
Staff Report

**FY 2024 - 2028 Transportation Improvement Program
Project Financial Constraint & Prioritization**

Staff Report
January 11, 2023

During the development of a new Transportation Improvement Program (TIP), the Technical Transportation Committee reviews the requests for federal funds, which include Surface Transportation Block Grant (STBG), Highway Safety Improvement Program (HSIP), Transportation Alternative (TA) Funds, Carbon Reduction Program Funds, and PROTECT Funds. The committee then chooses which projects to fund, financially constrains the list, and prioritizes them. Because the new TIP continues the 10% set aside of our federal STBG funds for independent pedestrian and bicycle projects, the committee needs to adhere to this policy. Finally, the Committee will recommend which INDOT projects the Committee designates as priorities to this community.

Safety Performance Measure Review

The Infrastructure Investment and Jobs Act (IIJA) requires a performance-based approach to project planning and selection. There are six performance measures outlined in the IIJA. Of the six performance measures, only one, safety, requires local level review. Targets established under this measure include the number and rate of fatalities and serious injuries and the number of non-motorized fatalities and serious injuries. The targets are:

<i>Safety Performance Measure</i>	<i>Adopted Targets</i>
• Number of Fatalities	894.2 or fewer
• Rate of Fatalities	1.088 or less
• Number of Serious Injuries	3,348.1 or less
• Rate of Serious Injuries per 100 million miles traveled	4.068 or less
• Number of Non-Motorists Fatalities and Serious Injuries	399.6 or less

Data for Tippecanoe County:

<i>Data for Tippecanoe County</i>	<i>2022 Data</i>
• Number of Fatalities	12
• Number of Serious Injuries	89
• Number of Non-Motorists Fatalities	3
• Number of Non-Motorists Serious Injuries	8

Projects on South 9th Street, Soldiers Home Road, Yeager Road ph. 5, Morehouse Road, CR 150W, and CR 600N will improve the road geometrics, and therefore improve safety for motorists. These six projects, as well as the Big 4 and Harrison Trails projects, will improve the safety for pedestrian and bicyclists. Constructing these projects should contribute to the reduction of fatalities and serious injuries.

The signal preemption project reduces transit time for emergency vehicles.

TIP Performance Measure Review

In addition to the safety performance measures, APC uses the following additional performance measures to financially constrain and prioritize projects:

- a) Is the project in the 2050 MTP?
- b) Is the project in the 2050 MTP financially constrained list?
- c) Was the project previously programmed, and is it advancing?
- d) How far has the project advanced?
- e) Does the project include sidewalks, bike lanes or trails?
- f) Is the project complete street compliant?
- g) Will the project be designed to meet ADA standards?
- h) Is access management needed?

The following table compares the nine projects to these eight performance measures.

Project	MTP Plan	FC List	Previous Program	How Far Advanced	Bike/Ped Infrastructure	Complete Street	ADA Standards	Access
S. 9 th Street	Yes	No*	Yes	In PE	Yes	Yes	Yes	Yes
Big 4 Trail	Yes	Yes	No	---	Yes	Yes	Yes	No
Sig. Preemption	No	No	No	---	---	---	---	---
Soldiers H. Rd	Yes	Yes	Yes	In PE	Yes	Yes	Yes	Yes
Yeager Ph 5	No	No	No	---	Yes	Yes	Yes	Yes
Morehouse	Yes	Yes	Yes	In RW	Yes	Yes	Yes	Yes
CR 150W	Yes	Yes	No	---	Yes	Yes	Yes	Yes
CR 600N	Yes	Yes	No	---	Yes	Yes	Yes	No
Harrison Trail	Yes	No	No	---	Yes	Yes	Yes	No

**Note: S. 9th Street was in the 2045 MTP finically constrained list.*

Of the nine projects, all but two have been identified in the 2050 Metropolitan Transportation Plan. The emergency signal preemption project is safety related and qualifies for safety funds under INDOT's guidance and rules. This project is one of 25 approved programmatic project types that INDOT and FHWA have deemed eligible for safety funds. The Yeager Road project is also not specifically identified. However, the Yeager Road project is eligible for safety funds because it is a reconstruction project, so it meets the goals and objectives of the MTP.

Red Flag Analysis Review

All projects must consider potential consequences and impacts to the social and natural environment. As part of the process of considering these impacts, APC conducts Red Flag Analyses. For each project, APC staff looks five environmental issues that may impact that project. The following table shows the results of red flag analyses for different projects:

Red Flag Analysis

Project	Number of Issues Encountered	Environmental Issues*				
		SL	IN	WR	M	HC
South 9 th Street	5	✓	✓	✓	✓	✓
Big 4 Trail	4	✓	✓	✓		✓
Soldiers Home Road	5	✓	✓	✓	✓	✓
Yeager Ph 5	4	✓	✓	✓		✓
Morehouse Road	4	✓	✓	✓		✓
CR 150W	3	✓	✓	✓		
CR 600N	4	✓	✓	✓		✓
Harrison Trail	4	✓	✓	✓		✓

* Codes for Environmental Issues: Site Location (SL), Infrastructure (IN), Water Resources (WR), Mining/Mineral Exploration (M), and Hazmat Concerns (HC)

Every project requesting federal funds will encounter some type of environmental issue. These issues need to be monitored closely when the projects are in the preliminary engineering phase and while they are going through the NEPA process.

2050 Metropolitan Transportation Plan (MTP) Performance Review

The IIJA requires all TIPs to describe the anticipated effect of listed projects toward achieving the performance targets that are identified in the MTP. The 2050 MTP has multiple performance measures for each of the nine goals. The following summarizes APC staff review of the projects to the goals.

Goal 1: Improve Safety for All Users

The proposed local projects will improve intersection, pedestrian, bicycle and bus patron safety.

Goal 2: Enhance Transportation Options and Accessibility for All Users

The proposed local projects will include new ramps, new sidewalks and/or trails, improve pedestrian crossings, and bus stop accessibility.

Goal 3: Improve, Expand and Connect Sidewalks, Trails and Bike Lanes

The proposed local projects include new sidewalks and/or trails and they will connect to existing facilities.

Goal 4: Improve Infrastructure Resilience

Most of the proposed local projects will reconstruct existing roads rather than construct new ones.

Goal 5: Improve and Expand Transit Service

The proposed local projects will improve existing bus stops and connections to them.

Goal 6: Improve the Transportation Network to Promote Climate Sustainability

The proposed local projects will improve drainage and either include tree plantings or designate right-of-way for future tree plantings.

Goal 7: Reduce Traffic Congestion on Roads

The proposed local projects involve reconstructing existing roads and increasing alternative transportation options.

Goal 8: Improve Regional Infrastructure

The proposed local road projects involve reconstructing arterial roads.

Goal 9: Improve Delivery of Freight and Goods

The proposed local road projects will improve traffic flow and accommodate freight traffic.

Estimated Available STBG, Transportation Alternative, Carbon Reduction and PROTECT Federal Funding for Projects

Surface Transportation Block Group (STBG) Federal Funds

- \$4,189,095 in FY 2024,
- \$4,270,432 in FY 2025, and
- \$4,353,402 in FY 2026

Because of a prior trade, we need to repay NIRPC \$1,220,000 in FY 2024. We also have \$616,477 to program in FY 2025 due to a trade with the Evansville MPO that occurred in April of 2019.

STBG Funds – 10% Set-aside, Pedestrian & Bicycle Projects

In June of 2012, the Area Plan Commission adopted the *2040 MTP*. It recommended that 10% of this community's Surface Transportation Program funds go to independent non-motorized projects that are not part of a larger road project. Over the next five fiscal years, our total allocation is \$21,519,733. 10% of this is \$2,151,973.

Only the Big 4 Trail and Harrison Trail projects qualify for this 10% set aside.

Transportation Alternative Funds

- \$522,754 in FY 2024,
- \$533,209 in FY 2025, and
- \$543,873 in FY 2026

We do have the option to flex up to half of our annual allocation to another funding category.

Carbon Reduction Funds

- \$456,113 in FY 2024,
- \$465,235 in FY 2025, and
- \$474,540 in FY 2026

PROTECT Funds

- \$168,820 in FY 2024,
- \$172,197 in FY 2025, and
- \$175,641 in FY 2026

For all the federal funding sources, INDOT has directed us to use the FY 2026 estimates for FY 2027 and 2028.

Summary of funding requests by jurisdiction:

LPA	Amount Requested	Percentage
Lafayette	7,378,000	16.6%
West Lafayette	12,518,320	28.1%
Tippecanoe Co	24,655,356	55.3%
Total	44,551,676	
Five-Year Allocation	32,224,474	*1
Balance	-12,327,202	

*1: Allocation does not include Evansville MPO funds.

INDOT Rules:

In allocating our federal funds, each fiscal year must be fiscally constrained. We are not allowed to carry over any funding balances. We can split the preliminary engineering and right-of-way phases between fiscal years, but we cannot split the construction phase unless the project has separate construction segments. We can over-program a year by identifying a request to trade federal funds with another MPO, but we must show when those funds will be paid back.

Project Requests

The following table summarizes the requests by both cities and the county.

Project	Fiscal Year	Phase	Amount Requested	LPA
Big 4 Trail	2026	PE	480,000	Laf.
Along 9 th St and Kossuth Streets	2027	RW	320,000	
Emergency Vehicle Preemption	2025	PE	108,000	Laf.
Throughout City	2026	CN	1,080,000	
South 9 th Street	2024	RW	320,000	Laf.
Brick 'N' Wood to Veterans Mem.	2026	CN	5,070,000	
Soldiers Home Road Ph. 1	2025	RW	256,536	W. Laf.
Sagamore Pkwy to Hamilton St.	2026	RW	456,000	
	2028	CN	7,380,000	
Soldiers Home Road Roundabout	2028	CN	828,480	
Soldiers Home Road Ph. 2	2025	RW	765,304	
Hamilton St. to Kalberer Rd.				
Yeager Road Ph. 5	2024	PE	400,000	W. Laf
Kalberer Rd to Cumberland Ave.	2025	RW	32,000	
	2026	CN	2,400,000	
CR 150W	2025	PE	760,000	Tipp. Co.
CR 500N to CR 600N	2026	RW	720,000	
	2028	CN	5,760,000	
CR 600N	2025	PE	720,000	Tipp. Co.
At CR 50W	2026	RW	200,000	
	2027	CN	4,800,000	
Morehouse Road Ph. 1	2024	CN	2,348,100	Tipp. Co.
Sagamore Pkwy to N of CR350N				
Morehouse Road Ph. 2	2025	CN	6,867,256	

N of CR350N to Mason Dixon Rd

Harrison Trail	2024	PE	320,000	Tipp. Co.
Portions of CR 600N & CR 50W	2024	RW	80,000	
	2025	CN	2,080,000	
Total			44,551,676	

Allocating STBG, TA, CR & Protect Funds

To help start the discussion, APC staff reviewed the project requests along with the performance measures and developed a first-cut funding allocation scenario. The first-cut allocation scenario is on the following pages. All projects are complete street compliant and include sidewalks and trails.

ACTION: Review first-cut allocation scenario and then discuss, move, and/or alter project allocations. Financially constrain and prioritized project requests.

**First-Cut Financially Constraining Project Allocation
Requests for STBG, Carbon Reduction, PROTECT and TA Funds**

Funding Request

Project	Fiscal Year Anticipated	Phase	Amount Requested	Annual Allocation	LPA
FY 2024		STBG		4,189,095	
		PROTECT		168,820	
		CR		456,113	
		TA		522,754	
			Total	5,336,782	
Trade Back to NIRPC	2024		1,220,000	1,220,000	
Morehouse Rd Ph. 1	2024	CN	2,348,100	2,348,100	Tip. Co.
South 9th Street	2024	RW	320,000	320,000	Laf
Harrison Trail	2024	PE	320,000	---	Tip. Co.
Yeager Road Ph. 5	2024	PE	---	---	W. Laf
Harrison Trail	2024	RW	80,000	---	Tip. Co.
Trade for FY 2025 Funds				1,448,682	
			Total	4,288,100	5,336,782
			Balance	0	

FY 2025	STBG	4,270,432
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PROTECT	172,197
CR	465,235
TA	533,209
Trade STBG from 2024	1,448,682
Trade Flexed HSIP from 2024	203,088
Flexed HSIP	383,952
Total	7,476,795

Morehouse Rd Ph. 2	2025	CN	6,867,256	6,867,256	Tip. Co.
Harrison Trail	2025	CN	2,080,000	---	Tip. Co.
Soldiers Home Road Ph. 1	2025	RW	256,536	256,536	W. Laf
Soldiers Home Road Ph. 2	2025	RW	765,304	353,003	W. Laf
Yeager Road Ph. 5	2025	RW	---	---	W. Laf
CR 150W	2025	PE	760,000	---	Tip. Co.
CR 600N	2025	PE	720,000	---	Tip. Co.

Total	11,449,096	7,476,795
	Balance	0

Project	Fiscal Year Anticipated	Phase	Amount Requested	Annual Allocation	LPA
FY 2026	STBG			4,353,402	
	PROTECT			175,641	
	CR			474,540	
	TA			543,873	
	Trade STBG from 2027			390,845	
	Total			5,938,301	

South 9th Street	2026	CN	5,070,000	5,070,000	Laf
Yeager Road Ph. 5	2026	CN	---	---	W. Laf
Soldiers Home Road Ph. 1	2026	RW	456,000	456,000	W. Laf
Soldiers Home Road Ph. 2	2026	RW		412,301	W. Laf
CR 150W	2026	RW	720,000	---	Tip. Co.
CR 600N	2026	RW	200,000	---	Tip. Co.
Big 4 Trail	2026	PE	480,000	---	Laf

Total	6,926,000	5,938,301
	Balance	0

FY 2027	STBG	4,353,402
	PROTECT	175,641

	CR			474,540	
	TA			543,873	
	From Evansville			616,477	
		Total		6,163,933	
Trade for FY 2026				390,845	
Trade for FY 2028				2,661,024	
<i>Big 4 Trail</i>	2027	RW	320,000	---	Laf
CR 600N	2027	CN	4,800,000	---	Tip. Co.
		Total	5,120,000	3,051,869	
			Balance	3,112,064	

FY 2028	STBG			4,353,402	
	PROTECT			175,641	
	CR			474,540	
	TA			543,873	
Trade STBG from 2027				2,661,024	
		Total		8,208,480	
<i>Soldiers Home Road, Ph 1</i>		CN	7,380,000	7,380,000	W. Laf
<i>SHR Ph. 1 Roundabout</i>		CN	828,480	828,480	W. Laf
<i>CR 150W</i>		CN	5,760,000	---	Tip. Co.
		Total	13,968,480	8,208,480	
			Balance	0	

Summary Comparison of Year Request to Year Allocated (First-Cut Proposal)

Project	Year Requested	Year Allocated	Funds Allocated
Construction Phase Comparison			
Morehouse Road ph.1	2024	2024	2,348,100
Morehouse Road ph. 2	2025	2025	6,867,256
South 9 th Street	2026	2026	5,070,000
Soldiers Home Road ph. 1	2028	2028	8,208,480
Right-of-Way Phase Comparison			
South 9 th Street	2024	2024	320,000
Soldiers Home Road ph. 2	2025/26	2025/2026	712,536
Soldiers Home Road ph. 1	2025	2025/26	765,304
Preliminary Engineering Phase Comparison			
No Projects	---	---	---

Estimated Available Highway Safety Improvement Program and Section 164 Penalty Federal Funds for Projects

HSIP Funds

- \$751,244 in FY 2024,
- \$767,903 in FY 2025, and
- \$784,895 in FY 2026

Because of a prior trade, we need to repay NIRPC \$727,183 in FY 2024 funds. We do have the option to flex up to half of our annual allocation to another funding category.

Section 164 Penalty Funds

- \$179,027 in FY 2024,
- \$182,609 in FY 2025, and
- \$186,261 in FY 2026

For all the federal funding sources, INDOT has directed us to use the FY 2026 estimates for FY 2027 and 2028.

Allocating HSIP & Section 164 Penalty Funds

APC staff reviewed the project requests along with the performance measures and recommends allocating safety funds to the Emergency Vehicle Preemption project. A programmatic application must still be submitted to the INDOT/FHWA Safety review committee for their approval before federal funds can be officially used.

ACTION: Allocate HSIP and Section 164 funds to the Emergency Vehicle Preemption project.

First-Cut Financially Constraining Project Allocation Requests for HSIP and Section 164 Penalty Funds

<i>Funding Request</i>				
Project	Fiscal Year Anticipated	Phase	Amount Requested	Annual Allocation
<i>FY 2024</i>	HSIP			751,244
	Section 164			179,027
			Total	930,271
Trade Back to NIRPC			727,183	727,183
Trade for FY 2025 funds (go to STBG)				203,088
Total			727,183	930,271
			Balance	0
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<i>FY 2025</i>	HSIP			767,903

Section 164			182,609
		Total	950,512
Emergency Vehicle Preemption	PE	108,000	108,000
Flexed to STBG Funds			383,952
		Total	491,952
			Balance 458,560
FY 2026			
	HSIP		784,895
	Section 164		186,261
Trade HSIP from 2027			108,844
		Total	1,080,000
Emergency Vehicle Preemption	CN	1,080,000	1,080,000
		Total	1,080,000
			Balance 0
FY 2027			
	HSIP		784,895
	Section 164		186,261
		Total	971,156
Trade for FY 2026 Funds			108,844
		Total	108,844
			Balance 862,312
FY 2028			
	HSIP		784,895
	Section 164		186,261
		Total	971,156
No Requests for Funds			0
		Total	0
			Balance 971,156

Prioritizing INDOT Projects

In previous TIPs, the Technical Transportation Committee recommended various INDOT projects that are a priority to the community. The recommendation did not include safety and maintenance projects. Staff recommends that the Committee continue this practice.

Staff reviewed INDOT's project list, the current TIP and the 2045 Metropolitan Transportation Plan and recommends the following projects be shown as a priority to the community:

State Road

Location

Type of Project

SR 38	Sagamore Parkway to Park East Boulevard	Sidewalk Construction
US 52	Klondike Rd to Morehouse Rd	Sidewalk Construction
US 52	Klondike Rd to Morehouse Rd	Rural to Urban Design
Special 52	Morehouse Rd to Yeager Rd	Rural to Urban Design
Special 52	Yeager Rd to Nighthawk Rd	Per US 52 Corridor Study
Northern Connector	US 52 to SR 43	New Road Construction
I-65	CR 725N to Proposed Northern Connector	Six Lane Widening
I-65	SR 38 to SR 28	Six Lane Widening
I-65	CR 100W to US 24	Windbreak Project

ACTION: Affirm the list of INDOT projects as show in the report as a priority to this community.