004, CityBus entered into an unlimited access agreement with Ivy Tech State College. This agreement provided fare-free rides to its students and employees. As a result, ridership in this specific category has grown by 24%.

One year later, August 2005, CityBus modified several routes to create better service efficiencies. One route, Wabash Landing, was discontinued and passengers transferred to the trolley and other regular routes in the area.

At the same time, CityBus implemented a new bus pass called the "Annual Student Pass." The pass is offered to students in grades 7-12 who are enrolled in school.

Issuing the pass put controls in place to help Citybus control fare evasion. Ridership in the youth category dropped initially as young-appearing adults who had been evading fare converted into fare-paying customers and were classified as such. Cash fares increased 13% and complaints about behavior problems on the bus dropped dramatically.

In November 2005 CityBus added a new peak-hour route to address overcrowding on the 4B Purdue West route. The new route, called Klondike Express, serves as a back-up bus serving student living communities, and brought new service to an area previously unserved (Klondike Rd. and St. Rd. 26 W). Ridership continues to grow and positive comments are being received regarding the new service.

Purdue Airport

Several projects have been completed at the Purdue University Airport. Three projects were identified in the '05 TIP. Two of them were completed: encase runway electric cabling and land acquisition of Runway 28. The Airport is still in the process of acquiring the new radar.

Purdue Ring Road

The Transportation Plan for the Purdue Area received funding under SAFETEA-LU for the Harrison/William project: $5.6 million. This will fund all three phases of the project. With funding in place, an engineering firm was chosen to develop the preliminary engineering plans.

STATE PROJECTS

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

The States oldest active project in Tippecanoe County finally reached construction. On March 15, 2006, INDOT let for construction the improvements to SR 43 from just north of the Interstate to just north of SR 225. This project was started in 1985 as a simple two lane improvement project. For the next two and a half years, Milestone Construction will widen the road to four travel lanes. A fifth, center left turn lane will be added between the Interstate and CR 600N. Additional improvements include lowering the hill just north of CR 600N to improve visibility approaching the intersection, building a new bridge over the creek, and rebuilding the existing bridge over the creek.

The second oldest project listed in the TIP, the Crossroads SR 26 Project (a high priority project designated by INDOT in 2000) east of the City is also moving forward. This project involves widening SR 26 just east of the Interstate to just past CR 550E. The improvements also include relocating CR 500E eastward to align with Goldersgreen Drive. All of the necessary property needed for the improvements have been purchased. Through this summer and fall, motorists will see all of the utility companies relocating their lines. INDOT anticipates letting the project for construction in March of 2007.

The next two oldest projects were both initiated in 1996. One is located on SR 38 at the intersection of CR 900E. The sight distance was improved at that intersection and let for construction on February 16, 2005 and completed on October 24, 2005. The

other project is located on SR 28 just west of SR 25, and it was let for construction on October 19, 2005.

Progress continues on regarding the Hoosier Heartland project. First, the Final Environmental Impact Statement was approved on November 10, 2004 and then the Record of Decision was issued by the FHWA on January 11, 2005. Butler, Fairman, and Seufert was hired to develop the construction blue prints for the new road. The Hoosier Heartland has also been identified as an important project in INDOTs new ten year plan. While the first two parts to the Tippecanoe County section have secure funding through the annual federal appropriation, Major Moves will fund the third part. The Governor has challenged INDOT to begin construction in 2010.

The two US 231 projects are also advancing with the State actively working on purchasing property between River Road and SR 26. It is estimated that all of the property will be acquired by December of 2006. A demolition contract was let on February 2006. The project that will carry 231 north of SR 26 is also progressing. The consulting firm Farrar, Garvey & Associates were hired to develop the construction plans. An initial field check has held in October 2005.

Enhancing the esthetics along US 52 south of SR 26 has also advanced. In January 2005, INDOT awarded a construction contract for another median landscaping project. This project completes all of the medians between SR 26 and SR 38.

INDOT is addressing delays experienced on US 52 just south of Lafayette at the Norfolk Southern railroad crossing with a new bridge over the railroad tracks. Nearly all of the properties needed for the improvements have been purchased. The project is scheduled for a letting in the first quarter of 2007.

The safety improvements identified for SR 26 west of West Lafayette continues to move forward. The improvements target sight distance problems at two intersections: CR 500E and CR 300W. The State is actively purchasing the necessary parcels of land. The current target date for a letting is October 2006.

The project through the Town of Dayton on SR 38 appears to be making little progress and design approval has not been given. The public hearing was held on October 20, 2004 where the design plans indicated that a portion of SR 38 would be reconstructed as a rural road even though the project is entirely within the Town. Since the public hearing, a supplement agreement for the design engineering was submitted in 2005 and unfortunately it was put on hold when the new administration halted all supplementals until a comprehensive review was complete. A decision brief by INDOT is being developed in order to determine the need for the supplemental.

Other state projects that were completed since July 2004 include widening the Interstate bridge over SR 38 and the Norfolk Southern tracks. This project was completed on September 7, 2005. The replacement of a small drainage structure on SR 43 north of SR 26 was completed on September 21, 2004. Replacing the small drainage structure on US 231 south of CR 600S was completed on April 30, 2006.

First identified by the Citizens Participation Committee, the lack of a left turn lane from US 52 onto Hunters Road forced motorists to stop and wait in the passing lane. This safety concern was developed into a project and let for construction. Crews completed the safety improvements on September 7, 2005.

Finally, there were many smaller state projects that progressed within Tippecanoe County. INDOT resurfaced US 231 from SR 28 to CR 500S beginning in April 2006.

On May 24, 2006, INDOT open bids on three traffic signal projects. A new traffic signal will be installed at US 231 and CR 350S and traffic signal upgrades are scheduled for US 52 and SR 38 and US 231 and Grant Street. All of the bids were too high and the projects are going to be readvertised. The maintenance and repair project on the US 52 bridge over the Wabash River did not receive any bids in the April 2006 letting and will also be readvertized.

PUBLICATION OF ANNUAL LISTING OF PROJECTS

With passage of TEA 21, all MPOs are required to develop and make available a list of projects, not just federally funded projects, for which federal funds have been obligated in the preceding year. This list includes all projects let since June 2004. The list has been divided into two tables: local project and INDOT projects.

LOCAL PROJECTS

Project & Location	Date & Type of Project	Federal Funds	Total Cost
Kalberer Road Salisbury to Soldiers H. Rd.	June 2004	$632,375.98	$790,469.98
Engineering		$94,946.19	
Wabash Landing Change Order #15	July 2004	$0	$25,599.69
North 9th Street Change Orders 16 & 17	October 2004	$0	$355,864.46
Kalberer Road Change Order #1	December 2004	$168,710.21	$210,887.76
Kalberer Road Change Order #2	August 2005	$13,028.10	$16,285.13
Tapawingo Extension S. River Road to State St.	October 2005	$1,265,610.08	$1,582,012.60
Engineering		$189,841.51	
18th Street Kossuth Street	April 2006	$749,680.20	$749,680.20

INDOT PROJECTS

Project & Location	Date & Type of Project	Federal Funds	Total Cost
SR 43 .036 to 1.16 north of I-65	August 2004 Demolish Structures	$0	$132,828.00
SR 28 Over Flint Creek	December 2004 Small Structure Replacement	$346,918.49	$433,648.11
US 52 SR 26 to SR 28	January 2005 Median Reconstruction	$0	$190,589.60
SR 38 At CR 900E	February 2005 Intersection Improvements	$719,092.84	$898,866.05
US 52 At Hunters Road	May 2005 Intersection Improvement	$0	$86,781.85
US 231 Over O'Neall Ditch	May 2005 New Bridge Construction	$0	$959,966.05
US 231 SR 28 to CR 500S	October 2005 Road Resurface	$918,684.13	$1,144,605.16
SR 28 .84 miles west of US 231	November 2005 Small Structure Replacement	$0	$193,855.69
US 231 Wabash R. to SR 26	February 2006 House & Building Removal	$0	$43,454.00
SR 43 I-65 to CR 725N	March 2006 Added Travel Lane, Sight Distance Improvement, New Bridge	$6,548,191.02	$8,159,925.70
US 52 Norfolk Southern RR	May 2006 Building Demolition	$0	$17,300

APPENDICES

Resolution T-06-6

RESOLUTION TO ADOPT THE FISCAL YEAR 2007
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 2007 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 29, 2006; and

WHEREAS, the projects herein have been selected from the adopted Transportation Plan, Thoroughfare Plan, 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 2007 for the Greater Lafayette Transportation and Development Study is hereby accepted and adopted.

Adopted Wednesday, the 19th of July, 2006

President, APC

Secretary

Resolution T-06-7

RESOLUTION TO ASSERT COMPLIANCE OF THE
FISCAL YEAR 2007 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 2007 Transportation Improvement Program.

Adopted Wednesday, the 19th of July, 2006

President, APC

Secretary

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

MINUTES OF FEBRUARY BOARD MEETING NO. 455

HELD MARCH 29, 2006

Present:

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

Mr. Martin Sennett, General Manager
Mr. Arnold Becker, Controller
Mr. John Connell, Manager of Operations
Mr. James Schnebly, Manager of Maintenance
Ms. Billye Vandeventer, Administrative Assistant
And Ms. Cheryl Knodle, Attorney

Guests: Sandy Schnebly

Mr. Joel Wright, Chairman, called the Board Meeting #455 to order at 5:25 pm in the CityBus Board Room, 1250 Canal Road, Lafayette, Indiana 47904.

ROUTINE BUSINESS

1. Mr. Otten made the motion to approve the minutes of Meeting 454, held March 1, 2006. Ms. Jarmon seconded the motion. The motion carried by a vote of 6 ayes to 0 nays.

OLD BUSINESS

NEW BUSINESS

1. Consideration of Transportation Improvement Program (TIP) FY2007, (Exhibit I). Mr. Eikenberry made the motion to approve the Transportation Improvement Program FY2007. Mr. Otten seconded the motion and the motion carried by vote of 6 ayes to 0 nays.

2. Discussion of Proposed Study of Riehle Plaza. The General Manager discussed getting the approval for a consultant for the improvements of the Plaza. This will make it rider friendly and address safety issues including ADA regulations. Mr. Kuipers addressed the cost of a consultant and how the money will be acquired to pay for improvements. He inquired if a Purdue Class could work on project. Mr. Sennett stated that a class had worked on the project before December and we have not received anything from them. He will make a

call and check on their progress. Ms. Jarmon voiced her concerns about the occupants of Renaissance Place when the project is complete. Mr. Krause also had concerns with access for Amtrak, cabs, parking and luggage.

Mr. Sennett stated he would continue working on plan.

3. The Board then considered approval of claims 11578 thru and including 11708 for a total of of $405,169.96. Mr. Krause made the motion to approve and Mr. Fricker seconded the motion. It then carried by a vote to 6 ayes to 0 nays.

General Manager stated that Tuesday oil prices were $66.02 and today they have dropped below this price.

The General Manager and Mr. Turner traveled to Ross and White Cary, Illinois, Tuesday, March 28, 2006 to discuss the new bus wash. Meeting with the Vice President they discussed the designs that will be needed to meet our specifications for all models of buses. NS Corporation was here this morning to discuss their proposal. We should have two proposals by April 10, 2006. He also discussed the possibility of having someone trained for Six Sigma. Mr. Sennett stated that he learned of this quality measure and improvement program at a TAF meeting.

Chair, Joel Wright, opened the floor to discussion.

With no other business to be conducted, Mr. Krause made the motion to adjourn the meeting. Mr. Eikenberry seconded the motion. The motion carried by a vote of 6 ayes to 0 nays. The meeting adjourned at 5:58 pm. The next Board Meeting will be held on Wednesday, April 26, 2006 at 5:15 pm.

Respectfully Submitted,

Joe Krause

Mr. Joe Krause
Secretary
CityBus Board of Directors

4/21/06
Date

INDOT FUNDING REPORT FOR SAFETEA-LU STP-URBAN FUNDS

LAFAYETTE MPO (TCAPC)

		Spending Authority
FINAL	2004 STP	$2,871,986.00
FINAL	2005 STP	$3,238,443.00
ESTIMATED	2006 STP	$3,212,575.00
ESTIMATED	2007 STP	$3,212,575.00
ESTIMATED	2008 STP	$3,212,575.00
ESTIMATED	2009 STP	$3,212,575.00
	Total	$18,960,729.00

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 550E 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	$120,000.00	2005	$43,636.00
			RW	$160,000.00	2006	
			CN	$1,120,000.00	2007	
	Concord Rd. from Brady Ln. to CR 350S, Road reconstruction		PE	$450,000.00	2005	
			RW	$150,000.00	2006	
			CN	$3,000,000.00	2008	
	Concord Rd. from Teal Rd. to Brady Ln., Road reconstruction		PE	$450,000.00	2006	
			RW	$150,000.00	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**	**$16,552,580.93**

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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

I. 49 U.S.C. Section 5323(k), 23 U.S.C. 135, and 23 CFR part 450.220;

II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State Under U.S.C. 324 and 29 U.S.C. 794;

II. 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);

III. 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;

IV. 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
Sallie Dell Fahey Name	Carter C. Kerr Name
Executive Director Title	MPO Section Title
12/21/05 Date	4-26-06 Date

Public / Private Participation Responses

April 19, 2006: *Technical Transportation Committee*

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

May 3, 2006: *Administrative Committee*

A brief over view of what the TIP is and status report was presented. No comments or questions were received from the general public.

May 9, 2006: *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) How many houses will have to be moved? (18th and Kossuth)
b) Is the house on the northeast corner?
c) Is it the gray house on Virginia Street?
d) When the project is completed, will they then remove the restriction of no turning left when schools are in?
e) Could you give a definition of traffic calming? (Sycamore Street)
f) Are they kind of like the speed humps that they have in University Farms?
g) That is like what they have in front of the Wabash Center. (Bus pull off & shelter)
h) That is a very good idea.
i) Can you address one (bridge) project? The very old bridge, 225, at the bottom of three lane hill that goes across the river, is that in some planning horizon?
j) That bridge does not show up on the 2030 Plan. What we don't have over the river is enough bridges and to see one continue to languish and become more dangerous seems to be a shame and since it is a state road there's nothing we can do about it.
k) So when we pay that high rate of gas, 18 cents of it will be coming back to us.
l) The 52 improvement, is that still slated for 2007?
m) Wasn't it originally scheduled for 2007?
n) The money has to be there?
o) Regarding the overpass on US 52, when will it happen?
p) Hopefully the project will start soon, it is needed.
q) Just out of curiosity, it says note 6. Note 6 says other projects included 0600025. Any idea what that project is?
r) It always amazes me at how much you prepare and put together and make it half way logical. You do a fantastic job.

May 17, 2006: *Technical Transportation Committee*

The Committee allocated and prioritized additional federal funds. No comments or questions were received from the general public.

June 21, 2006: *Technical Transportation Committee*

The Committee reviewed the draft document. Two projects were added: reconstructing Concord Road from Teal Road to Maple Point Extension and installing a new traffic signal at US 52 and McCormick Road. The location of the I-65 project, des number 0600242 was changed per request of INDOT and additional information was added to the preliminary engineering phase of Concord Road from Brady Lane to CR 350S. No comments or questions were received from the general public.

June 27, 2006: *Citizens Participation Committee*

The draft TIP was presented to the Committee. Requests made during the Technical Transportation Committee were presented. Staff presented the TIP and described all of the sections in the document. The following are the questions and comments from the meeting:

a) What is the status of the intersection of Klondike and US 52?

b) Is it at 250 or at the entrance (improvements to US 52)?
c) Number 28, McCormick and 52, is it new or now?
d) Since it is only going to be up probably for four years, are they going to go ahead and put it in because of 231?
e) Because the idea was there with the continuation of 231 to connect and it would probably be on top of 250.
f) But would 231 make the signal obsolete, would they put a temporary signal in.
g) How many feet is McCormick from the new signal (231)?
h) There are no improvements to align it up (250 and 231).
i) I can see a traffic mess if they don't align it up.
j) Is 250 right across from McCormick not?
k) The distance is not that very far, probably a hundred feet. They could install a duel signal.
l) The construction is set for 2009. That is actually quick to just have a year to year and a half to do construction.
m) The slowness of phase one is not the design. It has been the money.
n) We knew they were going to doe it. They just kept putting it off because the State was in financial straights.
o) What was the third request or change?
p) Project 36 and 37. Is that about Prophetstown?
q) If it actually happens, if the enhancement grant awarded to this MPO was decided to no longer continue, who keeps the money?
r) And the Wabash Heritage, project 38, still going to continue?
s) And project 39 signal modernization, is it along any particular state road?
t) Lengthily Discussion of LED lights
u) Are they talking about timing the lights on 52
v) Even if they did it in segments from Nighthawk to Yeager it would really help the traffic flow.
w) Sometimes they are in sync and sometimes they are not and you have to stop at every light.
x) Just out of curiosity, there are a couple of INDOT projects that have added travel lanes recommended by the transportation plan, how will they get resolved by the State?
y) Would a super two lane be then restripable to four?
z) The current shoulders are none existent.
aa) But the super will have no travel lane down the middle – it will be like 350S.
bb) And the state number 7, information not available. Will it be added later?
cc) Are they going to be adding shoulders? The whole stretch from 231 almost has no shoulders.
dd) It makes sense now to do the resurface and then widen in twenty years.
ee) If they resurface it are they going to put shoulders in? People walk along it.
ff) The Hoosier Heartland, it says ready for contract a year apart – will that happen?
gg) Are they going to keep 25 as 25 until the project is done?
hh) How is the phase A route compared to the proposed route?
ii) Length discussion followed regarding the Hoosier Heartland project.
jj) And will Swisher always cross the railroad tracks to get to the Park?
kk) Does INDOT have more clout and are there are some folks you just can not say no to?
ll) There are two hazard elimination projects, what are they?
mm) These have been approved and are there any more in the pipeline?
nn) Discussion followed regarding the !8th and Kossuth Street and Sycamore Lane projects.
oo) I noticed there are plan for Cumberland between Salisbury and Solders Home, are there any plans for Cumberland and US 52.
pp) Is it in the TIF district?
qq) Will the project be edited out from exhibit 3?
rr) Has there ever been a study done for Solders Home Road?
ss) Discussion followed regarding Soldiers Home Road.
tt) What were the termini on the Interstate project?
uu) Are they still planning on doing the bridge over the railroad tracks on 52?
vv) The Twyckenham Bridge is well worth it.
ww) Could you explain exhibits nine and ten?
xx) Who prioritizes the projects?
yy) Who is on the technical committee?

July 10, 2006: *Administrative Committee*

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

July 19, 2006: *Area Plan Commission*

The draft document was presented. The Commission adopted the document by Resolution T-06-6. There were no comments or questions from the general public.

CHANGE ORDER POLICY
for
FEDERAL AID STP/MG FUNDS

Greater Lafayette Area Transportation and Development Study Area

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

- When the LPA Engineer is informed by the Project Construction Engineer that a change order is required, the LPA Engineer shall contact the MPO to determine if or what portion of federal funds are available within the amount programmed for the project in the Transportation Improvement Program (TIP). The MPO will verify by phone whether or not the funds exist for the change order and inform the LPA Engineer if federal aid funds are available.

- The LPA Engineer will complete the change order form along with the amount of federal aid funds being requested, and send it directly to the MPO (APC). The Executive Director of the Area Plan Commission or designee will sign the change order and indicate the amount of federal, if any, and local funds required. The MPO will send the change order to the LPA Engineer for signature by the Board of County Commissioners, Mayor, or Town Council as appropriate.

- The LPA Engineer will provide a signed copy of the change order to the MPO.

- The MPO will forward the signed change order with the corresponding state Designation Number (Des #) to INDOT's Office of Policy and Budget Fiscal Management and the INDOT Crawfordsville District Construction Engineer.

- It is the responsibility of the local government to ensure that change orders have been provided to the MPO and that the MPO has signed off assuring that the federal aid funds are available.

- If this change order policy is not followed, the local government requesting federal aid funds will be required to use 100% local funds for the change order.

- When additional federal aid funds are not available within the amount programmed in the TIP, the local government may request a TIP amendment to increase the amount of federal aid available to the project. To facilitate such an eventuality, 5% of estimated federal funds will be left unprogrammed in the TIP so long as those unprogrammed funds are not in danger of being lost to the community. As custodians of those funds, the MPO (APC staff) will determine when all unprogrammed funds must be programmed.

April 11, 2006

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

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

Gary Schroeder, President

Sallie Dell Fahey, Secretary

April 11, 2006

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 (Brady Lane to CR 350S)	Road Reconstruction & Widening	0500092	TP, TFP-14/15, FY '05 TIP
Concord Rd. & Maple Point (US 52 to Brady Lane	Road Reconstruction & Widening & New		TP
South 18th Street (CR350S to CR 430S)	Road Reconstruction & Widening		TP, TFP-14, FY '05 TIP
Earl Avenue (at State and 24th Streets)	Safety Improvements	0400756	HES Study, FY '05 TIP
South 9th (Twyckenham to CR 350S)	Road Reconstruction & Widening		TP, TFP-15, FY '05 TIP
Concord Road (CR 350S to CR 430S)	Road Reconstruction & Widening		TP, TFP-14, FY '05 TIP
South 9th (CR 350S to CR 430S)	Road Reconstruction & Widening		TP, TFP-14, CY '05 TIP
Concord Road (SR 25 to Maple Point)	Road Reconstruction		TP
Yeager (US 52 to Northwestern)	Added Travel Lanes		TP, TFP-15
Happy Hollow (US 52 to North River R.)	Reconstruction		TP, TFP-15, FY '05 TIP
Grant, Chauncey, Vine (Phase 1B)	Reconfigure One-Way Pair		TP, TFP-15
Sycamore Lane (US 52 to Salisbury St.)	Traffic Calming		HES Study
Soldiers Home Road (Kalberer Rd to US 52)	Road Reconstruction & Urbanization		TP, TFP-15, FT '05 TIP
Soldiers Home Road (Kalberer Rd to City Limits)	Road Reconstruction & Urbanization		TP,TFP-14, FY '05 TIP
Salisbury Street (at US 52)	Intersection Improvement		TP, TFP-15
Cumberland Avenue (Salisbury to Soldiers Hm)	Road Reconstruction		TP, TFP-15
North River Road (Quincy to Catherwood)	Road Reconstruction & Interchange Modify		TP, TFP-15
McCarty Lane Extension (CR 550E to SR 26)	New Road Cons.	0400938	TP, TFP-14, FY '05 TIP
Tyler Road (N. Co. Line to CR 900N)	Safety Improvements	0400311	HES Study, FY '05 TIP
Cumberland Road Ext. (Klondike to Existing Road)	New Road Con.	0300595	TP
Wabash/Trolley Trail Con. Happy H. Park to Quincy	Trail Construction		West Laf. Strategic Plan
CR 900E (N. Fork Wildcat Creek)	Bridge Rehabilitation		County Bridge Program

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
South River Road (CR 300W to US 231)	Widening & Surfacing		TP, TFP-15, FY ’05 TIP
Lilly Road Bridge (#U0209)	Replace Bridge and Approaches		County Bridge Program
Hog Point Bridge (Tippecanoe River)	Replace Bridge and Approaches		County Bridge Program
Yeager Road (North of Kalberer Rd.)	Road Realignment		TP, FY ’05 TIP
Bridge #91 (CR 175N at CR 925W)	Bridge Replacement		County Bridge Program
Bridge #2 (S. Co. Line at CR 980E)	Bridge Replacement		County Bridge Program
Bridge #152 (Pretty Prairie at CR 625E	Bridge Replacement		County Bridge Program
Bridge #20 (CR 350E at CR 900S)	Bridge Replacement		County Bridge Program
Bridge #28 (CR 200W at CR 900S)	Bridge Replacement		County Bridge Program
Bridge #64 (Lilly Road at CR 210W)	Bridge Rehabilitation		County Bridge Program
Bridge #65 (at CR 900E)	Bridge Rehabilitation		County Bridge Program
Railroad Street (Prophet St. to SR 225)	Road Rehabilitation	0200770	Town Council
County Council on Aging	Replace Vans		Section 5310 Program
Purdue University Airport	Hanger 2 Apron Rehab. Rehab. Runway 10/28 Recon. Taxiway C Recon. Runway 5/23		AMP
CityBus	Operating Assistance & Capital Assistance		TDP, FY ’04 TIP
Williams/Harrison St. (Phase 1A)	Road Reconstruction & Widening	0501163	TP, FY ’05 TIP

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 ’05 TIP, INSTIP INTP #466, IPOC
SR 25 CR 575W, 400S, 500W	Intersection Improvements	0101064	District Review, FY ’05 TIP
SR 25 3.77 Mi. N. of SR 225	Small Structure Replacement	0200004	District Review, FY ’05 TIP
SR 25 CSX RR Bridge	Bridge Replacement	0400775	District Review
SR 25 At CR 375W	Add Passing Lane	0500107	District Review
SR 25 SR 28 to CR 500W	Pavement Resurface	0501022	District Review
SR 26 I-65 to .3 Mi E of CR 550E	Added Travel Lanes	9134885	TP #89, FY ’05 TIP, INSTIP INTP #89, IPOC
SR 26 At CR 300W & CR 500W	Sight Distance Correction	9801040	FY ’05 TIP, INSTIP
SR 26 1.12 to 4.71 Mi east of I-65	Added Travel Lanes	0012950	TP #475, FY ‘05 TIP, INSTIP
SR 26 Tippecanoe/Warren Line	Intersection Improvement	0201252	District Review, FY ’05 TIP
SR 26 US 231 to Clinton County Ln	Guard Rail Improvements	0401143	District Review
SR 26 At Post Office	Intersection Improvement	0500527	District Review
SR 26 At Park East Boulevard	Traffic Signal Modernization	0500999	District Review
SR 38 .45 to 1.17 Mi east of I-65	Pavement Replacement	9802490	FY ’05 TIP, INSTIP, IPOC
SR 38 At Wildcat Creek Bridge	Landscaping	0401286	Wildflower Program, FY ’05 TIP, INSTIP
SR 43 SR 225 to SR 28	Road Replacement	0012940	FY ’05 TIP, INSTIP
US 52 Union Street to McCarty Ln.	Road Replacement	9802510	FY ’05 TIP, INSTIP, IPOC
US 52 Norfolk Southern Xing	Grade Separation	9900510	FY ’05 TIP, INSTIP
US 52 Wabash R. to 3.03 Mi East	Pavement Replacement	0100699	FY ’05 TIP, District Review IPOC
US 52 Over CSX RR & N. 9th	Bridge Replacement	0201210	FY ’05 TIP, District Review
US 52 US 231 to W of SR 443	Road Rehabilitation	0201393	District Review
US 52 W.B. Wabash R. Bridge	Bridge Repainting	0400598	Bridge Inspection
US 52 Wabash River Bridge	Bridge Replacement	0400774	District Review
US 52 W of SR 352 to US 231	Road Rehabilitation	0401007	District Review

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
US 52 SR 443 Bridge	Landscaping	0401287	Wildflower Program FY ’05 TIP, INSTIP
US 52 At McCormick Road	Signal, New or Modernization	0600216	District Review
I-65 At SR 26	Interchange Modification	9802780	TP #94, FY ’05 TIP, INSTIP IPOC
I-65 At SR 43	Interchange Modification	9802790	TP #95, FY ’05 TIP, INSTIP IPOC
I-65 At SR 25/38	Bridge Painting	0600043	Central Office Review
I-65 .03 Mi S of CR 500S in Clinton Co to 1.0 Mi N of Lauramie Cr.	Surface Treatment	0600242	Central Office Review
US 231 .5 Mi N Wabash R. to SR 26	New Road Construction	9700830	TP #100, FY ’05 TIP, INSTIP Purdue U. Plan, IPOC
US 231 SR 26 to US 52	New Road Construction	0300431	TP #465, FY ’05 TIP, INSTIP IPOC
US 231 NB Bridge Wabash R**.**	Bridge Rehabilitation	0400064	District Review
Museums at Prophetstown Museums Campus	Trail & 12 acre restoration	9981310	Enhancement Grant
Prophetstown Eagle Wing Center	Parking Lot	0200981	Enhancement Grant
Wabash Heritage Trail Ext. Through Prophetstown	New Trail Construction	0300822	Enhancement Grant
Various Locations in Tippecanoe County	Signal Modernization	0201331	District Review

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

April 13, 2006
Reference Number: 06 – 223

PUBLIC NOTICE

The Staff of the Area Plan Commission is developing the Fiscal Year 2007 Transportation Improvement Program (TIP) for the Lafayette – West Lafayette – Tippecanoe County area. In accordance with Congressional regulations, this notice is intended to give the general public notice that a TIP is being developed and to provide an opportunity for comments or questions concerning its development

The TIP is a document that lists all local and State transportation projects proposed within Tippecanoe County over the next five years. This includes projects sponsored by the Cities of Lafayette and West Lafayette, Tippecanoe County, CityBus, the Purdue University Airport and INDOT. Both lists are available either at the APC offices or on line at www.tippecanoe.in.gov/apc.

Since the Lafayette – West Lafayette – Tippecanoe County area only receives a small portion of federal funds, those projects requesting federal funds must be prioritized. It is the responsibility of the Technical Transportation Committee (TTC) to do this. The TTC will review and prioritize submitted projects on April 19, 2006, 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 posted with the dates and times of the Administrative Committee and Area Plan Commission meetings. All meetings are open to the public.

All documentation and project lists can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette Indiana. If you have any questions or comments pertaining to the TIP, please direct them to:

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

June 22, 2006
Ref. No.: 06 – 337

PUBLIC NOTICE

On Wednesday, July 19, 2006, at 7:00 p.m., the Area Plan Commission of Tippecanoe County (APC), acting as the Metropolitan Planning Organization for the Greater Lafayette Area, will hear and discuss comments relevant to the adoption of the Fiscal Year 2007 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.tippecanoe.in.gov/apc

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 St.
Lafayette, IN 47901
(765) 423-9242
Fax (765) 423-9154

NOTICE THAT THE
FY 2007 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 2007 Transportation Improvement Program (TIP). In compliance with Congressional Legislation, this publication notice is intended to notify the general public that a TIP is being developed and to provide an opportunity for any comments or questions concerning its development.

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

Since the Greater Lafayette Area only receives a small portion of federal transportation funds, those projects for which federal funds are being requested must be prioritized. It is the responsibility of the Greater Lafayette Technical Transportation Committee to do this. The Greater Lafayette Technical Transportation Committee will review, discuss, and prioritize those City and County projects seeking Urban federal funds and the Indiana Department of Transportation's federally funded and financially constrained road project list at its April 19, 2006 meeting, at 2:00 p.m. in the West Lafayette City Hall.

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

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

AREA PLAN COMMISSION OF
TIPPECANOE COUNTY, INDIANA

BY Jamie Dell Fahey
EXECUTIVE DIRECTOR

Date Approved: 3/27/06

NOTICE of PUBLIC MEETING to ADOPT the
FY 2007 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 2007 Transportation Improvement Program (TIP) on July 19, 2006, at 7:00 p.m. in the County Office Building, 20 North 3rd Street, Lafayette, Indiana.

A staff report, program of projects, priority lists, annual listing of obligated projects, 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.tippecanoe.in.gov/apc.

Instead of speaking at the public meeting, written suggestions or objections to the provisions of said proposal may be filed with the Executive Director of the Area Plan Commission at or before such meetings at the time and place designated. Said meeting may be continued from time to time as necessary.

AREA PLAN COMMISSION OF
TIPPECANOE COUNTY, INDIANA

BY Jerrie Duell Farley
EXECUTIVE DIRECTOR

Date Approved: 6/21/06

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 3, 2006
Ref. No. 06 - 206

Connie Sorensen, President
Eagle Hauling & Conveying
P.O. Box 244
Dayton, IN 47941

Dear Mr. Connie Sorensen:

Currently the Staff of the Area Plan Commission of Tippecanoe County is developing the FY 2007 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 within 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 19, 2006 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 2005 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 date and time of the Area Plan Commission meeting. All meetings are open to the public; we encourage your participation.

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

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

Sincerely,

Sallie Dell Fahey

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 23, 2006
Ref. No. 06 - 340

Bob Fox, President
Fox Hauling & Conveying, Inc.
2887 SR 25N
Lafayette, IN 47905

Dear Mr. Fox:

Progress continues toward completing the Fiscal Year 2007 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 19th, 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 which is now complete and available for review and comment. If you would like a paper copy mailed to you, please call. Otherwise, the draft document can also be viewed and downloaded via the APC web page:

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

The draft TIP will be presented for adoption and discussed by the Area Plan Commission at 7:00 p.m. on July 19, 2006 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 Dell Fahey

Sallie Dell Fahey
Executive Director

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

TO: **Citizens Participation Committee Members**
FROM: **Doug Poad**
DATE: **April 27, 2006**
REF. NO. **06 – 240**

ATTENTION CPC MEMBERS....

The draft Transportation Plan for 2030 is now complete and you will find a copy enclosed in your packet. Please take this opportunity to review it.

This document is our vision for road improvements in Tippecanoe County. It spells out which roads will be improved and widened. It also illustrates where new roads will be built. The cost: nearly one billion dollars.

So please bring your comments and suggestions. If you are unable to make the meeting we are still very interested in hearing from you. Please either call or email us at dpoad@tippecanoe.in.gov or jthomas@tippecanoe.in.gov.

After our meeting, the draft Plan will be presented to the Area Plan Commission at its May 17, 2006 meeting for adoption.

You will also see on the agenda the Transportation Improvement Program or TIP. The TIP is our short range plan looking only five years ahead. This plan makes sure we spend our federal gas tax funds wisely. We will be presenting the projects that will be in the TIP and also their priority.

Meeting Date:

Date: May 9th, 2006

WHERE: Grand Prairie Room, Tippecanoe County Office Building
WHEN: 7:00 p.m.

Hope to see you there

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

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

TO: **Citizens Participation Committee Members**
FROM: **Doug Poad**
DATE: **June 13, 2006**
REF. NO. **06 – 329**

ATTENTION CPC MEMBERS....

A big thanks to all of the members who scored the five INDOT road projects. Your scores have been forwarded to INDOT and will be included in their review. We anticipate INDOT releasing their results in the next month or two. When the results are released, they will be passed along to you.

The draft TRANSPORTATION PLAN FOR 2030 is now the official long range transportation plan. It was adopted by the Area Plan Commission on May 17th. We are now presenting it to all of the local government agencies for their adoption. After their adoption, it will then be an official part of the Comprehensive Plan for Tippecanoe County.

Our next citizens meeting is scheduled for June 27th. The first item on the agenda is the draft Transportation Improvement Program. This document shows where we will be spending all of our federal gas taxes, and is a comprehensive list of all local and State road and transit projects. A copy of the draft FY '07 TIP is on the APC web page (www.tippecaone.in.gov/apc). Please call if you would like a paper copy.

It's that time of the year again for the hot spot list. Is there one particular intersection you find frustrating? Would you like to tell someone about it but not sure who to tell? The June Citizens meeting is your opportunity to tell us about your pet peeve.

Meeting Date:

Date: June 27th, 2006

WHERE: Grand Prairie Room, Tippecanoe County Office Building
WHEN: 7:00 p.m.

Hope to see you there

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

TECHNICAL TRANSPORTATION COMMITTEE

MEETING MINUTES

June 21, 2006

MEMBERS PRESENT

Jon Fricker	JTRP
Sallie Fahey	Executive Director of the Area Plan Commission
Opal Kuhl	Tippecanoe County Highway Director
Mike Yamin	INDOT: Crawfordsville District – Development
Jeromy Grenard	West Lafayette City Engineer's Office
Betty Stansbury	Purdue University Airport
Randy Walter	INDOT: Urban & MPO Planning
Max	Lafayette Police Department
Marty Sennett	GLPTC
Deputy Chief JT Walker	West Lafayette Police Department
Jennifer Bonner	Lafayette City Engineer's Office
Capt. Rick Walker	Tippecanoe County Sheriff's Department

NON-VOTING MEMBERS

David Franklin	Federal Highway Administration
Dana Smith	Lafayette-West Lafayette Chamber of Commerce

ALSO PRESENT

Doug Poad	APC
John Thomas	APC
Melissa Baldwin	APC
Gina Quattrocchi	WLFI-TV
Suzie Kemp	INDOT: Crawfordsville District – Permits
Dan Shaw	Journal & Courier
Kelly Gramenz	WLFI-TV
Bob Foley	Lafayette City Engineer's Office

Jon Fricker called the meeting to order at 2:00 p.m.

I. APPROVAL OF THE APRIL 19, 2006 MEETING MINUTES

Randy Walter stated that Mick Brinkerhoff was present and asked that the minutes be amended.

Opal Kuhl moved to approve the amended minutes of the May 17, 2006 meeting. Betty Stansbury seconded and the motion was approved by unanimous voice vote.

Sallie Fahey officially introduced Melissa Baldwin, the new transportation planner.

II. ACCESS PERMITS

Mike Yamin informed the Committee that there were no new access permits filed.

III. DRAFT FY 2007 TIP, FOR RECOMMENDATION TO THE AREA PLAN COMMISSION

Doug Poad distributed copies of the FY 2007 TIP draft. This document is a summary of all the work that has been going on for the past 6 months. All the local jurisdictions submitted their projects for the next 5 years. Those lists were summarized by staff and at the April Technical Committee and then those lists were prioritized and financially constrained. Exhibits 1 and 2 are the financially constrained projects and Exhibits 3 and 4 are for information only and not constrained. The state DOT financially constrained projects are listed in Exhibits 5 & 6 and Exhibits 7 & 8 show some of the projects that have been postponed or suspended. The next two chapters give an idea of the prioritization and briefly mentions how projects requesting enhancement funds are handled. The next section explains the financial constraint part of the TIP, showing that allocation has not been overspent. There are additional parts to the TIP that include a summary of the public participation process, environmental justice review, financial picture for the last 5 years and looking out 3-5 years, a review of the project and the annual listing of projects, both state and local, that have been let and also those that have been totally financed by local funds. The draft copy of this document is available on the APC website, www.tippecanoe.in.gov/apc so it is easily accessible to anyone interested in reviewing the document. After questions and comments, he requested that the Committee recommend this document for adoption by the Area Plan Commission.

Dave Franklin asked what public involvement process was used for this document.

Doug Poad responded that the process has been in use for several years and that it involves several steps. Legal notices have been printed, public announcements have been posted throughout the community in several government offices and buildings, letters are mailed to the Citizens Participation Committee, established mailing lists, independent transportation providers and local trucking and hauling firms. The Citizens Participation Committee holds formal meetings, the next one being next week, where the Transportation Improvement Program is reviewed and discussed as well as the projects that are listed. The projects are also available on the website.

Dave Franklin asked Randy Walter if his office has reviewed the draft TIP to determine if there are any financial concerns.

Randy Walter answered that he felt most of these projects are old because they have been taken out of the existing INSTIP.

Doug Poad concurred and added that unfortunately staff was not provided a list of state projects from INDOT so the draft list found on the INDOT website was used.

Randy Walter requested a correction be made on page 22, item #31. One project will be on the 6 month letting list and there is a project on the TIP that he was not aware of. He asked that on page 22, item #31, Des. #0600242, the description be changed to “from .03 miles south of CR 500 S, in Clinton County, to 1 mile north of Lauramie Creek, in Tippecanoe County”. The cost will remain the same. Previously the project termini was not defined.

Randy Walter then requested that a new project be added. A modernized signal light at the US 52 and CR 250 W (McCormick Road) intersection be added as Description #0600216, at a cost of $80,000.00 which will be paid for by Federal funds, STP 4979.

Randy Walter stated that he has checked and all the designation numbers have been accounted for.

Mike Yamin asked when the next opportunity would be to add new projects.

Doug Poad stated that new projects could be added now or they could be amended in at a later date.

Mike Yamin asked if a project could be added as early as next month.
Sallie Fahey stated, while a project could be added as early as next month, that she would hate to adopt a new document only to amend it immediately. Amending the document is a very long process.

Mike Yamin noted that he is proposing signals for the ramps at I-74 and US 231.

Opal Kuhl noted that that location is not in our county.

Jennifer Bonner asked where the preliminary engineering for the Concord Road project is reflected in the TIP as there is no release date yet.

Doug Poad responded that the funding has already been approved, even though the official notice to start has not been received from INDOT. The project will not show up in the individual listings but rather it is included on the financial information page. The funds are allocated in Exhibit #11 on page 40. Those funds are included in the " '05 funds already allocated" portion.

Randy Walter asked if the projects included in that amount should be individually listed.

Sallie Fahey concurred.

Jennifer Bonner stated that she just received the document yesterday and would like an opportunity to review it before voting on it.

Doug Poad stated that there is an Administrative Committee meeting set-up to review the document on July 10, 2006 and also scheduled for the Area Plan Commission on July 19, 2006. This Committee needs to recommend approval before that meeting date.

Sallie Fahey noted that this Committee has been working on this document since March.

Jennifer Bonner concurred but noted that this is the first time the whole document has been available for review.

Randy Walter added that there is also a timeline with INDOT.

Sallie Fahey also noted that the prior TIP expires in July and that if this document is not adopted in July, no one can get any money.

Doug Poad addressed Jennifer Bonner and directed her to look at page 32, Exhibit 9, that money is broken down by projects and that the Concord Road project is specifically noted.

Jennifer Bonner added that there was no cost adjustment made when the Maple Point project was added and suggested that Maple Point be included in the list of local projects.

Doug Poad concurred but added that "north of Maple Point' was to be a local project but is not included at this time.

Jennifer Bonner requested that "Concord Road north of Maple Point" be included as a local project and the existing projects included under "committed funds" be individually listed.

Opal Kuhl moved to approve the **FY 2007 TIP** as amended. Marty Sennett seconded.

Sallie Fahey reviewed the four items to be amended.

1. change the project description of item 31 on page 22,
2. add signal at McCormick Road as an additional project,
3. add Concord Road, north of Maple Point Drive, as a local project, and
4. list existing projects in committed funds.

Jon Fricker asked what changes have occurred in the last month.

Doug Poad responded that the only major change is that staff received an electronic letter stating that a request to amend the functional classification maps, in regard to the projects around Purdue University, were

approved and that the first project, for Harrison Street, have federal funds earmarked from SAFTEA-LU. That project will be moved from the unconstrained to the constrained list as an administrative amendment to the FY 05 TIP.

IV. STUDY PROGRESS

John Thomas stated that staff is finishing up the Title VI certification and that the Area Plan Commission adopted the 2030 Transportation Plan.

Sallie Fahey received news that the last of the jurisdictions adopted the 2030 Transportation Plan and that the Area Plan Commission will be presented the Unified Planning Work Program for adoption at tonight's meeting.

Doug Poad added that he received information that letters, with regard to the Enhancement Funds, were sent out today and that the City of West Lafayette will find out shortly if their grant request was approved. He expects an announcement by Friday, June 23rd.

V. OTHER BUSINESS

Sallie Fahey stated that Jennifer Bonner did not receive her mailed packet and a copy was hand delivered to her. She asked the Committee members if anyone else was having difficulty receiving the mailed packets.

All other members received their mailed copies.

Jennifer Bonner added that usually her packet was emailed to her and she would prefer to receive her information that way.

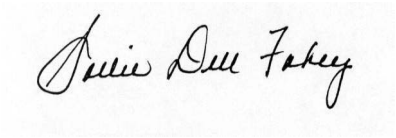
Sallie Fahey stated that she would look into that so the same situation would not happen in the future but noted that the mailed packet would be sent to the member, rather than to a proxy. If a Committee member is not able to attend a meeting and their proxy is attending, it will be up to the member to forward that information to their proxy.

Jon Fricker stated that the next meeting would be July19, 2006 at 2:00pm.

VI. ADJOURNMENT

Opal Kuhl moved to adjourn.

The meeting adjourned at 2:30pm.



Sallie Dell Fahey
Secretary

T-06-08
Indiana Department of Transportation
Fiscal Year 2007 TIP Amendment

Resolution, Transmittal Letter and Staff Report
September 20, 2006

RESOLUTION T-06-08
RESOLUTION TO AMEND THE FY 2007
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 requests an amendment to the FY 2007 Transportation Improvement Program as follows:

Project and Description	Federal Share	Local Share	Total Cost
I-65 over the Wabash River, Des # 0012660, southbound bridge, Bridge Deck Reconstruction & Widening			
Construction (FY '07)	$7,905,384	$878,376	$8,783,760
I-65 over the Wabash River, Des # 0600402, northbound bridge, Bridge Deck Reconstruction & Widening			
Preliminary Engineering (FY '07)	$261,540	$29,060	$290,000
Construction (FY '07)	$7,905,384	$878,376	$8,783,760
I-65 over the Wildcat Creek, Des # 0066620, southbound bridge, Bridge Deck Replacement & Widening			
Construction (FY '07)	$4,140,000	$460,000	$4,600,000
I-65 over the Wildcat Creek, Des # 0600400, northbound bridge, Bridge Deck Replacement & Widening			
Preliminary Engineering (FY '07)	$45,000	$5,000	$50,000
Construction (FY '07)	$4,140,000	$460,000	$4,600,000

WHEREAS, the Technical Transportation Committee reviewed the request at its July 19, 2006 meeting and recommended their inclusion in the FY 2007 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the requests via email and recommended their inclusion in the FY 2007 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 2007 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 20th of September 2006.

President, APC
Gary W. Schroeder

Secretary
Sallie Dell Fahey

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

September 27, 2006
Ref. No.: 06 - 508

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

Attn: Randy Walter

Dear Mr. Keith:

On September 20, 2006, the Area Plan Commission of Tippecanoe County amended the FY 2007 Transportation Improvement Program by Resolution T-06-08. The amendment included programming the deck reconstruction and widening projects (both northbound and southbound bridges) on I-65 over the Wabash River (des #'s 0012660 and 0600420) and the deck replacement and widening projects (both northbound and southbound bridges) on I-65 over the Wildcat Creek (des #'s 0066620 and 0600400).

The TIP was also administratively amended to reflect an increase in the preliminary engineering costs of the Williams and Harrison Streets project, des #0501163. Total cost was increased to $643,150, with the federal share increased to $514,520.

Enclosed you will find a copy of the resolution, staff report and amended TIP pages. Please call if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey,
Executive Director

enclosures

T-06-08
FY 2007 TIP Amendments
Indiana Department of Transportation

Staff Report
September 14, 2006

BACKGROUND AND REQUEST

The Indiana Department of Transportation has requested an amendment to the FY 2007 Transportation Improvement Program (TIP). The request includes programming four projects. They are:

I-65 at the Wabash River (southbound bridge), Des #0012660
Bridge Deck Reconstruction and Widening
Construction is anticipated in 2007

Total construction cost:	$8,783,760
Federal funds:	$7,905,384
State funds:	$878,376

I-65 at the Wabash River (northbound bridge). Des #0600402
Bridge Deck Reconstruction and Widening
Preliminary engineering is anticipated in 2007

Total construction cost:	$290,000
Federal funds:	$261,540
State funds:	$29,060

Construction is anticipated in 2007

Total construction cost:	$8,783,760
Federal funds:	$7,905,384
State funds:	$878,376

I-65 at the Wildcat Creek (southbound bridge), Des #0066620
Bridge Deck Replacement and Widening
Construction is anticipated in 2007

Total construction cost:	$4,600,000
Federal funds:	$4,140,000
State funds:	$460,000

I-65 at the Wildcat Creek (northbound bridge), Des #0600400
Bridge Deck Replacement and Widening
Preliminary engineering is anticipated in 2007

Total construction cost:	$50,000
Federal funds:	$45,000
State funds:	$5,000

Construction is anticipated in 2007

Total construction cost:	$4,600,000
Federal funds:	$4,140,000
State funds:	$460,000

Both southbound bridge projects are already shown in the TIP in Exhibit 7, INDOT Projects Shown as Information Purposes Only, as project #4. They are currently shown as suspended. This amendment will move these two projects to Exhibit 5, Indiana Department of Transportation Projects, as well as add the two northbound bridge projects to Exhibit 5.

On July 19, 2006, the Technical Transportation Committee reviewed the request and recommended the projects be amended into the FY 2007 TIP.

The Administrative Committee reviewed the request through a newly approved email voting procedure and recommended the amendments to the FY 2007 TIP.

STAFF RECOMMENDATION:
Approval of this amendment to the FY 2007 Transportation Improvement Program by adopting Resolution T-06-08, attached.

T-06-09
Indiana Department of Transportation
Area Plan Commission Staff
Fiscal Year 2007 TIP Amendment

Resolution, Transmittal Letter and Staff Report
November 1, 2006

RESOLUTION T-06-09
RESOLUTION TO AMEND THE
FY 2007 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Executive Committee of 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 Executive Committee of 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 Area Plan Commission Staff requested amendments to the FY 2007 Transportation Improvement Program as follows:

Project and Description	Phase	Year	Federal Share	Local Share	Total Cost
Exhibit One					
Sycamore Lane	PE	'07	$0	$75,000	$75,000
US 52 to Salisbury Street	RW	'07	$0	$75,000	$75,000
Traffic Calming	CN	'08	$414,000	$136,000	$550,000
Exhibit Three					
SR 25, Des #0500107	PE				
At CR 375W	RW	'07	$16,000	$4,000	$20,000
Add Passing Lane	CN	'09	$65,680	$16,420	$82,100

WHEREAS, the Technical Transportation Committee reviewed the requests at its September 20, 2006 meeting and recommended their inclusion in the FY 2007 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the requests at its September 26, 2006 meeting and recommended their inclusion in the FY 2007 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 these amendments to the FY 2007 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 1st of November 2006.

President, APC
Gary W. Schroeder

Secretary
Sallie Dell Fahey

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

November 3, 2006
Ref. No.: 06 - 570

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

Attn: Randy Walter

Dear Mr. Keith:

On November 1, 2006, the Area Plan Commission of Tippecanoe County amended the FY 2007 Transportation Improvement Program by Resolution T-06-09. The amendment included programming the SR 25 and CR 375W project, des #0500107, right-of-way and construction financial information. It also included moving the Sycamore Lane Project from Exhibit 3 to Exhibit 1. The Safety Committee approved the project on August 10, 2006.

Enclosed you will find a copy of the resolution, staff report and amended TIP pages. Please call if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey,
Executive Director

enclosures

T-06-09

FY 2007 TIP Amendments

Indiana Department of Transportation and Area Plan Commission Staff

Staff Report
October 26, 2006

BACKGROUND AND REQUEST

There are two requests included in this TIP amendment. The Indiana Department of Transportation, INDOT, has requested an amendment to add funding and phasing information to the SR 25 intersection improvements at CR 375W. Additionally, the Staff of the Area Plan Commission is requesting an amendment to move the Sycamore Lane project from Exhibit 3 (unfunded projects) to Exhibit 1 (funded projects).

INDOT Request

When developing the FY '07 TIP earlier this year, INDOT identified an intersection improvement project at SR 25 and CR 375W. However, specific funding and phasing information were not available. The project was programmed in the TIP and is shown in Exhibit 5, as project #7. The project designation number is 0500107.

INDOT recently revisited the project and estimated the cost for purchasing right-of-way and for construction. Thus this amendment adds the specific detailed information. INDOT stated that federal funds will be used for both phases. The estimated right-of-way cost is $20,000 ($16,000 in federal funds and $4,000 in state funds), and the estimated construction cost is $82,100 ($65,680 in federal funds and $16,420 in state funds). INDOT estimates the right-of-way phase to begin in 2007 and construction to begin in 2009.

APC Staff Request

In July 2005, the City of West Lafayette and the Area Plan Commission submitted a grant for federal Hazard Elimination Safety funds (HES) to add traffic calming features and sidewalks to Sycamore Lane. The project is shown in Exhibit 3, as project #4. On August 10th, 2006, the Safety Review Committee approved the grant. Staff is requesting the amendment to move the project from Exhibit 3, the list of projects that have not been approved for federal funding, to Exhibit 1, the list of projects that have been approved for federal funding.

On September 20, 2006, the Technical Transportation Committee reviewed both requests and recommended their inclusion in the FY '07 TIP.

The Administrative Committee reviewed both requests at its September 26, 2006 meeting and recommended the amendments to the FY 2007 TIP.

STAFF RECOMMENDATION:

Approval of these amendments to the FY 2007 Transportation Improvement Program by adopting Resolution T-06-09, attached.

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242
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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

December 8, 2006
Ref. No.: 06 - 611

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

Dear Mr. Keith:

By this letter, I am administratively amending the traffic signal installation project on SR 25/38 at the Subaru of Indiana plant into the FY 2007 TIP. The project designation number is 0600765. This project is eligible for an administrative amendment under the recently adopted guidelines: 1) The project is using dedicated federal funds, and 2) The normal approval process will delay the project letting.

Enclosed you will find the corrected pages for the TIP including the front cover, addendum page, TIP amendment summary page and pages 20 through 24, 43, and 99. Please call if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey
Executive Director

Enclosures

cc Randy Walter, Developmental Specialist
Mark Albers, Planning Director, Crawfordsville District
Mike Eubank, Environmental/Scoping Manager
Tony Roswarski, Mayor, City of Lafayette
Jenny Bonner, Lafayette City Engineer