The Fiscal Year 2020-2024 Transportation Improvement Program

The Area Plan Commission of Tippecanoe County

20 North 3rd Street
Lafayette, IN 47901
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Fiscal Year 2020 - 2024
Transportation Improvement Program

May 2018

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Prepared by the
Area Plan Commission of Tippecanoe County

In cooperation with the
CityBus
Purdue University Airport
Indiana Department of Transportation
City of Lafayette
City of West Lafayette
Tippecanoe County
Town of Battle Ground
Town of Dayton
Town of Clarks Hill
Federal Highway Administration
Federal Transit Administration

Table of Contents

	Executive Summary	1
1	Public / Private Participation Process	3
2	Environmental Justice	6
3	Americans with Disability Act Project Review	7
4	Red Flag Investigation and Reviews	8
5	Project Selection Process	10
6	The Five-Year Program of Projects	11
	Key to Abbreviations	12
	Funding Codes	14
7	Financial Summary and Plan	33
	City & County Operations & Maintenance Financial Analysis	43
8	Project Selection and Priorities	47
9	Performance Measures and Target Achievements	50
10	Analysis of Financial Capacity: CityBus	55
11	Area Changes from FY 2018 - 2021 TIP	68
12	ITS Projects for FY 2020 - 2024 TIP	74

List of Figures

1	Location of Funded Local Projects, FY 2020-2023	19
2	Location of Unfunded Local Projects; Shown for Informational Purpose Only, FY 2020-2024	21
3	Location of Funded INDOT Projects	30
4	Location of Unfunded INDOT Projects	32

List of Tables

1	Status of LPA and INDOT ADA Transition Plans	7
2	Red Flag Investigations	8
3	Red Flag Investigation Recommendations	9
4	Funded Local Projects: Fiscal Years 2020 through 2023	15
5	Unfunded Local Projects: Fiscal Years 2020 through 2024	20
6	Funded Indiana Department of Transportation Projects	22
7	Unfunded INDOT Projects for Information Purposes Only	31
8	STBG Funding, Fiscal Year 2020	34
9	STBG Funding, Fiscal Year 2021	34
10	STBG Funding, Fiscal Year 2022	34
11	STBG Funding, Fiscal Year 2023	35
12	STBG Funding, Fiscal Year 2024	35
13	STBG Funding for Road and Non-Motorized Projects	35
14	Non-Motorized Project, Fiscal Years 2020 - 2024	36
15	HSIP Funding, Fiscal Year 2020	37
16	HSIP Funding, Fiscal Year 2021	37
17	HSIP Funding, Fiscal Year 2022	37
18	HSIP Funding, Fiscal Year 2023	38
19	HSIP Funding, Fiscal Year 2024	38
20	TA Funding, Fiscal Year 2020	39
21	TA Funding, Fiscal Year 2021	39
22	TA Funding, Fiscal Year 2022	39
23	TA Funding, Fiscal Year 2023	39
24	TA Funding, Fiscal Year 2023	40
25	Source of Local Funds for Funded Local Projects	41
26	Amount of Local Funds for Funded Local Projects	41
27	INDOT Project Expenditure by Fund and Year	42
28	City of Lafayette Operating & Maintenance History, 2014 - 2017	44
29	City of West Lafayette Operating & Maintenance History, 2014 - 2017	45
30	Tippecanoe County Operating & Maintenance History, 2014 - 2017	47
31	Recommended INDOT Priority Projects	49
32	Federal Funds Available to CityBus	55
33	CityBus Financial Condition	56
34	CityBus Financial Capability	58

List of Tables, continued

35	CY 2019 Section 5307 Capital Grant Summary	60
36	CY 2020 Section 5307 Capital Grant Summary	62
37	CY 2021 Section 5307 Capital Grant Summary	63
38	CY 2022 Section 5307 Capital Grant Summary	65
39	CY 2023 Section 5307 Capital Grant Summary	66
40	CY 2024 Section 5307 Capital Grant Summary	67
41	ITS Summary	74

Appendices

1	MPO Policy Board Resolution Adopting the FY 2020-2024 TIP	78
2	GLPTC Adopting Resolution	79
3	INDOT Policy & Budget Projected Local Federal Funds	81
4	MPO Certification	83
5	Public – Private Participation Responses and Comments	84
6	Change Order Policy	92
7	Administrative Amendment Policy	94
8	Planning Support for TIP Projects	95
	Local Projects	95
	INDOT Projects	97
9	CityBus CY 2017, CY 2018 & CY 2019 Capital Project Lists & TIGGER Projects	100
10	Performance Measures Adoption Letters	108
11	Public Notices	115
12	Legal Notices	121
13	Contact Letters	125
14	CPC Agendas	128
15	Stakeholder Mailing List	130

Amendments

1	APC: CityBus sidewalk, shelter, ADA and other infrastructure	132
2	INDOT: add PE phase for three I-65 projects & des number	134
3	Tippecanoe County: Add PE phase to Bridge #64 & #65	136
4	Tippecanoe County: #64 & #65, show PE funding separate	138
5	INDOT: SR 26 at Goose Creek, PE & CN Funding	140
6	INDOT: SR 26 at CR 900E, PE funding	144
7	Tippecanoe County: PE funding for compensatory mitigation	146
8	INDOT: US 52, Auxiliary Lanes	149
9	City of Lafayette: Concord Road Trail Lighting	153
10	Trade FY 2020 HSIP funds with Terre Haute MPO	156
11	Tippecanoe Co.: Klondike Rd Change Order Funding	160
12	Tippecanoe Co.: Klondike Rd Increase Change Order Funding	163
13	City of Lafayette: South 9th Street	166
14	Tippecanoe Co.: Klondike Road Railroad Funding	169
15	APC: US 231 Study and swap HSIP funds with INDOT	172

***Amendment No. 1**, June 18, 2019*

Requested by: APC

Project: Sidewalk improvements, bus shelters, ADA facilities, and other transit related infrastructure.

Details: This modification adds a CityBus project to the TIP and the project will be using FY 2019 STBG funds.

***Amendment No. 2**, July 11, 2019*

Requested by: INDOT

Projects: Three projects on I-65 and a district wide patching project.

Details: This modification adds the PE phase to the three interstate projects and corrects the des number for the patching project.

***Amendment No. 3**, August 30, 2019*

Requested by: Tippecanoe County

Projects: Bridges #64 and #65

Details: This modification adds the PE phase to the two bridge replacement projects. It also changes the type of federal funds shown for the construction phase to Local Bridge Funds.

***Amendment No. 4**, September 11, 2019*

Requested by: Tippecanoe County

Projects: Bridges #64 and #65

Details: This modification separated the PE funding from one amount to the cost of each individual project.

***Amendment No. 5**, October 10, 2019*

Requested by: INDOT

Project: SR 26 Bridge over Goose Creek

Details: This amendment adds the project to the TIP and it includes funding for preliminary engineering and construction.

***Amendment No. 6**, October 17, 2019*

Requested by: INDOT

Projects: SR 26 at CR 900E

Details: This modification adds PE funding to the project. PE funding was originally programed in the FY 2018-2021 TIP for FY 2019. This modification reprograms the funding in this TIP for FY 2020.

***Amendment No. 7**, December 27, 2019*

Requested by: Tippecanoe County

Project: Yeager Road

Details: This modification reallocates a portion of FY 2020 RW funds to the PE phase for compensatory mitigation.

***Amendment No. 8**, January 9, 2020*

Requested by: INDOT

Project: US 52, adding auxiliary lanes at four intersection in Tippecanoe County

Details: This amendment adds the project to the TIP and it includes funding for preliminary engineering and construction.

***Amendment No. 9**, January 10, 2020*
Requested by: City of Lafayette
Project: Concord Road Trail Lighting
Details: This modification shifts federal funds from the Park East and Twyckenham projects to the construction phase of the trail lighting project.

***Amendment No. 10**, March 24, 2020*
Requested by: Area Plan Commission
Project: Trade HSIP Federal Funds
Details: This modification trades FY 2020 HSIP federal funds with the Terre Haute MPO. The funds will be repaid in FY 2021and be used for the North River Road at CR 500N project.

***Amendment No. 11**, April 7, 2020*
Requested by: Tippecanoe County
Project: Klondike Road
Details: This modification reallocates FY 2020 HSIP PYB funds from the McCutcheon Ped Safety project to the Klondike Road project. The additional funds will be used for change orders.

***Amendment No. 12**, April 13, 2020*
Requested by: Tippecanoe County
Project: Klondike Road
Details: This modification reallocates additional FY 2020 HSIP PYB funds from the McCutcheon Ped Safety project.

***Amendment No. 13**, April 16, 2020*
Requested by: City of Lafayette
Project: South 9th Street
Details: This modification reallocates STBG and STBG PYB funds from three projects to the South 9th Street project.

***Amendment No. 14**, April 21, 2020*
Requested by: Tippecanoe County
Project: Klondike Road
Details: This modification reallocates additional federal funds due to an increase cost for the railroad crossing.

***Amendment No. 15**, April 27, 2020*
Requested by: Area Plan Commission
Project: US 231 Study and Trade Federal Funds with INDOT
Details: This modification reallocates additional STBG funds to the US 231 Study and trades the balance of FY 2020 HSIP funds for INDOT FY 2021 Rural Program Federal Funds

Executive Summary

The Transportation Improvement Program (TIP) is a capital improvement plan that coordinates the implementation of all transportation projects within Tippecanoe County. It includes projects receiving funds from the U.S. Department of Transportation and those funded solely with local revenue. The time period covered by this TIP is five years: Fiscal Years 2020 through 2024. The 2020 State fiscal year begins on July 1st, 2019.

The Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015. The Act requires all Metropolitan Planning Organizations (MPOs) to develop a TIP. It further states that the TIP shall be developed in cooperation with the State and public transportation operators and it must be developed through a performance-driven, outcome based approached to planning for metropolitan areas of the State. The process for developing the TIP shall provide for consideration of all modes of transportation and shall be continuing, cooperative and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed. This TIP complies with the requirements set forth under the FAST Act.

The FAST Act expires on September 30, 2020. This document assumes that all requirements in the FAST Act will continue in fiscal years 2021 through 2024.

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

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

The proposed projects address anticipated future problems as well as respond to ever changing conditions. Some projects are selected in response to needs documented in the various long-range plans, while other projects address emerging situations needing attention. The TIP provides local governments with a comprehensive funding plan for transportation improvements for the next five years.

Over $330 million is programmed over the next five years with the majority (69%) being locally initiated projects. This community proposes to spend over $229.9 million for locally initiated projects and benefit from over $101.0 million in State initiated projects between FY 2020 and FY 2024. The Federal share for these projects is just over $162.0 million ($79.2 million and $82.7 million respectively). The complete Five-Year Program of Projects

is listed in **Tables 4** through **7**. Maps showing project locations are in **Figures 1** through **4**. Those projects in **Tables 5** and **7** are included for informational purposes only.

For FY 2020, local jurisdictions requested over $19.0 million in Federal Funds. These funds will be used to reconstruct roads, improve intersections, construct trails, operating and capital transit projects, and an airport project. These projects are shown in **Table 4, Funded Local Projects**.

All federally funded projects in the TIP are limited by the funds available at all levels of government (local, state, and federal). These projects are the most pressing but in no way reflect all the community's transportation needs. The TIP development process assures that our limited allocation of funds are used where the need is greatest.

This report is divided into twelve sections. Section one explains the public and private participation process. Section two documents the Environmental Justice process. The next section reviews the status of all the governmental ADA transition plans within the planning area. Section four summarizes early environmental reports, or Red Flag Investigations, for local projects in the TIP. The process for selecting projects comprises the fifth section. The sixth section contains the Five-Year Program of Projects for the metropolitan area and is listed by fiscal year and phase. Section seven provides a financial summary and multi-year investment plan. Section eight explains how prioritized projects were selected. The FAST Act requires projects to be selected based on performance measures. A discussion of the performance measures used in project selection is reviewed in section nine. Section ten provides an analysis of the financial capacity of CityBus. A short discussion of the progress of both local and INDOT projects over the past year is covered in the eleventh section. Section twelve reviews Intelligent Transportation Systems (ITS) characteristics of local projects. A summary of public responses to the proposed TIP are in **Appendix 5**.

The FAST Act requires all Metropolitan Planning Organizations to publish an annual listing of projects for which federal funds have been obligated in the preceding year. This information is covered in a separate more detailed report, the Annual Listing of Projects, Fiscal Year 2018, which is available at the APC office and on the APC web site at: http://www.tippecanoe.in.gov/378/Area-Plan-Commission-APC.

1. Public / Private Participation Process

The FAST Act requires all Metropolitan Planning Organizations to provide stakeholders a reasonable opportunity to comment on the TIP and the proposed projects. 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 FAST Act, the Area Plan Commission of Tippecanoe County has a proactive participation process. The main source of public input is through the Policy Board and its advisory committees. Notification of committee meetings and other important information is given by personal contacts, publication of legal notices, and posting notices in public places. Personal contacts include notifying by letter representatives from the trucking industry, freight transportation services, railroads, bicycle clubs, minority groups, local private transportation providers, neighborhood organizations, users of public transit, and Citizen Participation Committee members.

Policy Board and Advisory Committees

The public, stakeholder organizations, business representatives and government officials have the opportunity to participate in the development of the TIP through the Policy Board and its advisory Committees: the Technical Transportation Committee and the Citizen Participation Committee. The committees are an integral part of the planning process and advise the Policy Board on planning matters. The public is encouraged to attend all committee meetings and an opportunity to speak is provided at each.

Policy Board

The Policy Board is comprised of the chief elected officials from the Cities of Lafayette, West Lafayette, and Tippecanoe County. Members also include representatives from INDOT and CityBus. Members of this committee ultimately make financial commitments to implement TIP projects. Meetings are held on the second Thursday of every month and agendas are posted as provided by law and sent to the media a week prior to meetings.

Technical Transportation Committee

The Technical Transportation Committee (TTC) draws from the advice and knowledge of various local, state, and federal government engineers and planners, traffic officers, and transit and airport operators. Members have important responsibilities for designing, operating, and maintaining the transportation system. This group makes recommendations to the Policy Board on TIP development, project prioritization, and amendments. The public is also 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.

Citizen Participation Committee

The Citizen Participation Committee (CPC) is a broad-based, grassroots committee of citizens. They provide a link for disseminating information to nearly 30 organizations in the Greater Lafayette area. In addition to providing information, the meetings allow for group representatives to give feedback on topics from previous meetings. The meetings are scheduled quarterly and are held on the 2nd Wednesday of the month. Agendas are mailed to all representatives and sent to the media one to two weeks prior to the meeting.

Area Plan Commission

The Area Plan Commission of Tippecanoe County (APC) is designated by the Governor as the Metropolitan Planning Organization for the Lafayette, Indiana metropolitan area. APC is responsible for transportation planning and directs federally funded projects and programs within the Metropolitan Planning Area. Meetings are held on the third Wednesday evening of each month. The APC does not approve the TIP and only approves transportation plans if the plan is to become part of Tippecanoe County's Comprehensive Plan.

For this TIP, information regarding the document was presented at the December and March CPC meetings. During the first meeting, the process used to develop the TIP, and the draft list of projects were presented and discussed. The priorities recommended by the TTC and the draft document were presented and discussed at the March meeting. All comments and questions from participants can be found in **Appendix 5**. The March meeting notification letter stated that the draft document was available on the APC transportation web site. The March CPC meeting was also the formal public hearing.

Notices

The public participation process included posting public notices (in English) at the following key locations: Lafayette and West Lafayette City Halls, the County Office Building, West Lafayette Community Center, the Tippecanoe County Senior Center, CityBus administration building and Downtown Transfer Center, the West Lafayette Public Library, the Tippecanoe County Public Library branches (downtown, Wyandotte and Lindberg campuses), IVY Tech, and at the Hanna Center. Notices in Spanish were posted at Mama Ines Bakery, Mama Ines Bakery South, Del Real Auto Sales, Manalo Auto Sales, Jalisco Grocery and Rodriguez Law P.C.

Three notices were posted during the development of this TIP. The first notice stated that the draft TIP was being developed and when the TTC would review and prioritize local projects requesting federal funds. The second notice informed the public when the public meeting would be held. The third notice stated that the draft document was completed, how to obtain a copy, and when the TIP would be considered and possibly adopted by the Policy Board. The first notice was posted more than 90 days before adoption of the document.

Three legal advertisements were published in each local newspaper, one daily and one weekly, concerning the: TIP development process, project lists, prioritization and adoption of the TIP. The first notice announced that the TIP was in development and when the Technical Transportation Committee would review and prioritize local projects requesting federal funds. The second advertisement stated when the Policy Board would discuss the TIP and

act on its adoption. All notices provided an invitation to inspect the draft TIP and all pertinent material.

One press release was issued before the formal public hearing. It invited the public to the meeting and stated that the draft document was available on the APC transportation web site or at the APC offices. The press release was sent to ten news organizations.

Three letters were mailed to stakeholders before TIP adoption. The first letter was sent more than 90 days prior to adoption and included: a basic introduction, the content of the TIP, and how projects receive federal funds. It also stated when the TTC would review and prioritize local projects requesting federal funds. As an additional opportunity to provide information and receive comments, the letters included the address, email, and phone number of a staff contact person.

The second letter notified when the public hearing would be held. It included a link to the APC web page where the draft TIP is available. It provided additional information about the TIP and stated that the draft document was complete and available for review either via the internet or upon request. The date, time and location of the Policy Board meeting to discuss and possibly adopt the TIP were also provided. The letter included a staff contact name, phone number and address.

The third letter announced the date, time and location when the Policy Board would discuss and possibly adopt the document.

The draft document was posted on the APC web site and on Tippecanoe County's Facebook page. A public comment link was also included on the APC web page.

If significant differences existed between the TIP reviewed by the public and the TIP proposed for adoption, an additional public meeting would have been held. That was not necessary for this TIP. During the development process, all comments and questions received are noted in **Appendix 5**.

The Federal Transit Administration requires the MPO to institute a process that encourages participation of private enterprises in developing plans and programs funded by the Federal Transit Administration. The process incorporates an early notice by letter to private transportation providers of proposed public-sector transit service as well as an opportunity to review and comment on the TIP prior to Technical Committee and Policy Board adoption.

Prior to TIP development, staff compiles a list of private transportation providers in the community. The list is generated from the APC's clipping file, the telephone directory, the internet and the Polk City Directory. Phone contact is then made to ensure that: 1) the operator is still in business, 2) that staff has the correct address and name of the general manager or owner, and 3) that the operator does in fact provide transportation services. The aforementioned letters notify these providers that the Area Plan Commission is developing the TIP, when projects will be prioritized, and when the TIP will be adopted. They were also directed to the APC web site if they were interested in the lists of local and INDOT projects.

2. *Environmental Justice*

Environmental Justice is a vital component of the TIP and it amplifies and strengthens Title VI of the Civil Rights Act of 1964. Environmental Justice assures that minorities and persons of low income are considered in programming and funding the projects shown in this document. Transportation improvements must not disproportionately impact those sectors of the Community.

Environmental Justice encompasses three principles. The first is to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. The second is to ensure the full and fair participation by all those potentially affected in the transportation decision-making process. The third is to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

All new non-maintenance, reconstruction, and added travel lane projects requesting federal funds in this TIP were reviewed using APC's Environment Justice Evaluation Process. Projects were compared to those identified in the ***2045 Metropolitan Transportation Plan, The Future of Mobility (2045 MTP)*** and the ***FY 2018-2021 Transportation Improvement Program***. If a project is shown in either as having a possible negative impact, it is listed below. New projects that have not been previously reviewed go through the evaluation process. The first step, a macro review, determines if the project locations are in areas with concentrations of minority groups and/or low-income populations. If the project is found to be in or near such an area, a micro review is conducted that evaluates the project according to nine concerns: displacement of residents; increase in noise and air pollution; creation of barriers in neighborhoods; destruction of natural habitat; reduction in access to transit; reduced access to walkways, displacement of persons, businesses, farms, nonprofit organizations; increase in traffic congestion; and isolation.

Projects with Possible Findings
Local Projects:

Lindberg Road,
Morehouse Road,
Yeager Road (Tipp. Co.),
Soldiers Home Road Phase 1,
Park East Boulevard,
South 9th Street, and
Yost Drive

INDOT Projects:

SR 43, at the northbound and southbound I-65 ramps,
US 231, at CR 800S and at SR 28,
US 231, from I-74 to 2.87 miles north of SR 28

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

3. *Americans with Disabilities Act Project Review*

FHWA's regulatory responsibility under Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 (504) require that recipients of Federal aid, either State or local entities that are responsible for roadways and pedestrian facilities, do not discriminate on the basis of disability in any highway transportation program, activity, service or benefit they provide to the general public. The State and local entities must ensure that people with disabilities have equitable opportunities to use the public right-of-way system.

ADA and Section 504 requires states and local governments, with 50 or more employees, to develop a Transition Plan which is intended to identify system needs and integrate them with the planning process. The transition plan and its identified needs must be fully integrated into the TIP. Agencies must incorporate accessibility improvements into the transportation program on an ongoing basis in a variety of ways.

MPOs are to ensure that local public agencies with projects in the TIP have provided the status of their ADA Transition Plan to the MPO. The MPO must report completion status to FHWA and INDOT. **Table 1** summarizes the status of all Local Public Agency (LPA) transition plans.

Table 1: Status of LPA and INDOT ADA Transition Plans

LPA	Status of Transition Plan	Adoption Date
Tippecanoe County	Adopted	December 17, 2012
City of Lafayette	Updated	March 14, 2014
City of West Lafayette	Adopted	December 18, 2012
Town of Battle Ground	Adopted	December 10, 2012
Town of Clarks Hill	Adopted	December 3, 2012
Town of Dayton	Adopted	December 3, 2012
INDOT	Updated	February 15, 2013

Through the "Call for Projects", all LPAs were asked if their proposed projects meet ADA requirements. All local projects that are shown in this TIP are being designed to meet PROWAG standards.

CityBus has submitted the required ADA self-certification as part of their annual certification. The operating assistance being requested in this TIP will be used to continue the paratransit service.

4. Red Flag Investigations and Review

Any state or local government project that receives federal funds must consider potential consequences and impacts to the social and natural environment. This requirement became law when enacted by the US Congress on January 1, 1970 and it is known as the National Environmental Policy Act (NEPA).

To help in considering environmental issues early in the transportation planning process, as well as shorten the time to complete a project, the Federal Highway Administration encouraged MPOs to conduct Red Flag investigations (RFI) for all local projects that may use federal funds. Each RFI evaluates a project's potential impact on infrastructure, water resources, mining/mineral exploration, hazmat, ecological information, and cultural resources within a ½ mile radius of the proposed project. Any and all concerns are documented in the analysis.

In developing this TIP, MPO staff performed red flag investigations for all new projects in which preliminary engineering has not yet started. They are shown in **Table 2**.

Table 2: Red Flag Investigations

Project	Location	Jurisdiction
South 9th Street	Brick "N" Wood to Veterans Memorial	Lafayette
Yost Drive	Haggerty Lane to existing road	Dayton
Concord Road	Maple Point Ext. to Veterans Memorial Dr.	Lafayette
South 18th Street	at Linear Trail	Lafayette
Soldiers Home Rd, Ph 1	bridge over Sagamore Parkway to north of Kalberer Road	West Lafayette

Each report includes a short narrative, an individual summary for each of the six factors, a recommendation section and maps. The analysis uses INDOT's data supplemented with local GIS databases and compares individual overlays of each of the six factors to the project location and area. **Table 3** shows the number of recommendations and the type of possible environmental concern.

Table 3: Red Flag Investigation Recommendations

Project	Number of Recommendations	Recommendations					
		IN	WR	M	HC	EI	CR
South 9th Street	2	✓	✓				
Yost Drive	2				✓	✓	
Concord Road	3	✓	✓		✓		
South 18th Street	1	✓					
Soldiers Home Rd, Ph 1	2	✓	✓				

Recommendation Codes: Infrastructure (IN), Water Resources (WR), Mining/Mineral Exploration (M), Hazmat Concerns (HC), Ecological Information (EI) and Cultural Resources (CR)

In reviewing the individual reports, the most prevalent recommendation is coordination with other agencies whether it's related to underground infrastructure, railroads, flood plains, wetlands, drainage ponds and endangered species. Individual agencies have been identified who should be involved in the more detailed environmental analysis. The individual RFI reports are not included in this document but are available at the Area Plan Commission office.

5. Project Selection Process

The project selection process in developing this TIP began in October of 2018. Project identification, review and selection procedures are as follows:

1. Projects are submitted by the local agencies that are listed in the Executive Summary.
2. Projects are reviewed and assembled by the MPO staff.
3. The first public notice is given which includes mailing, contact letters and legal ads in two local newspapers as outlined in the Public/Private Participation Process. The notice states the meeting time and date when the Technical Transportation Committee will review, discuss and allocate the local federal funds and recommend which INDOT projects are a priority to this community.
4. The draft project list and TIP development process is presented to the CPC.
5. Transit projects are endorsed by the Board of Directors of CityBus.
6. The Technical Transportation Committee reviewed, discussed and prioritized the local projects requesting federal funds and INDOT projects.
7. The draft TIP is developed and then made available for review and comment on the APC transportation web page.
8. The draft TIP is submitted to INDOT, FHWA and FTA for review.
9. A second public notice is posted and a letter sent notifying when the public hearing will be held.
10. The draft document is presented at the March CPC meeting. Members are informed when the document will be reviewed and possibly adopted by the Policy Board. The March CPC meeting is also the formal public hearing.
11. The draft TIP is reviewed and endorsed by the Technical Transportation Committee.
12. A third public notice is distributed notifying citizens that a draft document has been developed along with the date and time when the Policy Board will review and potential adopt the TIP.
11. The Policy Board reviews and approves the draft TIP by resolution.
12. If the final TIP differs significantly from the one made available for public comment, an additional opportunity for public comment is scheduled.
13. The adopted TIP is submitted to: INDOT, FHWA, FTA and the local participating agencies and posted on the APC web site.

The Policy Board, at its May 9, 2019 meeting, adopted the FY 2020-2024 Transportation Improvement Program with the concurrence of the CityBus Board of Directors (December 20, 2018) for the transit portion. The TTC, PB, CPC, and Board of Directors meetings comply with open door requirements. Notification to news media, posting notices and agendas all occurred in advance of these meetings.

6. *The Five-Year Program of Projects*

The Five-Year Program of Projects is required to include all projects that will use financial assistance from the US Department of Transportation. Most of the projects listed in this section use State and or Federal funds. The program also includes all significant non-federally funded projects, whether state or locally initiated. Non-financially constrained projects (not yet fully funded), both local and state, are also shown but in separate exhibits. They are shown for informational purposes only and as a reference of future projects.

All local projects are listed in **Tables 4** and **5** with their locations shown in **Figures 1** and **2. Tables 6** and **7** and **Figures 3** and **4** show all state projects. A summary of the funding sources for the locally initiated projects is in **Table 25**. Projects for which Surface Transportation Block Group (STBG) II funds will be used and their amounts are listed by fiscal years in **Tables 8** through **12.**

The Five-Year Program of Projects contemplates a total transportation budget of over $330.9 million for the five-year period. In FY 2020, over $82.0 million is programmed for both local and state projects in the community. The U.S. Department of Transportation's share of the cost is over $51.8 million with locally initiated projects programmed for $19.0 million and state projects programmed for $32.7 million. The cost for individual projects and their federal, state, and local amounts are found in **Tables 4, 5, 6** and **7**. Project cost estimates reflect year of expenditure dollars.

Key to Abbreviations

ADA - Americans with Disabilities Act

AIP - Airport Improvement Plan

APC - Area Plan Commission of Tippecanoe County

AVL - Advanced Vehicle Location System.

COIT - County Option Income Tax

CPC - Citizen Participation Committee

DES NO - Designation Number. These are project numbers used by the Indiana Department of Transportation and the Federal Highway Administration.

FAST ACT – Fixing America's Surface Transportation Act

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

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

FHWA - Federal Highway Administration

FUND TYPE - This identifies the source of funding.

FRA - Federal Railroad Administration

FTA - Federal Transit Administration

FY or Fiscal Year - The State fiscal year. Fiscal Year 2020 begins on July 1st, 2019 and ends on June 30th, 2020.

GLPTC - Greater Lafayette Public Transportation Corporation (a.k.a. CityBus)

HSIP - Highway Safety Improvement Program funds

IDEM - Indiana Department of Environmental Management

INDOT - Indiana Department of Transportation

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. A local government body (i.e. City of Lafayette, West Lafayette, or Tippecanoe County) eligible to receive USDOT funding

MAP 21 - Moving Ahead for Progress in the 21st Century

MPO - Metropolitan Planning Organization

NS - Norfolk Southern Railroad

NHS - National Highway System

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 and includes right-of-way engineering.

CN or Construction is the final stage when construction is performed and often includes construction engineering/supervision.

Other projects proposed by LPAs, the Purdue University Airport and transit systems may include:

ST or Study
OP or Operating Assistance
CA or Capital Assistance
EQ or Equipment
IN or Inspection
ED or Education Program
PN or MPO Planning

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

PB - Policy Board

PYB - Prior Year Balance. These federal funds are the agreed to balance of SAFETEA-LU and MAP-21 funds created under INDOT's federal funding policy.

SMRF Funds - State Matching Regulatory Funds

STBG - Surface Transportation Block Group funds. These funds are dedicated in the FAST Act and divided into sixteen different categories. Each category specifies where and how they can be spent. Several categories include: Urban, Rural, Recreational Trails, and Transportation Alternatives. Urban funds are dedicated funds for cities with a population over 200,000 and between 50,000 to 200,000 persons.

TA - Transportation Alternative Funds

TCCA - Tippecanoe County Council on Aging

TDP - Transit Development Plan

TFP - Thoroughfare Plan

TIF - Tax Increment Financing

TIP - Transportation Improvement Program

MTP - Metropolitan Transportation Plan for 2045

TTC - Technical Transportation Committee

UAB - Urban Area Boundary

USDOT - United States Department of Transportation

Funding Codes

Federal Funds:

AIP	Airport Improvement Program
BRIS	Bridge Inspection Funds
BR	Bridge Funds
FF	Federal Funds Not Specified
FLAP	Federal Lands Access Program
HPP	High Priority Projects Program Funds (SAFETEA-LU)
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
INTERSTATE	MAP 21 Interstate Funds
NHS	National Highway System
NHPP	National Highway Performance Program
PL	Federal Metropolitan Planning Funds
PNRS	Projects of National and Regional Significance
S7C	Capital Assistance Grant, Section 5307 FTA Funds
S7O	Operating Assistance Grant, Section 5307 FTA Funds
S7P	Planning Assistance Grant, Section 5307 FTA Funds
S9C	Capital Assistance Grant, Section 5309 FTA Funds
S10	Capital Assistance Grant, Section 5310 FTA Funds
S16	Section 5316, Job Access & Reverse Commute (JARC)
S17	Section 5317, New Freedom funds
S39C	Capital Assistance Grant, Section 5339 FTA Funds
STBG	Surface Transportation Block Grant Program
RHC	Railway-Highway Crossing Funds
TA	Transportation Alternatives Set Aside Funds

Local Funds:

L1	County Option Income Tax (COIT)
L2	Cumulative Bridge Funds (CBF)
L3	Cumulative Capital Funds (CCF)
L4	Economic Development Income Tax (EDIT)
L5	General Funds (GF)
L6	Greater Lafayette Community Foundation (GLCF)
L7	General Obligation Bonds (GOB)
L8	Wheel Tax (WT)
L9	Local Road and Street Funds (LR&S)
L10	Local Property Tax (LPT)
L11	Revenue Bond Funds (RBF)
L12	Tax Increment Financing (TIF)
L13	Developer Escrow Account (DEA)
L14	Purdue University Funds (PUF)
L15	Motor Vehicle Highway Account (MVHA)
L16	Fares, Passes and Tokens (FPT)
L17	Other Not Specified
L18	Local Highway Option Income Tax (LHOIT)

Table 4: Funded Local Projects: Fiscal Years 2020 through 2024

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	City of Lafayette						
1	**Concord Road, Des # 1900477**	PE					
	Maple Point to Veterans Memorial	RW					
	Trail Lighting	CN	STBG	138,600	114,397	571,986	2020
		CN	STBG PYB	318,989			2020
2	**Park East Boulevard Extension**	PE					
	Des # 1700405	RW					
	Haggerty Lane to SR 38	CN	STBG	1,495,052	468,245	2,194,000	2021
	New Road Construction	CN	Bonus Funds	230,703			
3	**Park East Boulevard Extension**	PE	Local	0	900,000	900,000	2019/2020
	McCarty Lane to Haggerty Lane	RW	Local	0	200,000	200,000	2020
	New Road Construction	CN	Local	0	9,000,000	9,000,000	2021
4	**South 9th Street, Des # 1900482**	PE	STBG	538,354	145,316	726,580	2020
	Brick 'N' Wood to Veterans Mem.	PE	STBG PYB	42,910			2020
	Widening & Urbanization	RW	STBG	240,000	60,000	300,000	2023
5	**Twyckenham Blvd, Des# 1401285**	PE					
	Poland Hill Rd. to S. 9th St.	RW					
	Road Reconstruction	CN	STBG	2,909,003	781,650	3,908,251	2020
		CN	TA	217,598			
	City of West Lafayette						
6	**Cherry Lane Extension, Ph 2**	PE					
	1000' west of McCormick to	RW					
	Northwestern Avenue	CN	Local	0	9,900,000	9,900,000	2026
	Road Reconstruction & New Trail						
7	**Cumberland Avenue, Ph 4**	PE					
	US 52 to ½ mi west of Sagamore	RW					
	Road Widening	CN	Local	0	3,200,000	3,200,000	2023
8	**Lindberg Road**	PE					
	Northwestern Ave. to Salisbury St.	RW					
	Reconstruction & Complete Streets	CN	Local	0	2,736,000	2,736,000	2020
9	**Sagamore Parkway Trail**	PE					
	Des # 1401287	RW					
	Happy Hollow to Wabash River Br	CN	STBG	2,789,426	750,800	3,754,000	2022
	New Trail Construction	CN	TA	213,774			
10	**Soldiers Home Rd, Ph 1**	PE	STBG	846,200	211,550	1,057,750	2022
	Des # 1401291	RW					
	Sagamore Pkwy to Kalberer Road	CN					
	Reconstruction & Urbanization						

Table 4: Funded Local Projects: Fiscal Years 2020 through 2024, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
11	**US 231 Study, Des # 2001532**	PE	STBG	100,000	25,000	125,000	2020
	US 52 to I-65						
	Preliminary Route Study						
12	**Yeager Road, Ph. 4**	PE					
	End of Pavement to City Limits	RW					
	Reconstruction & Urbanization	CN	Local	0	2,965,000	2,965,000	2020
13	**Newman Road Underpass**	CN	State/PRF	10,000,000	2,500,000	12,500,000	2020
	New Underpass & Road Reconstruction						
	Tippecanoe County						
14	**County Farm Road (CR 50W)**	PE					
	at CR 500N	RW					
	Intersection Improvements	CN	Local	0	625,000	625,000	2021
15	**County Bridge Inspection**	IN	BRIS	46,375	11,594	57,969	Ph 1A, '20
	Des # 1500252	IN	BRIS	270,781	67,695	338,476	Ph 2, '21
	Various Bridges in County	IN	BRIS	19,168	4,792	23,960	Ph 2A, '22
16	**Klondike Road, Des # 1173626**	CN	STBG	208,388	98,664	493,320	2020
	Lindberg to US 52	CN	HSIP PYB	186,268			
	Road Reconstruction & Widening						
17	**Lindberg Road, Des # 1173627**	PE					
	Klondike to Relocated US 231	RW					
	Road Reconstruction & Widening	CN	STBG	2,436,918	662,673	3,313,365	2021
		CN	TA	213,774			
18	**McCutcheon Ped Safety**	PE					
	Des #1601028	RW	HSIP PYB	263,732	29,304	293,036	2020
	Various Safety Improvements	CN	HSIP	738,098	116,059	990,350	2023
		CN	STBG	136,193			
19	**Morehouse Rd, Des # 1401280**	PE					
	Sagamore Pkwy to CR 500N	RW	STBG	389,904	97,476	487,380	2022
	Road Reconstruction & Widening	RW	STBG	289,443	72,361	361,804	2023
		CN	STBG	3,945,530	3,228,196	7,387,500	2024
		CN	TA	213,774			
20	**Yeager Road, Des # 1401281**	PE	STBG	15,067	3,767	18,834	2020
	W.L. City Limits to CR 500N	RW	STBG	13,052	116,552	582,760	2020
	Road Realignment	RW	STBG PYB	129,625			
		RW	HSIP PYB	323,531			
		CN	STBG	3,359,894	893,417	4,467,085	2023
		CN	TA	213,774			

Table 4: Funded Local Projects: Fiscal Years 2020 through 2024, continued

	Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
21	**North River Road, Des # 1401279**	CN	HSIP ('21)	738,098	518,233	2,830,000	2021
	At CR 500N	CN	STBG ('21)	93,560			
	Intersection Improvement	CN	Terre Haute	573,000			
		CN	Rural Pro.	169,011			
		CN	HSIP ('22)	738,098			
22	**Bridge #64, Des # 1802905**	PE	Local Bridge	124,512	31,128	155,640	2020
	Lilly Rd over Branch of Wea Creek	RW					
	Bridge Replacement	CN	Local Bridge	1,511,509	377,877	1,889,386	2024
23	**Bridge #65, Des # 1802907**	PE	Local Bridge	47,360	11,840	59,200	2020
	Lilly Rd over Wea Creek	RW					
	Bridge Replacement	CN	Local Bridge	1,342,139	335,535	1,677,674	2024
24	**County Bridge Replacement**						
A	**Bridge #32 (CR 200S & Wildcat Ck)**	CN	Local	0	2,500,000	2,500,000	
B	**Bridge #53 (CR500S & Little Wea Ck**	CN	Local	0	620,000	620,000	
C	**Bridge #80 (CR700W & Flint Ck)**	CN	Local	0	675,000	675,000	
D	**Bridge #173 (CR600N & Burnett Ck)**	CN	Local	0	750,000	750,000	
E	**Bridge #208 (Old Shadeland Rd)**	CN	Local	0	1,000,000	1,000,000	
F	**Bridge #501 (CR300S & Lost Ck)**	CN	Local	0	400,000	400,000	
G	**Bridge #527 (Old US 231 & Wea Ck)**	CN	Local	0	1,800,000	1,800,000	
	CityBus						
	Financial information shown is calendar year beginning January 1st)						
25	**Operating Assistance (Sec. 5307)**	OP	S7O				
	Des # 1382373			1,120,000	6,335,348	12,142,715	CY 2017
	Des # 1400659			2,160,816	10,456,858	12,617,674	CY 2018
	Des # 1500386			1,750,000	10,502,323	12,252,323	CY 2019
	Des # 1700413			1,000,000	11,728,374	12,728,374	CY 2020
	Des # 1700422			1,000,000	12,110,225	13,110,225	CY 2021
	Des # 1900474			1,000,000	12,503,532	13,503,532	CY 2022
	Des # 1900478			1,000,000	12,908,638	13,908,638	CY 2023
	Des # 1900481			1,000,000	13,325,897	14,325,897	CY 2024
26	**Capital Assistance (Sec. 5307)**	CA	S7C,L3				
				1,926,500	481,625	2,408,125	CY 2017
	Des numbers for individual projects			1,926,466	481,617	2,408,083	CY 2018
	are shown on pages 62-70			1,491,200	372,800	1,864,000	CY 2019
				1,554,400	388,600	1,943,000	CY 2020
				1,554,400	388,600	1,943,000	CY 2021
	Des # 1900472			1,554,400	388,600	1,943,000	CY 2022
	Des # 1900475			1,554,400	388,600	1,943,000	CY 2023
	Des # 1900479			1,554,400	388,600	1,943,000	CY 2024
27	**Planning Assistance (Sec. 5307)**	PL	S7P,L3				
	Bus Stop Evaluation (**Des #1700070**)			8,000	2,000	10,000	CY 2017
	Strategic Planning (**Des #1700412**)			48,000	12,000	60,000	CY 2018
	Planning Software (**Des #1800096**)			48,000	12,000	60,000	CY 2018

Table 4: Funded Local Projects: Fiscal Years 2020 through 2024, continued

	Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
28	**Route 9 Continuation**	OP	S10	96,984	96,984	193,968	CY 2017
	Des #1700781						
	Additional Evening Service 2A/2B	OP	S10	25,000	32,928	57,928	CY 2020
	Travel Training	OP	S10	52,038	13,010	65,048	CY 2020
	Paratransit Buses	CA	S10	133,260	33,315	166,575	CY 2020
	Des #1700413						
29	**Fixed Route Buses**	CA	S39C	353,725	88,431	442,156	CY 2017
	Des #1382386						
30	**Ped / Bicycle Detection System**	CA	S39C	485,760	121,440	607,200	CY 2018
	Des #1801629						
31	**Bus Replacement &**	CA	S39C	400,076	100,019	500,095	CY 2019
	Ranger Up Grade, Des #1900471	CA	S39C	42,400	10,600	53,000	CY 2019
	Bus Replacement	CA	S39C	440,000	110,000	550,000	CY 2020
	Bus Equipment	CA	S39C	75,241	18.810	94,051	CY 2020
	Des #1700413						
32	**Sidewalks, Bus Shelters, ADA**	CN	STBG	290,266	72,567	362,833	FY 2019
	Facilities, Other Transit Infrastructure, Des #1801629						
	Town of Battle Ground						
	No Projects at This Time						
	Town of Clarks Hill						
	No Projects at This Time						
	Town of Dayton						
33	**Yost Drive, Des # 1900483**	PE	STBG	179,950	90,000	450,000	2020
	Haggerty Lane to existing road	PE	STBG PYB	180,050			
	New Road Construction	RW	STBG	80,000	20,000	100,000	2024
		CN					
	Purdue University Airport						
34	**Rehabilitate Runway 05/23 &**	PE	AIP	299,115	19,941	332,350	2020
	Intermediate Connector Taxiway	CN	AIP	3,653,694	243,580	4,059,660	2021
35	**East Parallel Taxiway "C"**	PE	AIP	187,200	12,480	208,000	2022
	Environmental Assessment						
	Wabash Center						
	No Projects at This Time						
			Total	68,952,926	143,220,672	217,063,756	

Figure 1: Location of Funded Local Projects, FY 2020 - 2024

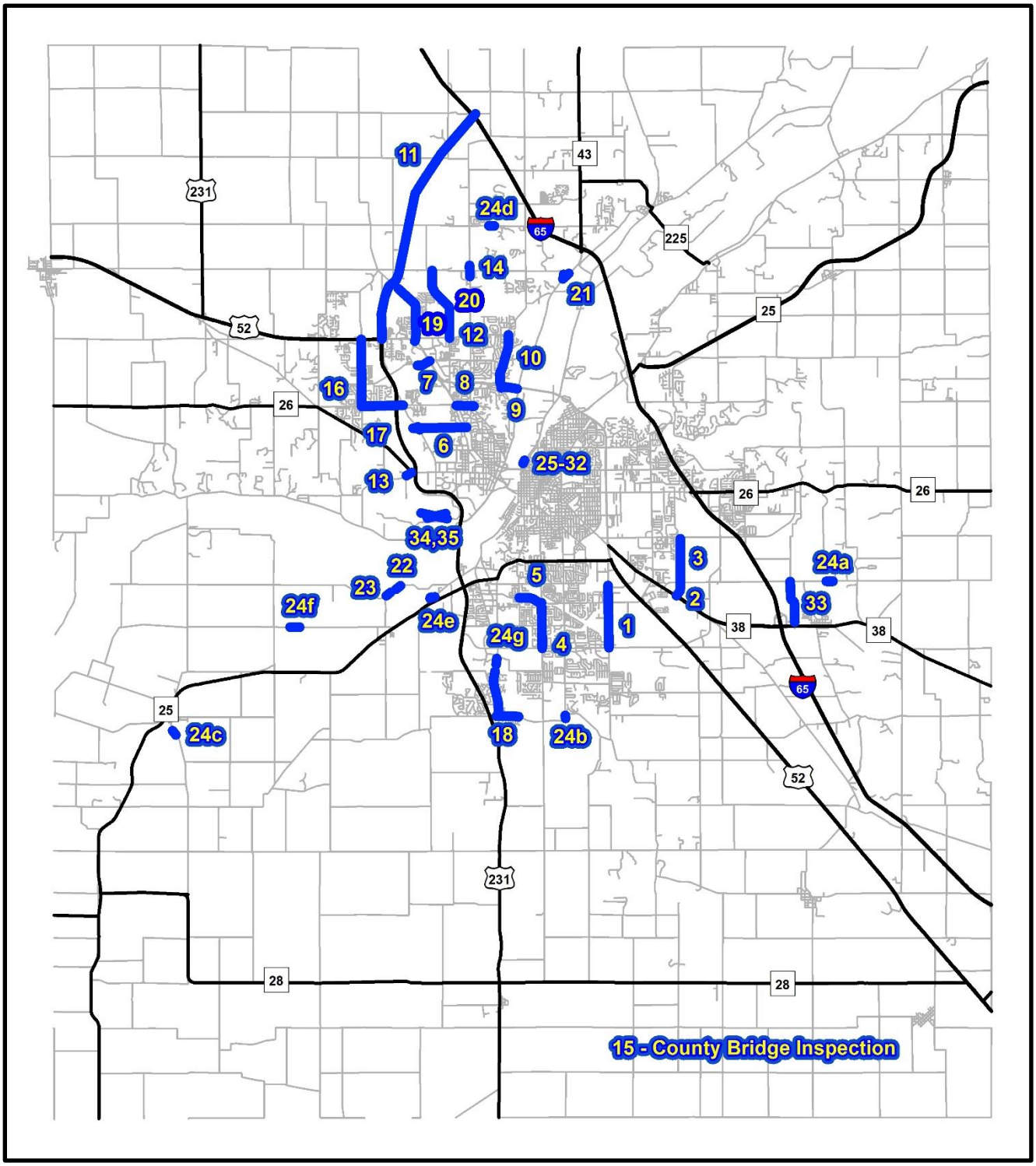


Table 5: Unfunded Local Projects: Fiscal Years 2020 through 2024

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	City of Lafayette						
1	**South 9th Street, Des #**	PE					
	Brick'N'Wood to Veterans Mem.	RW					
	Widening & Urbanization	CN	STBG/TA	3,200,000	800,000	4,000,000	---
2	**36th Street**		*Specific project information has not yet been identified*				
	Union St. to South St., Road Reconstruction & Widening						
3	**Beck Lane**		*Specific project information has not yet been identified*				
	Poland Hill to Old US 231, Road Reconstruction & Widening						
4	**Poland Hill Road**		*Specific project information has not yet been identified*				
	Teal Road to Beck Lane, Road Reconstruction & Alignment						
5	**South Beck Lane**		*Specific project information has not yet been identified*				
	Old Romney Rd. to CSX RR Tracks						
6	**Star City Trail**		*Specific project information has not yet been identified*				
	N. of Union to Rome Drive						
	City of West Lafayette						
7	**Soldiers Home Rd, Ph 1**	PE					
	Des # 1401291	RW	STBG/TA	320,000	80,000	400,000	---
	Sagamore Pkwy to Kalberer Road	CN	STBG/TA	6,685,440	1,671,360	8,356,800	---
	Tippecanoe County						
8	**CR 400E**						
	At Clegg Gardens		*Specific project information has not yet been identified*				
	Pedestrian Xing Improvements						
	CityBus						
	No Projects at this Time						
	Wabash Center						
9	**Three Low Floor Mini Vans**	CA	S10	96,000	24,000	120,000	CY 2019

Figure 2: Location of Unfunded Local Projects Shown for Informational Purposes Only, FY 2020 - 2024

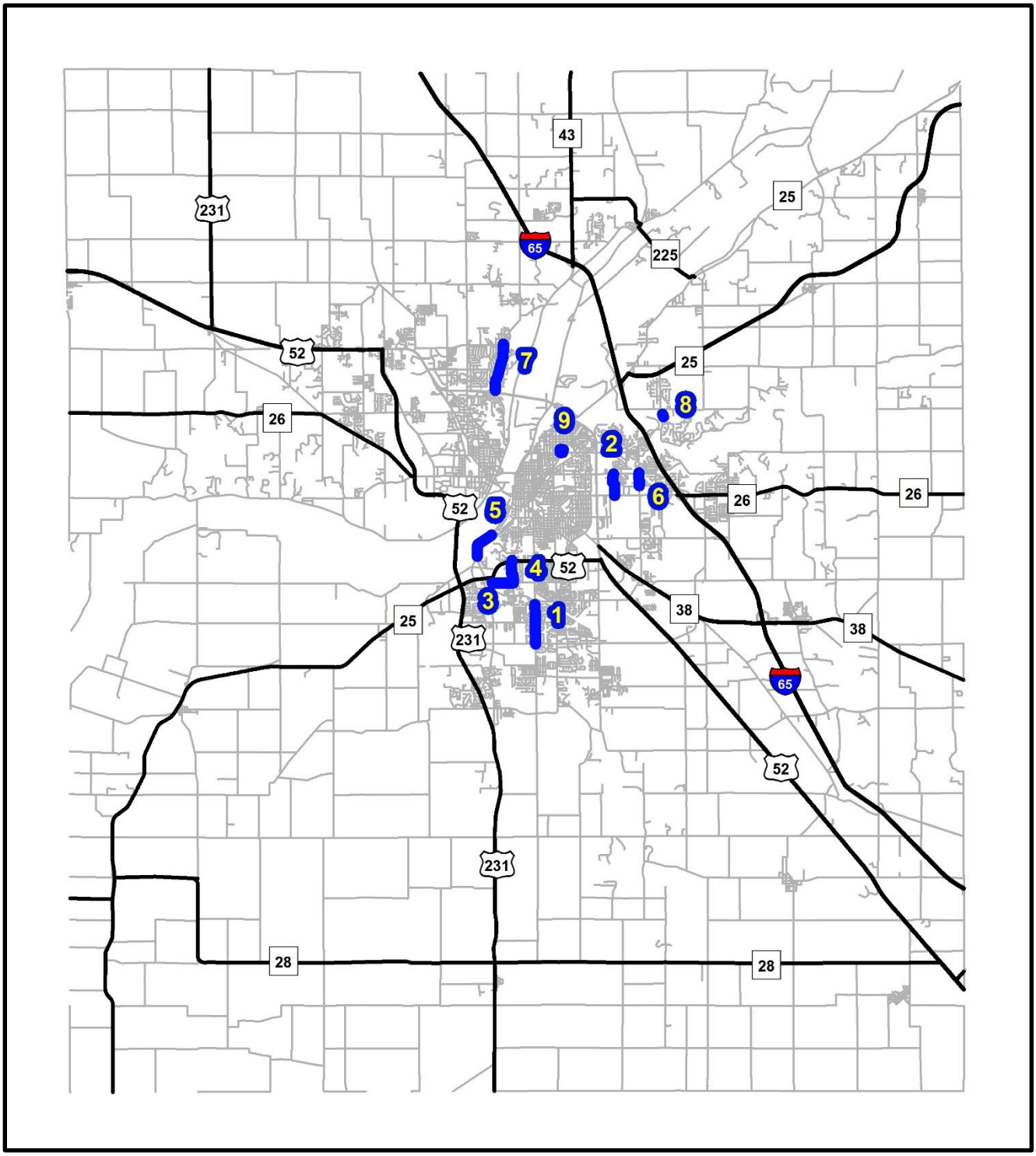


Table 6: Funded Indiana Department of Transportation Projects

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
1	**SR 25, Des # 1298419**	PE					
	Bridge over Shawnee Creek	RW					
	Replace Superstructure	CN	STBG	577,957	144,489	722,446	2021
2	**SR 25, Des # 1500120**	PE	STBG	37,164	9,291	46,455	2020
	1.51 mi. S of SR 28, Wallace Ditch	RW	STBG	40,000	10,000	50,000	2020
	Small Structure Replacement	UT	STBG	20,000	5,000	25,000	2020
		CN	STBG	511,632	127,908	639,540	2020
3	**SR 25, Des # 1602069**	PE					
	4.01 mi N of SR 28, Flint Creek	RW					
	Bridge Thin Deck Overlay	CN	STBG	58,730	14,683	73,413	2020
4	**SR 25, Des # 1800413**	PE					
	SB Bridge over Buck Creek	RW					
	Bridge Deck Overlay	CN	STBG	212,525	53,131	265,656	2021
5	**SR 25, Des # 1800414**	PE					
	NB Bridge over Buck Creek	RW					
	Bridge Deck Overlay	CN	STBG	187,022	46,755	233,777	2021
6	**SR 25, Des # 1800418**	CN R	STBG	6,400	1,600	8,000	2020
	SB Bridge over NS Railroad	CN R	STBG	16,000	4,000	20,000	2021
	Bridge Deck Overlay	CN	STBG	212,525	53,131	265,656	2021
7	**SR 25, Des # 1800419**	PE					
	NB Bridge over Sugar Creek	RW					
	Bridge Deck Overlay	CN	STBG	238,028	59,507	297,535	2021
8	**SR 25, Des # 1800420**	PE					
	SB Bridge over Sugar Creek	RW					
	Bridge Deck Overlay	CN	STBG	272,032	68,008	340,040	2021
9	**SR 25, Des # 1800421**	CN R		6,400	1,600	8,000	2020
	NB Bridge over NS Railroad	CN R	STBG	16,000	4,000	20,000	2021
	Bridge Deck Overlay	CN	STBG	170,020	42,505	212,525	2021
10	**SR 25, Des # 1800437**	PE					
	NB Bridge over No Name Creek	RW					
	Bridge Deck Overlay	CN	STBG	153,018	38,254	191,272	2021
11	**SR 25, Des # 1800438**	PE					
	NB Bridge over County Line Road	RW					
	Bridge Deck Overlay	CN	STBG	85,010	21,252	106,262	2021

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
12	**SR 25, Des # 1800439**	PE					
	11.30 mi N of I-65	RW					
	Bridge Thin Deck Overlay	CN	STBG	85,010	21,252	106,262	2021
13	**SR 25, Des # 1800440**	PE					
	NB Bridge over CR 900N	RW					
	Bridge Thin Deck Overlay	CN	STBG	195,523	48,881	244,404	2021
14	**SR 25, Des # 1800441**	PE					
	SB Bridge over No Name Creek	RW					
	Bridge Deck Overlay	CN	STBG	136,016	34,004	170,020	2021
15	**SR 25, Des # 1800442**	PE					
	SB Bridge over CR 900N	RW					
	Bridge Deck Overlay	CN	STBG	178,521	44,630	223,151	2021
16	**SR 25, Des # 1800443**	PE					
	SB Bridge over Bridge Creek	RW					
	Bridge Deck Overlay	CN	STBG	136,016	34,004	170,020	2021
17	**SR 25, Des # 1800445**	CN R	STBG	6,400	1,600	8,000	2020
	CR 300N Bridge over SR 25/NS RR	CN R	STBG	16,000	4,000	20,000	2021
	Bridge Deck Overlay	CN	STBG	263,531	65,883	329,414	2021
18	**SR 25, Des # 1800455**	PE					
	NB Bridge over Bridge Creek	RW					
	Bridge Deck Overlay	CN	STBG	153,018	38,254	191,272	2021
19	**SR 26, Des # 1500096**	PE					
	4.98 mi. W of US 231	RW					
	Culvert Clean and Repair	CN	STBG	156,000	39,000	195,000	2020
20	**SR 26, Des # 1500121**	PE					
	5.75 mi W of US 231	RW					
	Small Structure Replacement	CN	STBG	234,864	58,716	293,580	2022
21	**SR 26, Des # 1700114**	PE					
	0.33 to 8.57 mi E of SR 55	RW					
	HMA Overlay Structural	CN	STBG	5,005,802	1,251,451	6,257,253	2022
22	**SR 26, Des # 1800130**	PE	STBG	81,418	20,355	101,773	2020
	8.7 mi E of SR 55	RW					
	Bridge Replacement	CN	STBG	268,434	67,108	335,542	2023
23	**SR 26, Des # 1800215**	PE	STBG	146,260	36,565	182,825	2020
	At CR 900E	RW					
	New Signal Installation	CN	STBG	625,241	156,310	781,551	2023

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
24	**SR 26, Des # 1800569**	PE					
	I-65 SB Ramps to 1.49 mi E of I-65	RW					
	Patch & Rehab, PCCP Pavement	CN	STBG	1,812,956	453,239	2,266,195	2021
25	**SR 26, Des # 1802820**	PE					
	At CR 900E	RW					
	New Signal Installation	CN	STBG	184,000	46,000	230,000	2020
26	**SR 26, Des # 1900333**	PE	STBG	88,000	22,000	110,000	2020
	Bridge over Goose Creek	RW					
	New Bridge Construction	CN	STBG	3,617,366	904,342	4,521,708	2024
27	**SR 28, Des # 1500155**	PE					
	SR 25 to US 231	CN RR					
	HMA Functional Overlay	CN	STBG	3,495,471	873,868	4,369,339	2020
28	**SR 28, Des # 1592968**	PE					
	US 231 to US 52 W Junction	RW					
	Road Rehabilitation	CN	STBG	11,192,782	2,798,196	13,990,978	2020
29	**SR 28, Des # 1602094**	PE					
	0.13 mi W of US 231, Wea Creek	RW					
	Bridge Thin Deck Overlay	CN	STBG	41,926	10,482	52,408	2020
30	**SR 28, Des # 1800670**	PE					
	Over Little Wea Creek	RW					
	Bridge Deck Overlay	CN	STBG	127,738	31,935	159,673	2021
31	**SR 28, Des # 1801298**	PE					
	Over Haywood Ditch	RW					
	Bridge Deck Overlay	CN	STBG	310,093	77,523	387,616	2020
32	**SR 38, Des # 1601073**	PE					
	Within the Town Limits of Dayton	RW	STBG	40,000	10,000	50,000	2020
	Road Rehabilitation	CN	STBG	1,055,957	263,989	1,319,946	2021
33	**SR 38, Des # 1601074**	PE					
	1.07 mi E of I-65 to US 421	RW					
	HMA Overlay	CN	STBG	5,341,035	1,335,259	6,676,294	2022
34	**SR 38, Des # 1601997**	CN	STBG	133,075	33,269	166,344	2020
	1.37 mi W of I-65, N&S RR, EB, Bridge Thin Deck Overlay						
35	**SR 38, Des # 1602057**	CN	STBG	135,760	33,940	169,700	2020
	1.37 mi W of I-65, N&S RR, WB, Bridge Thin Deck Overlay						

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
36	**SR 38, Des # 1701561**	PE					
	WB bridge over Elliott Ditch	RW					
	Bridge Deck Overlay	CN	STBG	264,047	66,012	330,059	2020
37	**SR 38, Des # 1701562**	PE					
	EB bridge over Elliott Ditch	RW					
	Bridge Deck Overlay	CN	STBG	264,047	66,012	330,059	2020
38	**SR 38, Des # 1800452**	PE					
	Over South Fork of Wildcat Creek	RW					
	Bridge Thin Deck Overlay	CN	STBG	283,446	70,862	354,308	2021
39	**SR 38, Des # 1801353**	PE					
	SF of the Wildcat Creek	RW					
	Debris Removal	CN	STBG	50,182	12,545	62,727	2020
40	**SR 38, Des # 1900494**	PE					
	3.85 mi W of I-65 to 0.94 mi E of I-65	RW					
	Construct ADA Sidewalk Ramps	CN	HSIP	374,400	41,600	416,000	2021
41	**SR 43, Des # 1700188**	PE					
	At I-65 NB Ramp	RW					
	Intersection Improvement	CN	STBG	116,237	29,059	145,296	2022
42	**SR 43, Des # 1700189**	PE					
	At I-65 SB Ramp	RW					
	Intersection Improvement	CN	STBG	254,826	63,707	318,533	2022
43	**SR 43, Des # 1800076**	PE					
	Bridge over Walter Ditch	RW					
	Bridge Replacement	CN	STBG	899,731	224,933	1,124,664	2020
44	**US 52, Des # 1601992**	PE					
	2.33 mi W or SR 28, Lauramie Creek	RW					
	Bridge Thin Deck Overlay	CN	STBG	37,951	9,488	47,439	2020
45	**US 52, Des # 1601999**	PE					
	1.20 mi E of SR 25, Elliot Ditch	RW					
	Bridge Thin Deck Overlay	CN	STBG	54,036	13,509	67,545	2020
46	**US 52, Des # 1602042**	PE					
	1.02 mi E SR 25, Branch Elliot Ditch	RW					
	Bridge Thin Deck Overlay	CN	STBG	39,939	9,985	49,924	2020

Table 6: Funded Indiana Department of Transportation Projects, continued

Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
47 **US, 52, Des # 1701596**	PE					
Over Indian Creek	RW					
Bridge Replacement	CN	STBG	1,628,596	407,149	2,035,746	2022
48 **US 52, Des # 1800425**	CN R	STBG	6,400	1,600	8,000	2020
EB Lanes over NS Railroad	CN R	STBG	16,000	4,000	20,000	2020
Bridge Thin Deck Overlay	CN	STBG	188,964	47,241	236,205	2021
49 **US 52, Des # 1800430**	CN R	STBG	6,400	1,600	8,000	2020
WB Lanes over NS Railroad	CN R	STBG	16,000	4,000	20,000	2020
Bridge Thin Deck Overlay	CN	STBG	188,964	47,241	236,205	2021
50 **US 52, Des # 1801299**	PE					
EB bridge over Sagamore Parkway	RW					
Bridge Maintenance and Repair	CN	STBG	33,826	8,457	42,283	2020
51 **US 52, Des # 1900666**	PE					
0.08 mi S of SR 26	RW					
Bridge Thin Deck Overlay	CN	STBG	224,000	56,000	280,000	2022
52 **US 52, Des # 1902679**	PE	STBG	200,000	50,000	250,000	2020
Various Intersections	RW					
Auxiliary Lanes	CN	STBG	1,876,958	469,240	2,346,198	2022
53 **US 231, Des # 1700190**	PE	STBG	157,420	39,355	196,775	2020
N of I-74 to 2.87 mi N of SR 28	RW	STBG	160,000	40,000	200,000	2022
Auxiliary Passing Lanes	CN R	STBG	40,000	10,000	50,000	2022
	UT	STBG	200,000	50,000	250,000	2023
	CN	STBG	7,095,932	1,773,983	8,869,915	2023
54 **US 231, Des # 1702078**	PE					
Elston Road over US 231	RW					
Bridge Thin Deck Overlay	CN	STBG	135,374	33,843	169,217	2020
55 **US 231, Des # 1800432**	PE					
NB Bridge over Big Wea Creek	RW					
Bridge Thin Deck Overlay	CN	STBG	274,857	68,714	343,571	2021
56 **US 231, Des # 1800433**	PE					
SB Bridge over Big Wea Creek	RW					
Bridge Thin Deck Overlay	CN	STBG	274.857	68,714	343,571	2021
57 **US 231, Des # 1801338**	PE					
NB Bridge, Big Wea Creek/Elliot D.	RW					
Debris Removal	CN	STBG	50,988	12,747	63,735	2020

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
58	**US 231, Des # 1801344**	PE					
	SB Bridge, Big Wea Creek/Elliot T.	RW					
	Debris Removal	CN	STBG	50,182	12,545	62,727	2020
59	**US 231, Des # 1802807**	PE					
	At SR 28	RW					
	New Signal Installation	CN	STBG	139,200	34,800	174,000	2020
60	**US 231, Des # 1802809**	PE					
	At CR 800S	RW					
	New Signal Installation	CN	STBG	139,200	34,800	174,000	2020
61	**SR 225, Des # 1593270**	PE					
	0.6 mi N of SR 25	RW					
	Bridge Rehabilitation or Repair	CN	STBG	2,260,306	565,076	2,825,382	2020
62	**SR 225, Des # 1701548**	PE					
	Over Burnett Creek	RW					
	Bridge Deck Overlay	CN	STBG	467,462	116,865	584,327	2020
63	**SR 225, Des # 1702137**	PE					
	Over Burnett Creek	RW					
	Bridge Deck Overlay	CN	STBG	311,124	77,781	388,905	2020
64	**SR 225, Des # 1800149**	PE					
	0.1 mi N of SR 25	RW					
	Small Structure Replacement	CN	STBG	143,079	35,770	178,849	2023
65	I-**65, Des # 1601088**	PE					
	SR 43, NB Bridge	RW					
	Bridge Deck Replacement/Widening	CN	NHPP	2,353,764	261,529	2,615,293	2021
66	**I-65, Des # 1601090**	PE					
	SR 43, SB Bridge	RW					
	Bridge Deck Replacement/Widening	CN	NHPP	2,105,942	233,994	2,339,935	2021
67	**I-65, Des # 1601091**	PE					
	Over Burnett Creek, NB Bridge	RW					
	Bridge Deck Replacement/Widening	CN	NHPP	1,902,917	211,435	2,114,352	2020
68	**I-65, Des # 1601092**	PE					
	Over Burnett Creek, SB Bridge	RW					
	Bridge Deck Replacement/Widening	CN	NHPP	1,902,917	211,435	2,114,352	2020

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
69	**I-65, Des # 1701549**	PE					
	Over Unnamed Ditch/Creek	RW					
	Pipe Lining	CN	NHPP	202,864	22,540	225,404	2021
70	**I-65, Des # 1800399**	PE					
	NB bridge over the Wildcat Creek	RW					
	Bridge Painting	CN	NHPP	233,795	25,977	259,772	2021
71	**I-65, Des # 1800400**	PE					
	SB bridge over the Wildcat Creek	RW					
	Bridge Painting	CN	NHPP	233,795	25,977	259,772	2021
72	**I-65, Des # 1800401**	PE					
	NB bridge over SR 26	RW					
	Bridge Painting	CN	NHPP	185,052	20,561	205,613	2021
73	**I-65, Des # 1800402**	PE					
	SB Bridge over SR 26	RW					
	Bridge Painting	CN	NHPP	185,052	20,561	205,613	2021
74	**I-65, Des # 1800431**	PE					
	Swisher Road Bridge over I-65	RW					
	Bridge Painting	CN	NHPP	204,531	22,726	227,257	2021
75	**I-65, Des # 1800451**	PE					
	McCarty Lane Bridge over I-65	RW					
	Bridge Thin Deck Overlay	CN	NHPP	309,214	34,357	343,571	2021
76	**I-65, Des # 1800572**	PE					
	S of SR 24 to US 24/231	RW					
	ITS Traffic Management System	CN	NHPP	1,967,861	218,651	2,186,512	2020
77	**I-65, Des # 1900647**	PE					
	At SR 38 Interchange	RW					
	Concrete Pavement Restoration	CN	NHPP	3,158,990	350,999	3,509,989	2022
78	**I-65, Des # 1900664**	PE					
	NB over CSX, N 9th, Burnett Ck	RW					
	Bridge Maintenance and Repair	CN	NHPP	198,000	22,000	220,000	2021
79	**I-65, Des # 1900665**	PE					
	SB over CSX, N 9th, Burnett Ck	RW					
	Bridge Maintenance and Repair	CN	NHPP	180,000	22,000	220,000	2021

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
80	**I-65, Des # 1901578**	PE	NHPP	9,000	1,000	10,000	2020
	0.23 mi S of SR 43 (NB Bridge)	RW					
	Bridge Maintenance and Repair	CN	NHPP	158,293	17,588	175,881	2020
81	**I-65, Des # 1901580**	PE	NHPP	9,000	1,000	10,000	2020
	0.23 mi S of SR 43 (SB Bridge)	RW					
	Bridge Maintenance and Repair	CN	NHPP	139,670	15,519	155,189	2020
82	**I-65, Des # 1901585**	PE	NHPP	9,000	1,000	10,000	2020
	0.58 mi S of SR 43	RW					
	Bridge Deck Patching	CN	NHPP	111,906	12,434	124,340	2020
83	**Statewide, Des # 1601207**	PE	NHPP	120,000	30,000	150,000	2020
	Underwater Inspections	PE	NHPP	120,000	30,000	150,000	2021
	Bridge Inspection						
1184	**Statewide, Des # 1601208**	PE	NHPP	400,000	100,000	500,000	2020
	Fracture Critical & Special Inspect.	PE	NHPP	400,000	100,000	500,000	2021
	Bridge Inspections						
85	**Statewide, Des # 1601209**	PE	NHPP	120,000	30,000	150,000	2020
	Vertical Clearance Data Collection	PE	NHPP	120,000	30,000	150,000	2021
	Bridge Inspections, Statewide						
86	**Statewide, Des # 1802826**	PE	STBG	1,680,000	420,000	2,100,000	2020
	On-call Consultant Review	PE	STBG	1,680,000	420,000	2,100,000	2021
		PE	STBG	1,680,000	420,000	2,100,000	2022
		PE	STBG	1,680,000	420,000	2,100,000	2023
87	**Statewide, Des # 1900554**	PE	HSIP	1,039,144	115,460	1,154,604	2020
	HELPERS Program performed by LTAP						
88	**District wide, Des # 1901663**	CN	STBG	926,129	231,532	1,157,661	2020
	Asphalt Patching						
		TOTAL		82,754,431	18,300,679	101,055,120	

Figure 3: Location of Funded INDOT Projects

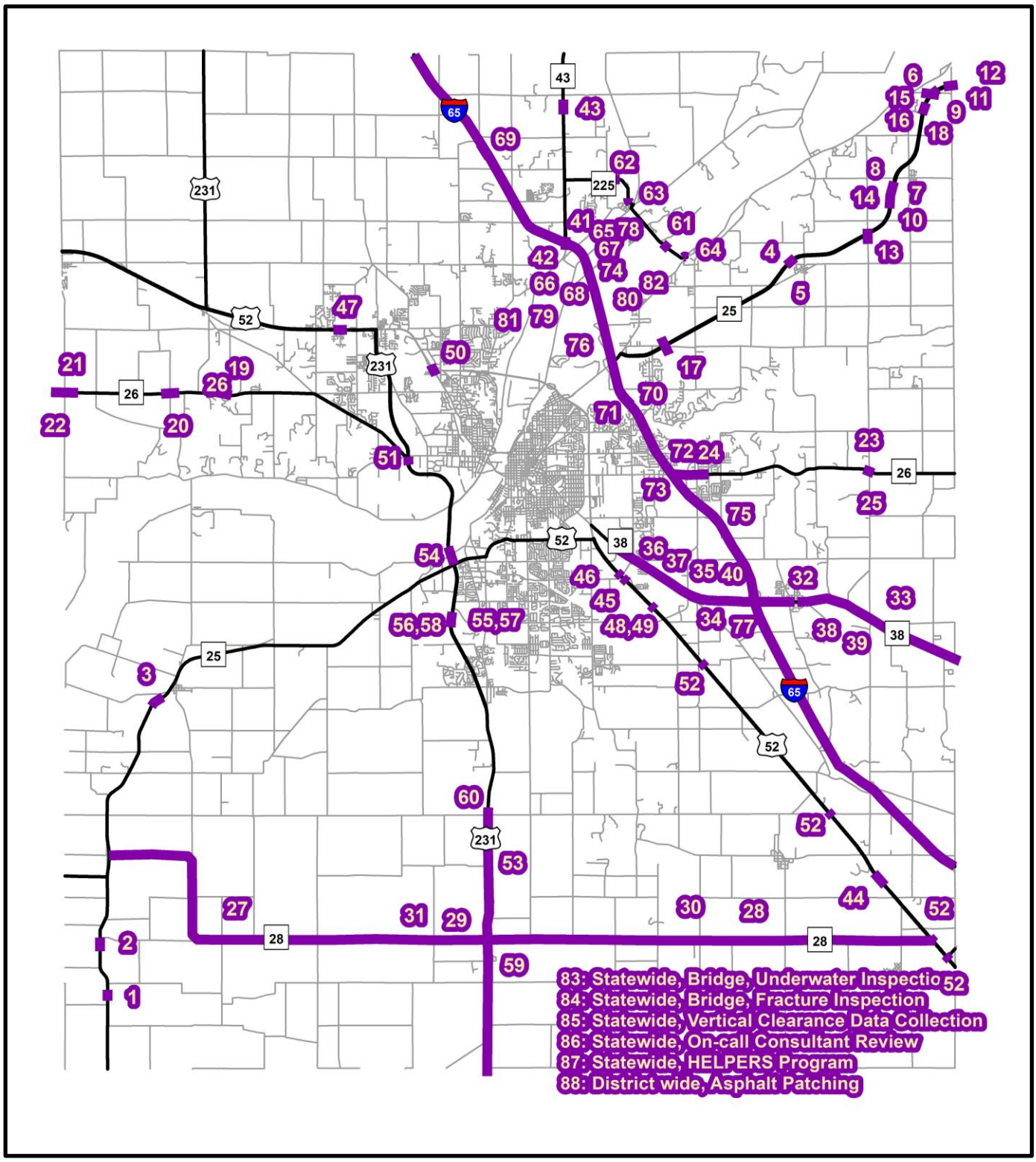
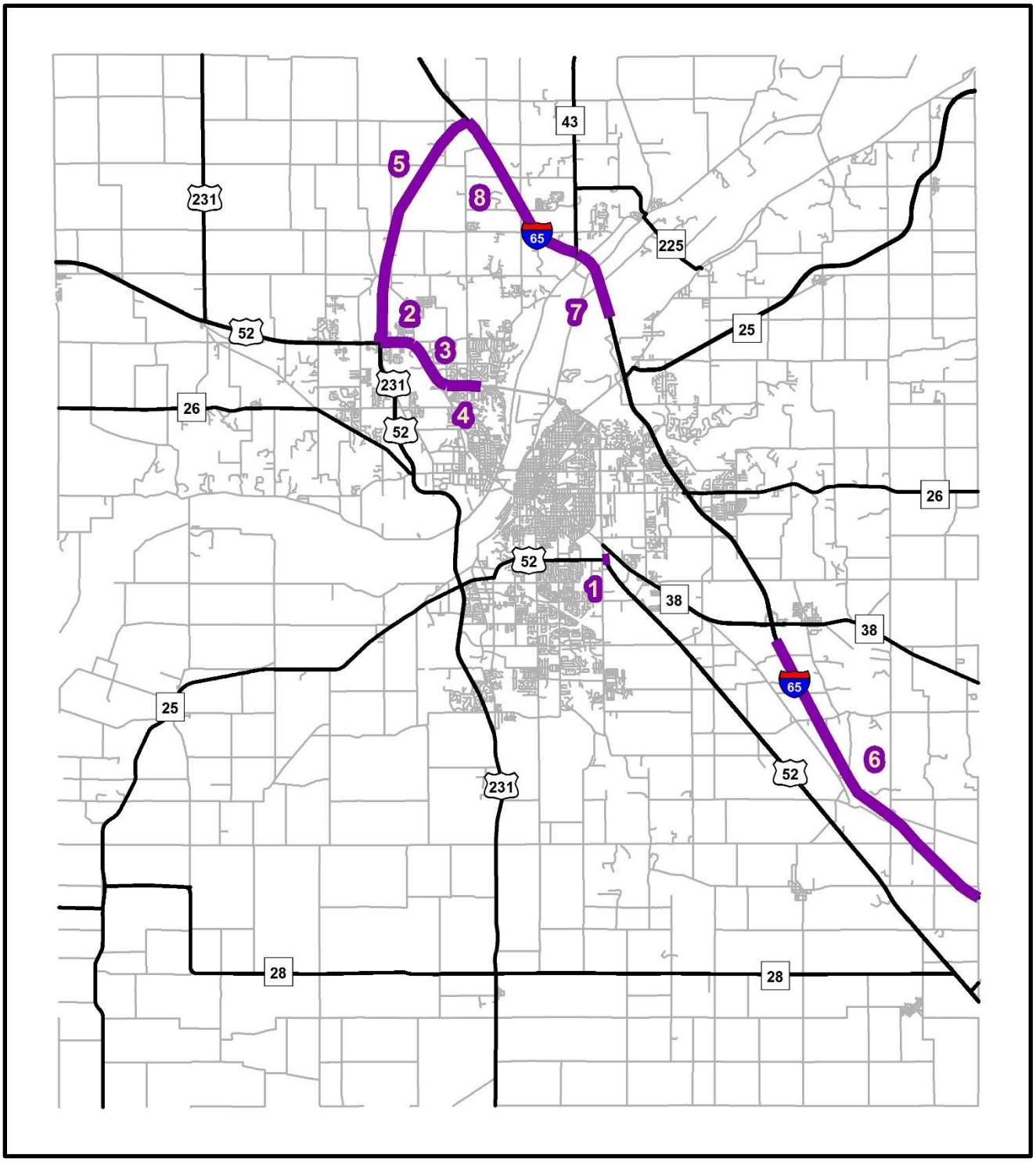


Table 7: Unfunded INDOT Projects Recommended by MPO for Informational Purposes Only

	Project, DES Number	Project Location & Description	Project Status
1	**US 52/Teal Road**	Intersection Improvement, At Sagamore Parkway	----
2	**Special US 52**	Rural to Urban Design, Klondike Rd to Morehouse Rd	----
3	**Special US 52**	Rural to Urban Design, Morehouse Rd to Yeager Rd	----
4	**Special US 52**	Per US 52 Corridor Study, Yeager Rd to Nighthawk Dr	----
5	**US 231 Connector**	New Road Construction, US 52 to I-65	----
6	**I-65**	Six Lane Widening, E. County Line to SR 38	----
7	**I-65**	Six Lane Widening, N of SR 25 to SR 43	----
8	**I-65**	Six Lane Widening, SR 43 to New US 231	----

Figure 4: Location of Unfunded and Recommended INDOT Projects



7. Financial Summary and Plan

All Transportation Improvement Programs are required to be financially constrained (project costs cannot exceed expected revenue). Thus, a community cannot program more than it is allocated. A financial plan is required that demonstrates how projects are implemented within budget and identifies resources from both public and private sources that are reasonably expected to be made available to carry out the plan.

Available funding limits are provided by INDOT for three types of federal funds within the urban area. Surface Transportation Block Group (STBG), Highway Safety Improvement Program (HSIP) and Transportation Alternatives (TA) are allocated to and distributed through the MPO. Rail safety and STBG funds for rural areas compete against other projects throughout the district or state and are thus shown on the "information only" list until INDOT awards funding. Transit funding is based on both present and past year funding levels; the same is true for airport projects.

In previous TIPs, INDOT allowed MPOs to carry over any funding balances to future fiscal years. That policy was changed in 2014. To help ease the transition into the new policy, INDOT and the MPOs came to an agreement on what the balances were and how they were to be spent. The spending plan is called the Five-Year Production Schedule and it can be adjusted annually if needed. INDOT refers to these funds as "Prior Year Balance" funds or PYB funds. INDOT requires all PYB funds to be obligated by the end of FY 2020. The balance of PYB funds still available are:

STBG PYB:	$671,574
HSIP PYB:	$773,531
TA PYB:	$0

Each year the FHWA redistributes unused highway funds from States that do not use/obligate their spending authority. In May of 2018, INDOT received an additional $3.1 billion in federal funds through redistribution. Graciously INDOT is sharing the windfall with all the MPOs in the state. The Lafayette MPO received $230,703 in federal funds. These funds must be obligated in FY 2019, 2020 or 2021.

Living within the budget means that project requests are capped at the requested amount. If a project needs additional federal funding, the TIP can either be amended (if there are still federal funds available), unused funds from another project can be transferred or the jurisdiction must make up the difference with local funds. The costs shown are estimated for the year the project phase is implemented or started.

STBG, Areas with Populations over 5K to 200K Funds

The MPO has the flexibility to spend Surface Transportation Block Grant funds throughout the County. STBG funds can be used by local governments for all phases of a project, including engineering, right-of-way and construction.

Based on information from INDOT, we have been directed to use an estimated STBG funding allocation of $4,025,530 for FY 2020 and all the out years of this TIP. Additional STBG funds are programmed in FY 2020 due to FY 2019 carry over funds. Detailed information can be found in **Appendix 3**. It should be noted that when more accurate funding estimates are released, projects could shift and either start earlier or later.

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 16, 2019 and on March 20, 2019. Over thirty-five million dollars in STBG funds were requested for ten projects. **Tables 8** through **12** show those projects that were chosen along with the amount of federal funds allocated to each project. Each table shows a zero balance in STBG funds demonstrating that this TIP is fiscally constrained. This TIP complies with INDOT's and FHWA's policies.

Table 8: STBG Funding, Fiscal Year 2020

Project	Phase	Des #	TIP Allocation	Annual Allocation	PYB	Bonus Funds
STBG Funds				**4,102,414**	**671,574**	**230,703**
Twyckenham Boulevard	CN	1401285	2,909,003	2,909,003	---	---
Concord Road	CN	1900477	457,589	138,600	318,989	---
Yeager Road	PE	1401281	15,067	15,067	---	---
Yeager Road	RW	1401281	142,677	13,052	129,625	---
Yost Drive	PE	1900483	360,000	179,950	180,050	---
South 9th St.	PE	1900482	581,264	538,354	42,910	---
Klondike Road	CN	1173626	208,388	208,388	---	---
US 231 Study	PE	2001532	100,000	100,000	---	---
Total			**4,773,988**	**4,102,414**	**671,574**	**0**
Balance				**0**	**0**	**230,703**

Table 9: STBG Funding, Fiscal Year 2021

Project	Phase	Des #	TIP Allocation	Annual Allocation	Bonus Funds
STBG Funds				**4,025,530**	**230,703**
Lindberg Road	CN	1173627	2,436,918	2,436,918	---
Park East Boulevard	CN	1700405	1,725,755	1,495,052	230,703
North River Road	CN	1401279	93,560	93,560	---
Total			**4,256,233**	**4,025,530**	**230,703**
Balance				**0**	**0**

Table 10: STBG Funding, Fiscal Year 2022

Project	Phase	Des #	TIP Allocation	Annual Allocation
STBG Funds				**4,025,530**
Sagamore Parkway Trail	CN	1401287	2,789,426	2,789,426
Morehouse Road	RW	1401280	389,904	389,904
Soldiers Home Road, Ph 1	PE	1401291	846,200	846,200
Total			**4,025,530**	**4,025,530**
Balance				**0**

Table 11: STBG Funding, Fiscal Year 2023

Project	Phase	Des #	TIP Allocation	Annual Allocation
STBG Funds				**4,025,530**
Yeager Road	CN	1401281	3,359,894	3,359,894
McCutcheon Ped Safety	CN	1601028	136,193	136,193
Morehouse Road	RW	1401280	289,443	289,443
South 9th Street	RW	1900482	240,000	240,000
Total			**4,025,530**	**4,025,530**
Balance				**0**

Table 12: STBG Funding, Fiscal Year 2024

Project	Phase	Des #	TIP Allocation	Annual Allocation
STBG Funds				**4,025,530**
Morehouse Road	CN	1401280	3,945,530	3,945,530
Yost Drive	RW	1900483	80,000	80,000
Total			**4,025,530**	**4,025,530**
Balance				**0**

Non-Motorized Project Identification and Summary

In June of 2012, the Area Plan Commission adopted the ***2040 MTP***. It recommends 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. Examples of those projects include the construction of trails and sidepaths. This TIP continues that policy. Ten percent of our STBG funds equates to $402,563 per year. **Table 13** shows the amounts allocated to road projects and to non-motorized projects with updated allocations.

Table 13: STBG Funding for Road and Non-Motorized Projects

Fiscal Year	STP Funds	Bike & Ped
2020	4,025,530	402,563
2021	4,025,530	402,563
2022	4,025,530	402,563
2023	4,025,530	402,563
2024	4,025,530	402,563
Total	***20,127,650***	***2,012,765***

The STBG financially constrained tables (**Tables 8-12**) include three independent non-motorized projects that use our STBG funds. One involves constructing a trail in West Lafayette and the other involves installing lighting along the trail on Concord Road in

Lafayette. **Table 14** summarizes the non-motorized projects and it shows that we have allocated $3,003,426 in STBG funds for non-motorized projects over the five years.

Based on our annual allocation from FY 2020 through FY 2024, our five years cumulative allocation equates to $20,127,650. Ten percent that amount is $2,012,765. Comparing the ten percent target amount to the amount allocated, we have exceeded our target by $990,661. This equates to 14.9% of our five-year allocation. This TIP exceeds the goal established in the 2040 Metropolitan Transportation Plan.

Table 14: Non-Motorized Projects, Fiscal Years 2020 - 2024

Project	Phase	Des #	TIP Allocation	Fiscal Year
STBG Funds				
Concord Road Trail Lighting	CN	1900477	214,000	2020
Sagamore Parkway Trail	CN	1401287	2,789,426	2022
Total			**3,003,426**	

It should also be noted that all of the reconstruction and/or widening projects that have been allocated STBG federal funds will contain a sidewalk and/or trail component.

On April 25, 2019, a Memorandum of Understanding, MOU, was signed between the Area Plan Commission and the Evansville MPO. The MOU involved trading $616,477.21 in FY 2019 federal funds from the Area Plan Commission in exchange of the same amount from the Evansville MPO in FY 2025.

STBG, Areas with Populations under 5K Funds

STBG funds for rural area are available to counties for eligible improvements to rural roads. LPAs seeking these funds compete against each other within the INDOT district. INDOT's approval is based on several factors: how close the project is to construction, the ability of the LPA to match federal funds, and how well the project is moving through right-of-way acquisition. There are two County bridge projects that will utilize these funds.

Highway Safety Improvement Program Funds

Highway Safety Improvement Program (HSIP) funds are for safety-oriented projects. These funds typically pay for ninety percent of the project cost. There are certain project types where these funds will pay for the entire cost. Except for low cost countermeasure projects, all projects must document and correct a hazardous road location through a crash analysis or safety audit. Applications for funding are reviewed and approved by the TTC and then by an INDOT/FHWA safety committee. These funds can be used for preliminary engineering, right-of-way and construction.

Based on current information from INDOT, we have been directed to use an estimate of HSIP funding allocation of $578,467 for FY 2020 and the out years of this TIP. Detailed information can be found in **Appendix 3**. Unlike STBG funds, the MPO is allowed to transfer

up to fifty percent ($289,233) of its HSIP funds to STBG funds. It should be noted that when more accurate funding estimates are released, projects could shift and either start earlier or later. It should be noted additional HSIP funds are programmed in FY 2020 due to FY 2019 carry over funds.

Another funding source for safety projects is through Section 164 Penalty funds. The U.S. Department of Transportation encourages States to enact and enforce repeat intoxicated driver laws. Since the State of Indiana has not enacted certain laws toward this, a portion of the State's STBG funds are transferred and can only be used for safety related projects. Our FY 2019 Penalty funding allocation is $159,631. These funds cannot be flexed to STBG funds.

The projects chosen to receive funding were derived from the FY 2018-2021 TIP, road safety audits, and/or needs analysis. **Tables 15** through **19** show those projects that were chosen along with the amount of federal funding

Table 15: HSIP Funding, Fiscal Year 2020

Project	Phase	Des #	TIP Allocation	Annual Allocation	PYB Balance
HSIP Funds				**742,011**	**773,531**
Yeager Road	RW	1401281	323,531	---	323,531
McCutcheon Ped Safety	RW	1601028	263,732	---	263,732
Klondike Road	CN	1173626	186,268	---	186,268
Terre Haute MPO Trade	---	---	---	573,000	---
Trade to another MPO	---	---	---	169,011	---
Total			**773,531**	**742,011**	**773,531**
Balance				**0**	**0**

Table16: HSIP Funding, Fiscal Year 2021

Project	Phase	Des #	TIP Allocation	Annual Allocation
HSIP Funds				**738,098**
MPO Trade				**1,480,109**
Combined Total				**2,218,207**
North River Road	CN	1401279	2,218,207	2,218,207
Total			**2,218,207**	**2,218,207**
Balance				**0**

Table 17: HSIP Funding, Fiscal Year 2022

Project	Phase	Des #	TIP Allocation	Annual Allocation
HSIP Funds				**738,098**
Trade to another MPO	---	---	---	738,098
Total			**---**	**738,098**
Balance				**0**

Table18: HSIP Funding, Fiscal Year 2023

Project	Phase	Des #	TIP Allocation	Annual Allocation
HSIP Funds				**738,098**
McCutcheon Ped Safety	CN	1601028	738,098	738,098
Total			**738,098**	**738,098**
Balance				**0**

Table 19: HSIP Funding, Fiscal Year 2024

Project	Phase	Des #	TIP Allocation	Annual Allocation
HSIP Funds				**738,098**
No Project Requests				---
Total				**0**
Balance				**727,117**

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 16, 2019. Over 3.7 million dollars in HSIP funds were requested for two projects. **Tables 15** through **19** show those projects that were chosen along with the amount of federal funds allocated to each project. As a result of INDOT's financially constraint rules, there are not enough funds in a single year to construct the North River Road safety improvements. In order to fund the project, APC will seek a trade of FY 2020 and FY 2022 funds with another MPO. Trading funds is an option and has been done recently with the Klondike Road project.

Transportation Alternatives Set Aside Funds

Providing federal funds to construct facilities for non-motorized traffic has been part of national funding since the passage of ISTEA in 1991. The ultimate goal is to help communities provide transportation choices.

The FAST Act provides funding for a variety of non-motorized projects through Transportation Alternatives (TA) which is a set-aside of the STBG program. Projects previously programmed in MAP-21 under Transportation Enhancements, Recreational Trails, and Safe Routes to School are now combined into this program. Eligible activities include on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation including: sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. Furthermore, projects involving the removal of outdoor advertising, preservation and rehabilitation of historic transportation facilities, and projects under the recreational trails and safe routes to school programs are eligible.

Based on current information from INDOT, we have been directed to use an estimate $213,774 TA funding for FY 2020 and all the out years. Detailed information can be found in **Appendix 3**. It should be noted that there is a possibility projects could shift and either start earlier or later when more accurate estimates are released. Like HSIP funds, the MPO can transfer up to 50% of its funds to STBG projects. It should be noted additional HSIP funds are programmed in FY 2020 due to FY 2019 carry over funds.

The projects chosen are selected from the FY 2018-2021 TIP or the 2045 Metropolitan Transportation Plan. Several projects, Twyckenham Boulevard, Lindberg Road, Yeager Road and Morehouse Road include new trails that will be constructed in conjunction with the road improvement project. **Tables 20** through **24** show the allocation of TA funds over the five-year period.

Table 20: TA Funding, Fiscal Year 2020

Project	Phase	Des #	TIP Allocation	Annual Allocation
TA Funds				**217,598**
Twyckenham Boulevard	CN	1401285	217,598	217,598
Total			**217,598**	**217,598**
Balance				**0**

Table 21: TA Funding Fiscal Year 2021

Project	Phase	Des #	TIP Allocation	Annual Allocation
TA Funds				**213,774**
Lindberg Road	CN	1173626	213,774	213,774
Total			**213,774**	**213,774**
Balance				**0**

Table 22: TA Funding, Fiscal Year 2022

Project	Phase	Des #	TIP Allocation	Annual Allocation
TA Funds				**213,774**
Sagamore Parkway Trail	CN	1401287	213,774	213,774
Total			**213,774**	**213,774**
Balance				**0**

Table 23: TA Funding, Fiscal Year 2023

Project	Phase	Des #	TIP Allocation	Annual Allocation
TA Funds				**213,774**
Yeager Road	CN	1401281	213,774	213,774
Total			**213,774**	**213,774**
Balance				**0**

Table 24: TA Funding, Fiscal Year 2024

Project	Phase	Des #	TIP Allocation	Annual Allocation
TA Funds				**213,774**
Morehouse Road	CN	1401280	213,774	213,774
Total			**213,774**	**213,774**
Balance				**0**

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 16, 2019. The projects chosen include a trail and sidewalk component. The Sagamore Parkway Trail is part of a trail that will connect West Lafayette and Lafayette. **Tables 20** through **24** show those projects that were chosen along with the amount of federal funds allocated to each project. Each table shows a zero balance demonstrating that this TIP is fiscally constrained. This TIP is in compliance with INDOT's and FHWA's policies.

Rail-Highway Crossing Funds

These special funds improve railroad crossing safety. Unlike other federal funds, local agencies cannot request these funds. Projects are chosen by INDOT based on Federal Railroad Administration index ratings and benefit to cost analysis. Those having the highest ratings and the best benefit to cost ratio are chosen.

At this time there are no projects in Tippecanoe County that will be using these funds.

Transit & Airport Funding

Funding projections for transit projects, both operating and capital, are based on current and previous year funding levels. A detailed analysis of the financial condition and capability of CityBus is found in Section 10, Analysis of Financial Capacity: CityBus.

The Federal Aviation Administration sets limits for its funding categories. Funding for airport projects, both capital and operating, will remain at current levels.

Local Funding Sources

The projects listed in **Table 4** show that a variety of local funding will be used in FY 2020 through FY 2024. A summary of these sources and amounts are shown in **Table 25** and **26.** The City of Lafayette anticipates using various local funds for its projects: Cumulative Capital Funds, Economic Development Income Tax, General Funds, Wheel Tax, Local Road and Street, Motor Vehicle Highway funds, Tax Increment Financing, and Local Highway Option Income Tax. The City of West Lafayette anticipates using Tax Increment Financing (TIF). The county anticipates using Economic Development Income Tax (EDIT) and Local Road

and Street Funds (LR&S) and Wheel Tax money the five federally funding projects. Cumulative Bridge funds (CBF) will be used for all bridge projects.

Table 25: Source of Local Funds for Funded Local Projects

Project	Anticipated Local funds
Concord Road	CCF, EDIT, GF, Wheel Tax, LR&S & MVH
South 18th Street	CCF, EDIT, GF, Wheel Tax, LR&S & MVH
Park East Boulevard	TIF, EDIT, MVH, LRS & LHOIT
South 9th Street	TIF, EDIT, MVH, LRS & LHOIT
Twyckenham Boulevard	TIF, EDIT, MVH, LRS & LHOIT
Sagamore Parkway Trail	TIF
Soldiers Home Road, Ph 1	TIF
Klondike Road	LR&S, EDIT & MVH
Lindberg Road	LR&S, EDIT & MVH
McCutcheon Ped Safety	LR&S, EDIT & MVH
Morehouse Road	LR&S, EDIT & MVH
Yeager Road	LR&S, EDIT & MVH
North River Road at CR 500N	LR&S, EDIT & MVH
Yost Drive	GF, EDIT, LARS, MVH, TIF & Rainy Day
US 231 Study	Shared by various jurisdictions

Table 26: Amount of Local Funds for Funded Local Projects

Jurisdiction	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Lafayette	2,141,363	9,468,245	0	60,000	0
West Lafayette	5,718,611*	0	962,350	3,200,000	0
Tippecanoe County	305,545	1,873,601	97,476	1,081,837	3,228,196
Town of Dayton	90,000	0	0	0	20,000
CityBus	12,196,227	12,498,825	12,892,132	13,297,238	13,714,497

**Note: Part of the local match in FY 2020 will be shared by others for the US 231 Study*

INDOT Funding

INDOT uses a variety of federal and state funds for its road and bridge programs. **Table 27** summarizes that information by source and year. INDOT is responsible for fiscally constraining its project list.

Table 27: INDOT Project Expenditures by Fund and Year

FY 2020

Funding Type	Federal	State	Total
STBG	24,897,457	6,224,363	31,121,820
NHPP	6,850,563	850,063	7,700,626
HSIP	1,039,144	115,460	1,154,604
Total	**32,787,164**	**7,189,886**	**39,977,050**

FY 2021

Funding Type	Federal	State	Total
STBG	9,191,508	2,297,878	11,489,386
NHPP, 80%	6,654,007	828,223	7,482,230
NHPP, 90%	396,000	44,000	440,000
HSIP	374,400	41,600	416,000
Total	**16,615,915**	**3,211,701**	**19,827,616**

FY 2022

Funding Type			
STBG	16,562,319	4,140,581	20,702,900
NHPP, 90%	3,158,990	350,999	3,509,989
Other	0	0	0
Total	**19,721,309**	**4,491,580**	**24,212,889**

FY 2023

Funding Type	Federal	State	Total
STBG	10,012,676	2,503,171	12,515,857
NHPP	0	0	0
Other	0	0	0
Total	**10,012,676**	**2,503,171**	**12,515,857**

City and County Operations & Maintenance Financial Analysis

According to the guidance issued by the Federal Highway Administration, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways. TIPs are required to examine previous years' operating and maintenance expenses and revenues, and then estimate whether there will be sufficient funds to maintain the federal-aid highway system for the next five years.

Both cities and the county have provided financial information from their Annual Operational Report for Local Roads and Streets. This report is required under Indiana Code 8-17-4.1. The information used in this analysis is from 2014 to 2017. Information for 2018 is not yet available from the local government agencies. Individual tables for each jurisdiction follow.

There are few clear trends among receipts, disbursements and differences for any jurisdiction. Receipts and disbursements fluctuate yearly. In some years increases or decreases were small, while in other years they were substantial. Overall, the difference has been positive with a few exceptions.

Comparing cash and investments at the beginning and end of the year presents a challenge because there are several years in which only cash was reported. Other than those years, the end balances for all jurisdictions show no overall increasing or decreasing trends. However, balances at the end of each year have always been positive.

Both cities and the county anticipate receiving adequate funding to continue operating and maintaining the federal-aid highways over the next five years. The three local governments prepare budgets every year which must be approved by the state. The information in the following exhibits is used to develop their budgets.

Table 28

City of Lafayette
Operating and Maintenance History, 2014 - 2017

	2014	2015	2016	2017
Cash and Investments as of January 1				
Balance	**2,183,885.07**	**1,416,859.00**	**732,611.00**	**4,862,918.25***
Annual Information				
Receipts				
MVH	4,647,796.48	4,813,931.00	5,142,627.00	5,010,393.89
LRS	602,740.00	690,893.00	572,208.00	726,995.82
LH	422,039.00	920,227.00	894,396.00	936,602.09
Other	0.00	0.00	0.00	0.00
Total	**5,672,575.48**	**6,325,051.00**	**6,609,231.00**	**6,673,991.80**
Disbursements				
MVH	4,647,053.00	5,278,751.00	5,264,197.00	5,012,741.87
LRS	1,470,666.38	508,570.00	425,019.00	290,842.31
Cum. Bridge	321,882.17	1,221,978.00	801,786.00	3,528,276.83
Other	0.00	0.00	0.00	0.00
Total	**6,439,601.55**	**7,009,299.00**	**6,491,002.00**	**8,831,861.01**
Total Receipts	5,672,575.48	6,324,051.00	6,609,231.00	6,673,991.80
Total Disbursements	6,439,601.55	7,009,299.00	6,491,002.00	8,831,861.01
Difference	**-767,026.07**	**-684,248.00**	**118,229.00**	**-2,157,869.21**
Cash and Investments as of December 31				
Balance	**1,416,859.00**	**732,611.00**	**850,840.00**	**2,705,049.04**

**Note: The difference between the 2016 ending balance and the 2017 beginning balance, $4,012,078, is the inclusion of the Special Local Income Tax Fund in 2017. The State of Indiana directed the city to expend the fund balance on road projects.*

Table 29

City of West Lafayette
Operating and Maintenance History, 2014 - 2017

	2014	2015	2016	2017
Cash and Investments as of January 1				
Balance	**1,982,500.00**	**2,628,452.12**	**2,607,382.17**	**3,336,607.24**
Annual Information				
Receipts				
MVH	680,383.00	1,703,648.08	2,021,742.14	2,130,654.17
LRS	231,795.00	288,188.85	323,868.21	427,395.81
Other Funds	8,035,315.00	82,711.34	6,588.00	314,923.73
Total	**8,947,493.00**	**2,065,604.39**	**2,352,198.35**	**2,872,973.71**
Disbursements				
MVH	942,382.00	1,715,746.37	1,407,369.75	905,821.79
LRS	244,797.00	288,188.85	209,015.53	226,187.10
Other	8,277,841.00	82,711.34	6,588.00	0.00
Total	**9,465,020.00**	**2,086,646.56**	**1,622,973.28**	**1,132,008.89**
Total Receipts	8,947,493.00	2,065,604.39	2,352,198.35	2,872,973.71
Total Disbursements	9,465,020.00	2,086,646.56	1,622,973.28	1,132,008.89
Difference	**-517,527.00**	**-21,042.17**	**729,225.07**	**1,740,964.82**
Cash and Investments as of December 31				
Balance	**1,464,973.00**	**2,607,409.95**	**3,336,607.24**	**5,077,572.06**

Table 30

Tippecanoe County
Operating and Maintenance History, 2014 - 2017

	2014	2015	2016	2017
Cash and Investments as of January 1				
Balance	**9,681,928.91**	**8,334,591.82**	**8,975,811.80**	**1,225,610.43**
Annual Information				
Receipts				
MVHs	4,507,731.61	4,498,803.68	4,466,553.67	4,938,856.61
LRS	923,665.54	901,310.04	988,692.62	1,101,604.77
Cum. Bridge	3,000,999.52	2,967,209.56	2,808,278.99	2,816,205.54
Other	0.00	6,521,637.58	9,593,305.25	4,607,601.05
Total	**8,432,396.67**	**14,888,960.86**	**17,856,830.53**	**13,464,267.97**
Disbursements				
MVH	41,92,978.23	3,210,415.56	3,413,114.34	4,370,529.32
LRS	968,903.78	1,010,515.83	939,117.06	812,395.04
Cum. Bridge	3,085,453.10	3,552,200.75	2,869,622.17	2,059,532.17
Other	0.00	5,574,736.47	8,415,000.62	5,833,212.48
Total	**8,247,734.11**	**13,347,868.61**	**15,636,854.19**	**13,075,669.01**
Total Receipts	8,432,396.67	14,888,960.86	17,856,830.53	13,464,267.97
Total Disbursements	8,247,734.11	13,347,868.61	15,636,854.19	13,075,669.01
Difference	**185,022.56**	**1,541,092.25**	**2,219,976.34**	**388,599.96**
Cash and Investments as of December 31				
Balance	**9,866,951.47**	**9,875,684.07**	**11,195,788.14**	**1,614,210.39**

8. *Project Selection and Priorities*

The Technical Transportation Committee reviews requests for federal funds and recommends projects to be funded. Its review includes discussing issues pertaining to safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality and environmental sustainability. The limited amount of federal funds constrains the projects that can be programmed.

The FAST Act requires the planning process use a performance-based approach in the decision-making process. This process uses goals, measures and data to make better informed decisions in how our transportation funding is invested. The approach increases accountability and transparency. Its aim is for a better performing transportation system. States are required to set performance targets within one year of the USDOT's final ruling on performance measures. MPOs are then required to establish their own performance targets 180 days thereafter. The Area Plan Commission agreed to support INDOT's targets on November 18, 2018. Specific details of these performance measures can be found in the Performance Measure and Target Achievement chapter. The safety performance measure is the only one applicable in selecting and prioritizing projects for this TIP. Furthermore, local performance measures were also used in selecting and prioritizing projects. Transit performance measures were used by the local transit system to select projects.

In comparing the safety performance targets to the anticipated road improvements, all projects in which federal funds have been allocated will follow the latest guidelines established in the Indiana Design Manual. Except for the new road construction projects, Park East Boulevard and Yost Drive, all of the other projects will be rebuilt and brought up to current design standards. Amenities for pedestrians, bicyclists, and transit patrons will be improved and/or added.

Two projects have been selected within the City of Lafayette and they involve add lighting to the trail along Concord Road and adding a Hawk signal at 18th Street and the Linear Trail. Both improvements target safety for pedestrians and bicyclists.

Two safety projects have been allocated HSIP funding and preliminary engineering is being developed. Safety Audits were conducted for both projects and the audits helped guide they type of improvements each project will include. The River Road project targets safety for motor vehicles while the McCutcheon project targets safety for students walking to and from school.

The FTA also requires performance measures to be used by transit systems and MPOs. While there are six performance measures under the FHWA, there are only two under the FTA: Transit Asset Management (TAM) and Safety Management System (SMS). FTA published its final rules for TAM on July 26, 2016 and transit systems are to develop performance measures for its rolling stock, equipment and facilities. CityBus adopted its 2019 through 2023 targets on October 3, 2018. Details of the most recent TAM plan can be found in the Performance Measure and Target Achievement chapter.

In comparing the performance targets to the anticipated capital projects, CityBus is exceptionally proactive in keeping the transit system in good repair. The transit system's annual program of projects includes maintenance and vehicle replacement projects. CityBus plans to replace several fixed routes buses over the next five years. Detailed project information by calendar year can be found on pages 57 through 65.

The performance measures outlined by FHWA and FTA are not the sole measures used by the committee in selecting and prioritizing local projects within this TIP. The following additional performance measures were used:

a) Is the project in the 2045 MTP?
b) Is the project in the 2045 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) Does the project include access management?

Additionally, RFIs have been completed for all projects that have not begun preliminary engineering. The areas of possible environmental concerns were identified.

The process used in selecting and prioritizing the projects in this TIP followed the methodology cited above. The Technical Transportation Committee reviewed and prioritized the requests on January 16, 2019.

STBG, HSIP & TA Project Selection/Priority Review

There are many similarities in priorities between this TIP and the previous one. Projects in the previous TIP that sought federal funds for construction are on track and will receive funding in this TIP. Projects that sough funds for engineering and land acquisition have advanced in this TIP. Several new projects were added (South 9th Street and Yost Drive). South 9th Street has been shown in the unfunded table in previous TIPs and will now receive funding.

INDOT Projects

The Technical Transportation Committee also identified and recommended various INDOT projects that are a priority to the community. The recommendation did not include any maintenance projects. **Table 31** shows the recommended projects.

Table 31: Recommended INDOT Priority Projects

State Road	Location	Description
	Projects Programmed in the TIP	
SR 26	At CR 900E	New Signal Installation
SR 28	US 231 to US 52 W. Jct.	Road Rehabilitation
SR 38	Ph 2, east part of Dayton	Road Rehabilitation
SR 43	At I-65 NB ramp	Intersection Improvement
SR 43	At I-65 SB ramp	Intersection Improvement
US 231	N of I-74 to 2.87 mi N of SR28	Auxiliary Passing Lanes
US 231	At SR 28	New Signal Installation
US 231	At CR 800S	New Signal Installation
	Projects in the 2045 Metropolitan Transportation Plan	
US 231	US 52 to I-65	New Road Construction
I-65	E. County Line to SR 38	Six Lane Widening
I-65	North of SR 25 to SR 43	Six Lane Widening
I-65	SR 43 to New US 231	Six Lane Widening
US 52/Teal	At Sagamore Parkway	Intersection Improvement
Special US 52	Klondike Rd to Morehouse Rd	Rural to Urban Design
Special US 52	Morehouse Rd to Yeager Rd	Rural to Urban Design
Special US 52	Yeager Rd to Nighthawk Dr	Per US 52 Corridor Study

Complete Street Determination

The Complete Streets Policy was adopted as part of the ***2040 MTP***. Its goal is to create an equitable, balanced and effective transportation system where every roadway user can travel safely and comfortably, and where sustainable transportation options are available to everyone.

When a TIP is being developed, the Policy requires the Technical Transportation Committee to review federally funded project descriptions and then make a recommendation to the Policy Committee whether projects are compliant or exempt. All local projects seeking federal funds in the FY 2020-2024 TIP were found to be compliant. Projects not previously reviewed were reviewed by the Committee on January 16, 2019 and were determined to be compliant. The following projects were reviewed:

Lafayette: Concord Road, 18th Street, Park East Boulevard, South 9th Street and Twyckenham Boulevard.

West Lafayette: Sagamore Parkway Trail and Soldiers Home Road, Phase 1.

Tippecanoe County: Lindberg Road, McCutcheon Ped Safety, Morehouse Road, Yeager Road and North River Road.

9. *Performance Measures and Target Achievements*

The FHWA and FTA issued new transportation planning rules on the statewide and MPO planning process to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document how the MPO, INDOT and transit providers shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the MPO region and the collection of data for the INDOT asset management plan for the NHS.

INDOT Performance Measures

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans. INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and long-range transportation plan are also used to inform the TAMP. The Planning Roles, Responsibilities, & Cooperative Operation Manual clarifies roles and responsibilities for transportation planning activities including the performance based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant(STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the *Indiana Transportation Asset Management Plan (TAMP - April 2018) and results in the* elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is *approved by the Program Management Group (PMG) and the executive office for inclusion in* the Indiana STIP and the MPO's TIP. Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team; and projects funded through the CMAQ program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates

the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

Local Highway Performance Measures

As defined by Title 23, USC 150, transportation performance measures for the Federal-aid highway program are grouped into six elements and they are: 1) Pavement Conditions; 2) Bridge Conditions; 3) Travel Time Reliability; 4) Interstate Freight Reliability; 5) On-Road Mobile Emission; and 6) Safety. INDOT established its own targets and they are outlined in the STIP. The Policy Board adopted the targets set by INDOT as the local targets and the notification letters can be found in **Appendix 10**. The adoption occurred on October 11, 2018. Except for the Safety performance measure, targets have been established for FY 2019 and 2021. The Safety targets are adopted annually with the FY 2019 target adopted on October 11, 2018.

Project selection and priorities

Of the six performance measures, only one is applicable to the local level review. The performance measures for pavement, bridge, travel-time, and freight apply only to the Interstate system and Non-Interstate routes on the National Highway System. INDOT maintains all the Interstates in Indiana (I-65 in Tippecanoe County) and there are no local maintained roads in Tippecanoe County that are on the National Highway System. The On-Road Mobile Emission Targets are not applicable because Tippecanoe County is in attainment for all the targeted pollutants. The only performance measure applicable to us is the safety targets and discussion of its application to project selection can be found in the previous section.

Safety Performance Measure	*Target*
• Number of Fatalities	889.6 or less
• Rate of Fatalities	1.087 or less
• Number of Serious Injuries	3,501.9 or less
• Rate of Serious Injuries per 100 million miles traveled	4.234 or less
• Number of Non-Motorists Fatalities and Serious Injuries	393.6 or less

Transit Performance Measures

Moving toward developing and approving transit projects based on performance measures, the FTA requires transit systems to develop a TAM and SMS Plans. The Planning Rules require each MPO to establish targets no later than 180 days after the date on which the relevant provider of public transportation establishes its performance targets. MPOs were required to establish their state of Good Repair Targets before June 30, 2017. CityBus adopted its initial target in January of 2017 and the Area Plan Commission adopted them when the FY 2018-2021 TIP was adopted on May 11, 2017. CityBus developed and adopted a 2019 through 2023 TAM Plan on October 3, 2018. The Area Plan Commission adopts the updated TAM performance measures with adoption of this TIP.

1) Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark.

Performance Measure	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Articulated Bus (AB)	50 %	50 %	50 %	50 %	50 %
Bus (BU)	20 %	20 %	20 %	20 %	20 %
Cutaway (CU)	10 %	10 %	10 %	10 %	10 %

2) Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Automobiles	25 %	25 %	25 %	25 %	25 %

3) Facility– Percent of facilities rated below 3 on the condition scale

Performance Measure	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Administration Facilities	10 %	10 %	10 %	10 %	10 %
Maintenance Facilities	10 %	10 %	10 %	10 %	10 %
Passenger Facilities	10 %	10 %	10 %	10 %	10 %

FTA's SMS is an approach to detect and correct safety problems earlier, share and analyze data more effectively and measure safety performance more carefully. The final rules were published on July 19, 2018 and required certain transit systems to develop a plan within one year.

SMS was published on July 19, 2018 and transit systems are required to develop their plan within one year. The plan is to include four main elements: 1) safety management policy; 2) safety risk management; 3) safety assurances; and 4) safety promotion. CityBus is currently developing its plan.

2045 MTP Performance Measures Review

In developing a TIP, MPO's are required to address and take into consideration performance target achievements as defined under Title 23, 450.326(d). The FAST Act states:

> "The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets."

In other words, this is done to ensure that our federal transportation dollars are invested wisely and that projects chosen for funding are based on data. The comparison shows whether the projects in this TIP meet and address the performance measures identified in the ***2045 MTP***.

The goals and performance measures spelled out in the **2045 MTP, Table 20**, address five areas that are important to the community. They include a mixture of goals from previous plans along with new emphasis area. The five goals are:

Goal 1: Improve Livability, Sustainability and Active Transportation Options,
Goal 2: Preserve Roadway Capacity and Minimize Traffic Congestion,
Goal 3: Improve the Safety and Security of all Road Users,
Goal 4: Enhance Mobility and Accessibility, and
Goal 5: Reduce the Effects of Climate Change.

Goal 1: Improve Livability, Sustainability and Active Transportation Options
This performance measure targets the long-term maintenance of our economy, environment, and social institutions. All of the local projects in this TIP that involve reconstruction and added capacity and those addressing cycling and walking needs are derived from the ***2045 MTP***. The projects are also derived from the ***Comprehensive Land Use Plan*** and its focus on orderly and compact growth which strengthens our economy, environment and social institutions.

Applicable Performance Measures under this Goal:

a) Install bus stop pads and adjacent sidewalks or trails,
b) Increase the miles of bicycle and pedestrian facilities,
c) Increase the number of ADA compliant curb ramps.

Goal 2: Preserve Roadway Capacity and Minimize Traffic Congestion
This performance measure aims to reduce the number of vehicle miles traveled, maintaining peak period travel time, and access management. The projects in this TIP reduce travel time by strengthening and improving network circulation. The projects are part of the circular and radial connectivity envisioned by the ***2040 MTP***. With improved network connectivity, persons and goods flow more efficiently into and through the community.

Applicable Performance Measure under this Goal:

a) Improve the condition of on and off system bridges,
b) Improve roadway pavement conditions,
c) Reduce per-capita Million Vehicle Miles Traveled, or measures of reliability, or number of vehicles or people moving through/around the community.

Goal 3: Improve the Safety and Security of all Road Users
The goal of this performance measure includes reducing crashes, and ensuring projects use the latest design standards to minimize conflicts between all transportation modes. Projects using safety funds are derived from analysis or are programmatic projects with known safety benefits. Reconstruction, added capacity, and new construction projects are designed to meet current design standards for all transportation modes as well as ADA standards.

Applicable Performance Measures under this Goal:

a) Reduce the number of fatalities,
b) Reduce the fatality rate,
c) Reduce the number of serious injuries,
d) Reduce the serious injury rate,
e) Reduce the number of Non-motorized serious injuries and fatalities

Goal 4: Enhance Mobility and Accessibility

This performance measure addresses nontraditional travel modes; specifically walking, cycling, and transit. All local projects within this TIP, except those addressing maintenance issues, include components for all three. All reconstruction and widening projects contain a sidewalk on one side with a multiuse trail on the other side. These two components enhance transit by offering a safe path to bus stops.

Applicable Performance Measures under this Goal:

a) Increased geographic area served, hours of operation and accessibility.

Goal 5: Reduce the Effects of Climate Change.

The projects in this TIP reduce the effects of climate change by offering more opportunities for those who normally use motor vehicles to switch to other travel modes. The projects not only include facilities specifically for pedestrians and cyclists, but also improve connectivity to existing facilities, thus making it easier for citizens to switch travel modes.

Applicable Performance Measures under this Goal:

a) Implement ongoing and proposed mitigation projects, and
b) Install bus stop pads and a sidewalk or trail connection to all bus stops,

10. Analysis of Financial Capacity: CityBus

The MPO has, in accordance with the requirements of FTA Circular 9030.1E, assessed the Greater Lafayette Public Transportation Corporation's (CityBus) financial condition and capability. Historic trends are shown in **Tables 32** and **33**. Projected revenue (**Table 34**) will meet future operating and capital needs from fares, passes, local taxes, and state Public Mass Trans Funds (PMTF) in conjunction with federal assistance.

Condition Review

There are primarily four funding sources used by the transit system. CityBus receives revenue from the National Transit Trust Fund, apportioned by Congress each year. Funds from the state's PMTF are used to meet both operating and capital needs. Local funds are generated from operating revenue (fares, passes, advertising and tokens) and local taxes (property tax, county option income tax, and excise tax).

The annual federal apportionment and the percent change are shown in **Table 32**. Generally, CityBus has experienced an increase in federal funding over the past five years. Funding did decrease in CY 2018 mainly due to an overall decrease in FTA's apportionment in Section 5307 funding.

Additionally, CityBus has received special federal funds. FTA's Small Transit Intensive Cities (STIC) program awards funds to transit systems based on six industry performance measures. They are: passenger miles per vehicle revenue mile, passenger miles per vehicle revenue hour, vehicle revenue mile per capita, vehicle revenue hour per capita, passenger miles per capita, and passenger trips per capita. CityBus has met and exceeded the performance criteria for the past five years. In 2018, CityBus met five of the criteria and received $606,008.

Table 32: Federal Funds Available to CityBus

CY Year	Total Apportionment	Percent Change	STIC funds
2014	$2,216,663*		$768,065
2015	$3,074,325	38.7%	$504,224
2016	$3,312,130	7.7%	$947,159
2017	$3,367,952	1.7%	$537,193
2018	$3,077,152	-8.6%	$606,008

**Note, Federal funding was reduced by INDOT in trade for Section 5339 funds.*

Funding from the State's PMTF has fluctuated over the years (**Table 33**) but has consistently been over four million dollars each year. The formula INDOT uses to distribute funds is based solely on performance measures. Since CityBus is successful at marketing itself and ridership continues at a high level, the amount of PMTF funds received continues to be substantial.

Table 33: CityBus Financial Condition

(Information is shown by Calendar Year)

	2014	2015	2016	2017	2018
Operating Expenses by Revenue Source					
Operating [1]	3,353,861	3,482,417	3,472,090	3,673,884	3,725,844
% Change		*3.8%*	*-0.3%*	*5.8%*	*1.4%*
Local [2]	3,368,288	1,863,823	3,087,943	1,890,110	3,250,701
% Change		*-44.7%*	*65.7%*	*-38.8%*	*72.0%*
State (PMTF)	4,015,882	4,177,487	4,128,955	4,122,009	4,239,824
% Change		*4.0%*	*-1.2%*	*-0.2%*	*2.9%*
Federal	2,216,663	3,074,325	3,312,130	3,367,952	3,077,152
% Change	*-26.5%*	*38.7%*	*7.7%*	*1.7%*	*-8.6%*
Section 5309	0	0	0	0	0
Section 5310	0	0	0	96,974	0
Section 5316	0	0	44,644	0	0
Section 5339	1,657,420	0	857,392	353,725	485,760
Total Operating Expenses	14,612,114	12,598,052	14,001,118	13,504,654	11,667,312
% Change		*-13.8%*	*11.1%*	*-3.5%*	*-13.6%*
Capital Expenses by Revenue Source					
Local [3]	594,597	1,126,721	1,541,753	137,860	780,631
Federal	2,378,386	4,506,885	6,167,012	551,439	3,122,523
Total Capital Expenses	2,972,983	5,633,606	7,708,765	689,299	3,903,154

Source: Indiana Public Transportation Annual Report: 2014, 2015, 2016 & 2017
Greater Lafayette Public Transportation Corporation: 2018
All Figures are Unaudited

[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
[4] Federal funding was reduced by INDOT in trade with Section 5339 funds

Funds received through fares, passes, tokens, and advertising (listed under operating revenues in **Table 33**) have increased over the past five years. There was a slight decreased in 2016.

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

Financial Capability Review

CityBus anticipates it will receive adequate funding to continue operating the system through the next five years (**Table 34**). Operating costs are anticipated to slightly increase every year. Projected revenues are anticipated to increase or remain constant and should be more than sufficient to meet projected expenses. Comparing projected operating and capital costs to total projected revenue, **Table 34** clearly shows there will be adequate funds available. These projections include all local, state PMTF, and federal assistance.

With passage of the FAST Act, CityBus foresees that federal Section 5307 funds will remain constant with a slight increase.

State PMTF funds are anticipated to remain constant with only a slight annual increase. The funding formula rewards transit systems that operate efficiently. Past annual reports clearly show that CityBus leads the state in system performance. If CityBus continues to operate as efficiently as it has, then state funds should at least remain stable if not continue to increase.

Local funding sources are also anticipated to increase over the next five years. At this time, funds generated from fares, passes, advertising and tokens are expected to steadily increase (2.0% annually). Likewise, funds generated from taxes should increase (2.0% annually).

Table 34: CityBus Financial Capability
(Information is shown by Calendar Year)

	2019	2020	2021	2022	2023	2024
Projected Revenues						
Operating[1]	3,723,623	3,798,095	3,874,057	3,951,539	4,030,569	4,111,181
% Change		*2.0%*	*2.0%*	*2.0%*	*2.0%*	*2.0%*
Local [2]	3,413,397	3,481,665	3,551,298	3,622,324	3,694,771	3,768,666
% Change		*2.0%*	*2.0%*	*2.0%*	*2.0%*	*2.0%*
State (PMTF)	4,206,508	4,248,573	4,291,509	4,333,969	4,377,309	4,421,082
% Change		*1.0%*	*1.0%*	*1.0%*	*1.0%*	*1.0%*
Federal	3,138,695	3,201,469	3,265,498	3,330,808	3,397,424	3,465,373
Sec 5307		*2.0%*	*2.0%*	*2.0%*	*2.0%*	*2.0%*
%Change						
Sec 5310	142,000	0	0	0	0	0
Sec 5339	796,201	0	0	0	0	0
STBG	290,266					
Carry Over	226,686	174,083	300,000	350,000	400,000	510,000
Total	15,937,376	14,903,885	15,282,362	15,588,640	15,900,073	16,276,302
Projected Operating Costs						
	12,252,323	12,728,374	13,110,225	13,503,532	13,908,638	14,325,897
Projected Capital Costs						
	2,416,095	1,943,000	1,943,000	1,943,000	1,943,000	1,943,000
Projected Operating and Capital Costs						
Total	14,669,418	14,671,374	15,053,225	15,446,532	15,851,638	16,268,897

Source: Greater Lafayette Public Transportation Corporation

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

Section 5307 Capital Expenditure, Justification & Summary for CY 2019

1. Replacement Tires, $70,000 *Des #1500390*

With nearly 1.7 million miles of fixed route revenue service operated annually, 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 $2,060.

2. Rebuild up to Five (5) Bus Engines, $61,000 *Des #1500391*

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2019 at an average cost of $12,200 each.

3. Rebuild up to Four (4) Bus Transmissions, $74,000 *Des #1500392*

CityBus anticipates the need to rebuild up to three (3) transmission rebuilds. Estimated average cost of each transmission rebuild is $6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at $50,000.

4. Bus Rebuild Components, $28,000 *Des #1500393*

Based upon previous experience, CityBus anticipates the need to purchase major bus components including turbochargers, alternators, ECM's, fuel pumps, etc. Estimated average cost of each unit rebuild is $1,000 and twenty-eight (28) units are anticipated.

5. Computer Hardware and Software, $50,000 *Des #1500394*

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

6. Support Vehicle, $36,000 *Des #1500395*

Replace the 2009 Ford Econoline Van. The support vehicle to be replaced was purchased in 2009. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

7. Bus Replacement, $1,500,000 *Des #1500396*

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to three (3) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2007 buses #1501, 1502, and 1503.

8. Security Cameras for Vehicles and Security: Perimeter Gates, $45,000 *Des #1500399*

Security Cameras: FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire security cameras system for new revenue vehicles.

Perimeter Gates: CityBus will acquire electronic activated security gates for the 1250 Canal Road location to restrict vehicular and pedestrian access to the property.

Table 35: CY 2019 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	28,800	7,200	36,000
Bus Replacement	1,200,000	300,000	1,500,000
Security Cameras for Vehicles and Security: Perimeter Gates	36,000	9,000	45,000
TOTAL	1,491,200	372,800	1,864,000

Section 5339 Capital Expenditure, Justification & Summary for CY 2019 & CY 2020

1. Bus Replacement, $500,095 (CY 2019) *Des #1900471*

Due to the age and condition of several buses in the fleet, CityBus desires to purchase one (1) replacement full-sized bus. CityBus will replace the vehicle per FTA guidelines outline in FTA Circular 9030.1D. The bus being replaced is over 12 years in age and is becoming increasingly too expensive to maintain. CityBus will replace 2005 bus #1404.

2. Ranger Upgrade, $53,000 (CY 2019) *Des #1900471*

In-vehicle mobile data terminals for use with the CAD/AVL system using the 2G/3G wireless network will no longer be provided service and support effective July 2019, with complete system decommission in December 2019. Most of the equipment to be replaced is approximately 7-9 years old, with a few that are less than 5 years old. The equipment is used daily in fixed route (50) and paratransit (5) service; replacing the equipment is essential to maintain current service levels and to provide real-time bus location and arrival information to passengers.

3. Bus Replacement, $550,000 (CY 2020) *Des #1700413*

40-Foot Heavy Duty Transit Bus, Compressed Natural Gas (CNG) Propulsion; including vehicle security cameras; farebox, APC/Ranger equipment. The bus to be replaced is currently 9 years old with 401,022 lifetime miles. At the time of replacement, it will be past FTA useful life by age and mileage. It is used in daily fixed route service; replacing the bus is essential to maintaining current service levels. Vehicle No. 1804, a 2010 Gillig (VIN# 15GGD3011A1179165).

4. Bus Equipment, $94,051 (CY 2020) *Des #1700413*

Bus equipment: including vehicle security cameras and WiFi devices, APC/Ranger equipment. Ranger 4.4, in-vehicle mobile data terminals for use with intelligent transportation system (CAD/AVL related equipment); all Ranger 1 and Ranger 4.3 devices that operate on the 2G/3G network (55 devices total). Most of the equipment to be replaced is approximately 7-9 years old; with a few that are less than 5 years old. Our mobile service provider, Verizon, has notified us that they will no longer provide 2G/3G service and support effective July 2019, with a complete system decommission in December 2019. This equipment is used in daily fixed route (50+) and paratransit (5) service; replacing the equipment is essential to maintaining current service levels and to provide real-time bus location and arrival information to passengers.

Section 5307 Capital Expenditure, Justification & Summary for CY 2020

1. Replacement Tires, $70,000 *Des #1700414*

With nearly 1.7 million miles of fixed route revenue service operated annually, 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 $2,060.

2. Rebuild up to Five (5) Bus Engines, $61,000 *Des #1700415*

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2020 at an average cost of $12,200 each.

3. Rebuild up to Four (4) Bus Transmissions, $74,000 *Des #1700416*

CityBus anticipates the need to rebuild up to three (4) transmission rebuilds. Estimated average cost of each transmission rebuild is $6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at $50,000.

4. Bus Rebuild Components, $28,000 *Des #1700417*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of $2,000 each.

5. Computer Hardware and Software, $50,000 *Des #1700418*

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

6. Support Vehicle, $30,000 *Des #1700419*

Replace the 2012 Ford Edge. The support vehicle to be replaced was purchased in 2012. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

7. Bus Replacement, $1,600,000 *Des #1700420*

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to three (3) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2007 buses #1504, 1505, and 1506.

8. Security Cameras for Vehicles, $30,000 *Des #1700421*

FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire a security cameras system for new revenue vehicles.

Table 36: CY 2020 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,280,000	320,000	1,600,000
Security Cameras for Vehicles	24,000	6,000	30,000
TOTAL	2,418,400	388,600	1,943,000

Section 5310 Operating and Capital Justification & Summary for CY 2020, Des #1700413

1. Route Operating Service Extension, $57,928

Operating assistance for extension for evening service of 4 hrs on 2A/2B to Northend Community Center. The Center houses over a dozen organizations that serve the community, such as the Shine On University, helping individuals with cognitive, physical disabilities and autism, and the Tippecanoe Senior Center.

2. Travel Training, $65,048

INDOT awarded GLPTC Section 5310 funds for the continuation of our travel training program. This program provides in-person training to senior citizens and people with disabilities to help them navigate and use GLPTC's fixe route and ADA paratransit service.

3. Paratransit Buses, $166,575

Bus 443 (standard diesel) was procured in 2010 and will have surpassed FTA useful life and mileage by the time this grant is obligated. It has accrued 176,111 miles as of 12/31/18. No major non-preventative maintenance has occurred for this bus.

Bus 444 (CNG) was procured in 2015 and will have surpassed FTA useful life and mileage by the time this grant is obligated. It has accrued 116,510 miles as of 12/31/18. In 2018, the engine was replaced in-house costing $6,034.

Section 5307 Capital Expenditure, Justification & Summary for CY 2021

1. Replacement Tires, $70,000 *Des #1700423*

With nearly 1.7 million miles of fixed route revenue service operated annually, 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 $2,060.

2. Rebuild up to Five (5) Bus Engines, $61,000 *Des #1700424*

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2021 at an average cost of $12,200 each.

3. Rebuild up to Four (4) Bus Transmissions, $74,000 *Des #1700425*

CityBus anticipates the need to rebuild up to three (4) transmission rebuilds. Estimated average cost of each transmission rebuild is $6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at $50,000.

4. Bus Rebuild Components, $28,000 *Des #1700426*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of $2,000 each.

5. Computer Hardware and Software, $50,000 *Des #1700427*

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

6. Support Vehicle, $30,000 *Des #1700428*

Replace the 2013 Chevy Silverado HD 3500. The support vehicle to be replaced was purchased in 2013. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

7. Bus Replacement, $1,600,000 *Des #1700429*

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to three (3) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2007 buses #1601, 1602, and 1603.

8. Security Cameras for Vehicles, $30,000 *Des #1700430*

FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire a security cameras system for new revenue vehicles.

Table 37: CY 2021 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,280,000	320,000	1,600,000
Security Cameras for Vehicles	24,000	6,000	30,000
TOTAL	1,554,400	388,600	1,943,000

Section 5307 Capital Expenditure, Justification & Summary for CY 2022, Des #1900472

1. Replacement Tires, $70,000

With nearly 1.7 million miles of fixed route revenue service operated annually, 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 $2,060.

2. Rebuild up to Five (5) Bus Engines, $61,000

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2022 at an average cost of $12,200 each.

3. Rebuild up to Four (4) Bus Transmissions, $74,000

CityBus anticipates the need to rebuild up to three (4) transmission rebuilds. Estimated average cost of each transmission rebuild is $6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at $50,000.

4. Bus Rebuild Components, $28,000

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of $2,000 each.

5. Computer Hardware and Software, $50,000

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

6. Support Vehicle, $30,000

Replace the 2014 Ford Explorer. The support vehicle to be replaced was purchased in 2014. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

7. Bus Replacement, $1,600,000

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to three (3) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2009 buses #1703, 1704, and 1705.

8. Security Cameras for Vehicles, $30,000

FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire a security cameras system for new revenue vehicles.

Table 38: CY 2022 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,280,000	320,000	1,600,000
Security Cameras for Vehicles	24,000	6,000	30,000
TOTAL	1,554,400	388,600	1,943,000

Section 5307 Capital Expenditure, Justification & Summary for CY 2023, Des #1900475

1. Replacement Tires, $70,000

With nearly 1.7 million miles of fixed route revenue service operated annually, 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 $2,060.

2. Rebuild up to Five (5) Bus Engines, $61,000

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2023 at an average cost of $12,200 each.

3. Rebuild up to Four (4) Bus Transmissions, $74,000

CityBus anticipates the need to rebuild up to three (4) transmission rebuilds. Estimated average cost of each transmission rebuild is $6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at $50,000.

4. Bus Rebuild Components, $28,000

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of $2,000 each.

5. Computer Hardware and Software, $50,000

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

6. Support Vehicle, $30,000

Replace the 2015 Dodge Caravan. The support vehicle to be replaced was purchased in 2015. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

7. Bus Replacement, $1,600,000

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to three (3) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2009 buses #1706, 1707, and 1708.

8. Security Cameras for Vehicles, $30,000

FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire a security cameras system for new revenue vehicles.

Table 39: CY 2023 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,280,000	320,000	1,600,000
Security Cameras for Vehicles	24,000	6,000	30,000
TOTAL	1,554,400	388,600	1,943,000

Section 5307 Capital Expenditure, Justification & Summary for CY 2024, Des #1900479

1. Replacement Tires, $70,000

With nearly 1.7 million miles of fixed route revenue service operated annually, 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 $2,060.

2. Rebuild up to Five (5) Bus Engines, $61,000

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2024 at an average cost of $12,200 each.

3. Rebuild up to Four (4) Bus Transmissions, $74,000

CityBus anticipates the need to rebuild up to three (4) transmission rebuilds. Estimated average cost of each transmission rebuild is $6,000. CityBus's also plans for the replacement of the battery and drive for one hybrid bus at $50,000.

4. Bus Rebuild Components, $28,000

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of $2,000 each.

5. Computer Hardware and Software, $50,000

A continuous investment must be made to keep information technology systems up-to-date, including system components for the dispatch center, automated vehicle location systems, and computers for administrative and maintenance functions. Many computer systems need to be updated or replaced every two to three years in order for systems to operate effectively.

6. Support Vehicle, $30,000

Replace the 2015 Dodge Caravan. The support vehicle to be replaced was purchased in 2015. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

7. Bus Replacement, $1,600,000

Due to the age and condition of several buses in the fleet, CityBus desires to purchase up to three (3) replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2010 buses #1801, 1802, and 1803.

8. Security Cameras for Vehicles, $30,000

FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire a security cameras system for new revenue vehicles.

Table 40: CY 2024 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software	40,000	10,000	50,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,280,000	320,000	1,600,000
Security Cameras for Vehicles	24,000	6,000	30,000
TOTAL	1,554,400	388,600	1,943,000

11. Area Changes from FY 2018 - 2021 TIP

Since adoption of the 2018-2021 TIP, both cities, the county and INDOT have built several projects throughout Tippecanoe County. Projects range from small intersection improvements to constructing new roads like the Hoosier Heartland.

The MPO provides a detailed project status report in a separate document called the Annual Listing of Projects. It is a comprehensive guide to projects that have started construction. An individual summary is provided for each project that includes: letting date, target completion date, funding sources, development timeline, aerial photos and location pictures. Additional information on preliminary engineering and right-of-way is also provided for local projects. The document is available on the Area Plan Commission's web site.

The following section summarizes the status of projects shown in the FY 2018-2021 TIP.

City of Lafayette

Bike/Ped Safety Education

In 2017, the county-wide group working alongside a consultant team developed a safety plan and it was adopted by the Policy Board on November 9, 2017. The group and consultant team worked on a bicycle and pedestrian map(s) through 2018 and assisted in the walk to school day in the fall of 2018. The work group asked for guidance and support from the Policy Board during the October 2018 meeting.

Park East Boulevard Extension

The project is in its early stages. The City went through the process in hiring an engineering firm to develop the plans to construct the new road and they hired American Structurepoint

South Street

This pedestrian crossing improvement project was completed on August 17, 2017.

Twyckenham Boulevard

Project engineering is well under way and the environmental report has been completed. The City has started the right-of-way phase.

Twyckenham Trail

The project was let for construction on February 7, 2018. Rieth Riley Construction was awarded the contract and the project was officially completed on October 29, 2018.

City of West Lafayette

Cherry Lane Extension

Due to a reduction in federal funding so that the Klondike Road improvements could proceed, the scope of this project changed. A portion of the project will be constructed

beginning in the spring of 2019. The following project will compete the original scope but will be funded solely with local funds.

Cumberland Avenue, Ph. 4
Project engineering has not yet started.

Happy Hollow Neighborhood Trail
This project was let for construction in February of 2019.

Lindberg Road
This project progressed slowly, and construction is estimated to begin in FY 2020.

Sagamore Parkway Trail
This project continues to proceed forward but at a slower pace. The terrain along the hillside presents engineering challenges and the environmental documentation continues to slip. Currently the target for construction is FY 2020.

Soldiers Home Road, Ph. 1
No work has been done on this project.

Yeager Road, Ph. 4
Construction is estimated to begin in FY 2020.

Tippecanoe County

County Farm Road (CR 50W)
The engineering firm Butler, Fairman & Seufert is developing the engineering plans and the environmental work has been completed.

Concord Road at 430S
The engineering has been completed and the County is finalizing purchasing all the additional land needed for the project. It is currently scheduled for a March 2019 bid letting.

County Bridge Inspection
The bridge inspection program is progressing and on schedule.

Harrison Safety Improvements
This project is currently on hold.

Klondike Road and Lindberg Road
Bids for the Klondike Road Improvements were open on March 14, 2018. The project was awarded to Gradex Incorporated and a notice for construction to proceed was given. The actual road construction has been delayed due to the utility companies. The estimated completion date is November 30, 2020.

The Lindberg project was delayed and moved to FY 2021 due to the significant cost of the Klondike project. Otherwise the project is ready to be constructed.

McCutcheon Pedestrian Safety

The County hired Butler, Fairman and Seufert, Inc. to develop the project's construction plans. Due to the additional cost of purchasing land, the scope has been significantly reduced. At this time the proposed sidewalk along Old US 231 to the mobile home park is not included due to its cost but has been approved as a project component by INDOT and HWA.

North River at CR 500N

The project continues to progress through engineering. There was a slight delay in keeping the project moving forward due to the environmental review which has been complete. All of the paperwork has been submitted and the County has started the right-of-way acquisition phase.

River Road at River Bend Hospital

The project was let for construction by INDOT on October 11, 2018. The estimated completion date is September 26, 2020.

Yeager Road

The County has hired Strand Associates to develop the engineering plans. INDOT issues the notice to proceed and engineering is under way.

Morehouse Road

Preliminary engineering continues. Due to the number of projects seeking federal funds, construction is estimated to occur in 2024 or 2025.

INDOT Projects

The Indiana Department of Transportation sponsored numerous road improvement projects in Tippecanoe County. They range from installing pavement markings to constructing major new roads. The following summarizes the status of projects for only those phases showing construction for FY 2018 and 2019.

SR 25 Projects

0.35 miles west of US 52 to US 52, (des #1700441)

PCCP Patching

Project is scheduled to be let on March 6, 2019.

CR 500E bridge, (des #1701414)

Bridge Thin Deck Overlay

Project was let for construction on November 15, 2018.

CR 900E bridge, (des #1701418)

Bridge Thin Deck Overlay

Project was let for construction on November 15, 2018.

CR 1000E bridge, (des #11701419)
Bridge Deck Overlay
Project was let for construction on November 15, 2018.

SR 26 Projects

1.35 miles east of I-65 to 0.62 miles east of US 421, (des #1592685)
HMA Overlay
Project was let for construction on November 15, 2018.

Over Middle Fork of the Wildcat Creek, (des #1702079)
Bridge Deck Overlay
Project was let for construction on November 15, 2019.

SR 28 Projects

US 52 to 6.32 miles east of I-65, (des #1593036)
HMA PM Overlay
Project was let for construction on July 11, 2018.

US 52 Projects

0.21 to 3.21 miles north of US 231, (des #0800132)
Road Reconstruction
Project was let for construction on January 16, 2019.

9th, 18th, 22nd, 26th, Elston Road and Old US 231, (des #1172176)
Traffic Signal Modernization
Project was let for construction on January 16, 2019.

West Bound bridge over the Wabash River, (des #1298387)
Bridge Deck Replacement
Project was let for construction on February 7, 2018.

3.21 miles east of US 231 to 4.56 miles west of SR 28, (des #1500159)
Pavement, Other Concrete Overlay
Project was let for construction on December 13, 2017 and was fully open to traffic on December 3, 2018.

4th Street/Poland Hill Road, (des #1500277)
Intersection Improvement / Signal
Project was let for construction on January 16, 2019.

Bridge over the Wabash River, (des #1592842)
PCCP Patching
Project is scheduled to be let on March 6, 2019.

At US 231 west junction, (des #1601884)
New Signal Installation
Project was let for construction on March 14, 2018 and was activated on July 25, 2018.

At Tate & Lyle Plant Entrance, (des #1702292)
New Signal Installation
Project was let for construction on January 18, 2018 and was activated on June 13, 2018.

US 231 Projects

North Bound bridge over the Wabash River, (des #1382313)
Scour Protection (Erosion)
Project was let for construction on September 12, 2018.

South Bound bridge over the Wabash River, (des #1382314)
Scour Protection (Erosion)
Project was let for construction on September 12, 2018.

0.97 miles north of SR 28, (des #1400217)
Bridge Replacement
The project was on a November 15, 2018 construction letting and all bids submitted were over the engineers estimate. Because the low-bid was one of five received it was awarded to Duncan Robertson Incorporated.

SR 25 to 3.39 miles south of SR 25, (des #1592841)
PCCP Patching
Project was let for construction on February 7, 2018.

Old SR 443 Projects

Over Sagamore Parkway, (des #1298394)
Bridge Deck Replacement
Project was let for construction on February 7, 2018.

I-65 Projects

North bound bridge over Lauramie Creek, (des #1006281)
Bridge Deck Replacement and Widening
Project is scheduled to be let on May 9, 2019.

South bound bridge over Lauramie Creek, (des #1006282)
Bridge Deck Replacement and Widening
Project is scheduled to be let on May 9, 2019.

2.43 miles north of SR 43 to US 231, (des #1500154)
HMA Overlay
Project is scheduled to be let on May 9, 2019.

CR 725N Bridge, (des #1500644)
Bridge Deck Overlay
Project to be done by INDOT maintenance forces.

North bound bridge over Prophets Rock Road, (des #1592704)
Bridge Deck Overlay
Project to be done by INDOT maintenance forces.

South bound bridge over Prophets Rock Road, (des #1592705)
Bridge Deck Overlay
Project to be done by INDOT maintenance forces.

North bound bridge over Burnett's Creek, North 9th Street and the CSX, (des #1592725)
Bridge Deck Overlay
Project is scheduled to be let on May 9, 2019.

South bound bridge over Burnett's Creek, North 9th Street and the CSX, (des #1592726)
Bridge Deck Overlay
Project is scheduled to be let on May 9, 2019.

Other State Projects

Lilly Road at CSX Railroad crossing, (des #1600439)
Crossing Improvements
INDOT issued the twelve-month construction order to CSX on October 25, 2017.

West County Line Road at NS Railroad crossing, (des #1600441)
Crossing Improvements
INDOT is with the railroad and close to completing the coordination and then going to contract. The twelve-month construction order is anticipated to be issued before January 1, 2019.

12. ITS Projects for FY 2020 - 2024 TIP

The FAST Act requires any project that moves into design to follow a systems engineering analysis that is commensurate with the project scope. This rule applies to all ITS projects or programs that will receive federal-aid. A portion of this system engineering approach includes the identification of portions of the regional architecture being implemented. **Table 41** lists TIP projects, along with the corresponding Market Package[1], identified as having an ITS component. Descriptions of each ITS Market Package (i.e., grouping of similar technology) are provided following the table.

Table 41: ITS Summary

ITS Market Package Name	Projects
ATMS01: Network Surveillance **ATMS03:** Surface Street Control **ATMS03:** Pedestrian Crossing **ATMS13:** Railroad Grade Crossing **APTS01:** Transit Vehicle Tracking **APTS02:** Transit Fixed-Route Operations **APTS03:** Demand Response Transit Operations **APTS04:** Transit Fare Collection Management **APTS05:** Transit Security **APTS06:** Transit Fleet Management **APTS08:** Transit Traveler Information **APTS10:** Transit Passenger Counting	**City of Lafayette** (projects are from Table 4, *Funded Local Projects*) 1. Concord Road & South 18th Street 2. Park East Boulevard Extension 3. South 9th Street 4. Twyckenham Boulevard **City of West Lafayette** (numbers are from Table 4, *Funded Local Projects*) 5. Sagamore Parkway Trail 6. Soldier Home Road, ph. 1 **Tippecanoe County** (numbers are from Table 4, *Funded Local Projects*) 7. Lindberg Road 8. McCutcheon Pedestrian Safety 9. Morehouse Road 10. Yeager Road 11. North River Road **Town of Dayton** (projects are from Table 4, *Funded Local Projects*) 12. Yost Drive **CityBus** (numbers are from Table 1, *Funded Local Projects*) 13. Capital Assistance (Section 5307) 14. Planning Assistance (Section 5307)

[1] National ITS Architecture Version 6.0

ITS Market Package Name and Information

ATMS01: Network Surveillance: This Market Package includes traffic detectors, other surveillance equipment, the supporting field equipment, and fixed-point to fixed-point communications to transmit the collected data back to the Traffic Management Subsystem. The data generated by this Market Package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, and detect faults in indicator operations.

ATSM03 Surface Street Control: This market package provides the central control and monitoring equipment, communication links, and the signal control equipment that support local surface street control and/or arterial traffic management. This market package is consistent with typical urban traffic signal control systems.

ATSM03 Pedestrian Crossing: Request for pedestrian crossing.

ATSM13 Standard Railroad Grade Crossing: This market package manages highway-rail intersections where operational requirements do not dictate advanced feature. Either passive or active warning systems are supported depending on the specific requirement for each intersection. These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interface wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported to both highway and railroad officials through wayside interfaces and interfaces to the traffic management subsystem.

APTS01: Transit Vehicle Tracking: This market package monitors current transit vehicle location using an Automated Vehicle Location System. The location data may be used to determine real time schedule adherence and update the transit system's schedule in real-time. The Transit Management Subsystem processes this information, updates the transit schedule and makes real-time schedule information available to the Information Service Provider.

APTS02: Transit Fixed-Route Operations: This market package performs vehicle routing and scheduling, as well as automatic operator assignment and system monitoring for fixed-route and flexible-route transit services. This service determines current schedule performance and provides information displays at the Transit Management Subsystem.

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

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

APTS05: Transit Security: This market package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment is deployed to perform surveillance and sensor monitoring in order to warn of potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems.

The surveillance and sensor information is transmitted to the Emergency Management Subsystem, as are transit user activated alarms in public secure areas. On-board alarms, activated by transit users or transit vehicle operators are transmitted to both the Emergency Management Subsystem and the Transit Management Subsystem, indicating two possible approaches to implementing this market package.

APTS06: Transit Fleet Management: This market package supports automatic transit maintenance scheduling and monitoring. On-board condition sensors monitor system status and transmit critical status information to the Transit Management Subsystem.

APTS08: Transit Traveler Information: This market package provides transit users at transit stops and on-board transit vehicles with ready access to transit information. The information services include transit stop annunciation, imminent arrival signs, and real-time transit schedule displays that are of general interest to transit users. Systems that provide custom transit trip itineraries and other tailored transit information services are also represented by this market package.

APTS10: Transit Passenger Counting: This market package counts the number of passengers entering and exiting a transit vehicle using sensors mounted on the vehicle and communicates the collected passenger data back to the management center. The collected data can be used to calculate reliable ridership figures and measure passenger load information at particular stops.

APPENDICES

Appendix 1, Policy Board Resolution Adopting the FY 2020-2024 TIP

RESOLUTION T 2019-07
RESOLUTION TO ADOPT THE
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Policy Board of the Metropolitan Planning Organization is responsible for transportation planning in Tippecanoe County, and

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

WHEREAS, the FY 2020-2024 Transportation Improvement Program has been developed by staff with the assistance of local jurisdictions and INDOT and has been recommended for approval by the Technical Transportation Committee, and

WHEREAS, the Board of Directors of the Greater Lafayette Public Transportation Corporation endorsed the transit portion of the Five-Year Program of Projects on December 20, 2018, and

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

NOW THEREFORE BE IT RESOLVED that the Policy Board of the Metropolitan Planning Organization (MPO) hereby adopts the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday, the 9th of May 2019.

Tony Roswarski
Chair, MPO Policy Committee

Sallie Dell Fahey
Secretary

Appendix 2, GLPTC Adopting Resolution

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

RESOLUTION NO. 18-07

RESOLUTION TO AMEND THE
FY2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Greater Lafayette Public Transportation Corporation has Section 5307 Operating and Capital Assistance Projects and Section 5339 Capital Assistance Projects noted in the Annual Element of the Transportation Improvement Program.

WHEREAS, the Greater Lafayette Public Transportation Corporation staff requests the following changes to the FY2019 Transportation Improvement Program:

ITEM	PROJECT	FEDERAL SOURCE	FEDERAL	LOCAL	TEC
1	**Operating Assistance**	**Sec. 5307**	**$ 1,750,000**	**$ 10,502,323**	**$ 12,252,323**
2	Tires	Sec. 5307	$ 56,000	$ 14,000	$ 70,000
3	Bus Overhauls: Engines	Sec. 5307	$ 48,800	$ 12,200	$ 61,000
4	Bus Overhauls: Transmissions	Sec. 5307	$ 59,200	$ 14,800	$ 74,000
5	Bus Overhauls: Components	Sec. 5307	$ 22,400	$ 5,600	$ 28,000
6	Computer Hardware and Software	Sec. 5307	$ 40,000	$ 10,000	$ 50,000
7	**Support Vehicle**	**Sec. 5307**	**$ 28,800**	**$ 7,200**	**$ 36,000**
8	**3 Fixed Route Buses**	**Sec. 5307**	**$ 1,200,000**	**$ 300,000**	**$ 1,500,000**
9	Security Cameras for Vehicles	Sec. 5307	$ 24,000	$ 6,000	$ 30,000
10	1 Fixed Route Bus	Sec. 5339	$ 353,725	$ 88,431	$ 442,156
11	**1 Fixed Route Bus**	**Sec. 5339**	**$ 400,076**	**$ 100,019**	**$ 500,095**
12	**Ranger upgrade**	**Sec. 5339**	**$ 42,400**	**$ 10,600**	**$ 53,000**
13	**Security: Perimeter Gates**	**Sec. 5307**	**$ 12,000**	**$ 3,000**	**$ 15,000**
	TOTAL:		$ 4,037,401	$ 11,074,173	$ 15,111,574

(items in **BOLD** to be amended or added)

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Greater Lafayette Public Transportation Corporation does hereby concur with and endorse these amendments to the transit portion of the Annual Element of the Transportation Improvement Program for FY 2016-2019.

Adopted by the Board of Directors of Greater Lafayette Public Transportation Corporation this 20th day of December, 2018.

Ms. Julie J. Ginn
Chairman of the Board of Directors
Greater Lafayette Public Transportation Corporation

ATTEST:

Michael L. Gibson

Mr. Michael L. Gibson
Secretary of the Board of Directors
Greater Lafayette Public Transportation Corporation

Record of Votes: Ayes: 6 Nays: 0

December 20, 2018

Appendix 3, INDOT Local Federal Funding Information, Lafayette MPO

*2020 Local Share of Federal Formula Apportionments -FAST Act Estimation

Last Updated - 02/08/2019

Spending Authority
97.8081%

Group I	STBG	HSIP	CMAQ	TA	Section 164 Penalty	FY 20 Target	FY 20 Spending Authority
Indianapolis	$32,286,648	$5,955,274	$8,823,942	$2,532,730	$1,643,387	$51,241,981	$50,118,808
Fort Wayne	$6,423,598	$1,255,094	$2,240,596	$533,781	$346,349	$10,799,418	$10,562,706
Louisville	$2,757,956	$561,223	$1,116,296	$238,684	$154,872	$4,829,031	$4,723,183
South Bend	$4,908,753	$968,349	$1,775,974	$411,831	$267,221	$8,332,128	$8,149,496
Northwest	$12,532,918	$2,360,085	$3,759,279	$1,003,725	$651,277	$20,307,284	$19,862,169
Evansville	$4,039,423	$803,793	$1,509,339	$341,847	$221,811	$6,916,213	$6,764,617
Cincinnati	$216,477	$40,938	$66,115	$17,410	$11,298	$352,238	$344,517
TOTAL GROUP I	**$63,165,773**	**$11,944,756**	**$19,291,541**	**$5,080,008**	**$3,296,215**	**$102,778,293**	**$100,525,496**

Group II	STBG	HSIP	CMAQ	TA	Section 164 Penalty	FY 20 Target	FY 20 Spending Authority
Anderson	$1,676,799	$352,849	$778,660	$130,397	$97,370	$3,036,075	$2,969,527
Bloomington	$3,027,275	$435,018		$160,763	$120,045	$3,743,101	$3,661,056
Elkhart/Goshen	$2,858,917	$574,275	$1,137,443	$212,226	$158,474	$4,941,335	$4,833,026
Kokomo	$1,732,442	$248,951		$92,001	$68,699	$2,142,093	$2,095,140
Lafayette	$4,115,743	$591,431		$218,565	$163,208	$5,088,947	$4,977,402
Muncie	$1,729,102	$362,645	$794,534	$134,017	$100,074	$3,120,372	$3,051,977
Terre Haute	$1,775,310	$371,301	$808,559	$137,216	$102,462	$3,194,848	$3,124,820
Columbus	$1,530,479	$219,929		$81,276	$60,691	$1,892,375	$1,850,896
Michigan City	$1,204,268	$264,337	$635,242	$97,687	$72,945	$2,274,479	$2,224,625
TOTAL GROUP II	**$19,650,335**	**$3,420,736**	**$4,154,438**	**$1,264,148**	**$943,968**	**$29,433,625**	**$28,788,469**
TOTAL GROUP III	**$26,302,024**	**$1,866,016**	**$331,423**	**$1,442,446**	**$514,936**	**$30,456,845**	**$29,789,261**
TOTAL GROUP IV	**$22,449,003**	**$1,866,016**	**$903,902**	**$3,253,336**	**$514,936**	**$28,987,193**	**$28,351,823**
SUB TOTAL	**$131,567,135**	**$19,097,524**	**$24,681,304**	**$11,039,938**	**$5,270,055**	**$191,655,956**	**$187,455,049**
STBG (DISCRETIONARY)						**$33,790,016**	**$33,049,373**
RAIL/HIGHWAY CROSSINGS						**$8,126,291**	**$7,948,171**
TRANSPORTATION ALTERNATIVES (FLEX AREAS)						**$11,039,939**	**$10,797,955**
STBG OFF-SYSTEM BRIDGES						**$12,903,273**	**$12,620,446**
GRAND TOTAL						**$257,515,475**	**$251,870,994**

*This does not include the $7.569B rescission scheduled to impact the states July 1, 2020. FHWA will look at state balances 09/30/2019 to make determination of how each state is impacted. The SFY20 Final Sharing and/or SFY21 Draft will be impacted by this event.

Local Share of Federal Formula Apportionments

FY 2020 - 2024 Federal Funding Calculations,
Based on FY 2020 Local Sharing of Federal Formula Apportionments

Fund Type	Apportionment	Allowed
STBG	4,115,743	4,025,530
HSIP	591,431	578,467
164 Penalty	163,208	159,631
TA	218,565	213,774
Total	5,088,947	4,977,402

FY 2019 Spending Authority	
Total	4,977,402
Spending Authority	0.978081

Prior Year Balance Funds (Can only be used in FY 2020)	
STBG PYB	671,574
HSIP PYB	773,531
TA PYB	0

Bonus Funds (Can only be used in FY 2020 or FY 2021)	
STBG	230,703

Carry Over FY 2019 Funds (Can only be used in FY 2020)	
STBG PYB	76,884
Safety	3,913
TA	3,824

Appendix 4, MPO Certification

TRANSPORTATION PLANNING PROCESS
FY 2018
CERTIFICATION

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Area Plan Commission of Tippecanoe County 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:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114–357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Area Plan Commission of
Tippecanoe County - MPO

Sallie Dell Fahey

Sallie Dell Fahey

Executive Director
Title

5.23.17
Date

Indiana Department of Transportation

Roy Nunnally

Roy Nunnally

Division Director
Title

3/3/17
Date

Appendix 5, Public – Private Participation Responses and Comments

November 21, 2018, *Technical Transportation Committee*

The deadline, December 3rd, for federal funding request for local projects was stated. The development schedule was then reviewed.

No comments or questions were received from the public.

December 12, 2018, *Citizen Participation Committee*

An overview of the TIP and what it is was reviewed. The list of preliminary projects for the new TIP was passed out and the individual projects were reviewed. The date when the local projects were to be reviewed and federal funds allocated was presented. Other key dates were mentioned as well as the amounts of federal funds we receive.

Comments from those attending:

1) I treated a pedestrian that was hit (18th Street at the Linear Trail).

2) Can you tell me again about the Hawk signal?

3) So, it's like Tapawingo with the flashing lights.

4) This is the south Wal-Mart.

5) Why is it so expensive?

6) Are there any plans to widen it?

7) Are they going to purchase property?

8) It's targeted for 2026?

9) Are you talking about the intersection at Wal-Mart by the insurance company?

10) For Cherry Lane and Cumberland project it just shows construction. Does that include engineering and right-of-way?

11) These could be totals or they just could be construction costs.

12) On Lindberg it states complete streets and in Lafayette it states urbanization. Could you please explain the difference?

13) It doesn't mean sidewalks and trails?

14) There is nothing there.

15) It's been promised that when the new school is opened it would be done. I can personally state that over the last nine or ten years it was always been said it would be done next year. At the last public meeting it was supposed to be done in 2019 and now it states 2020.

16) You know I'll get the answer.

17) The year shown is fiscal year and not calendar year.

18) What I remember from the engineering department is that they wanted to do it earlier because it was in such bad shape and there was going to be a big delay because the utilities wanted to redo their infrastructure. They decided to patch it so it will give another two or three more years of extra life.

19) It's starting to crack again.

20) They still don't have sidewalks of any nature for the students who attend that school. There is no way a student can walk from Salisbury to Northwestern.

21) That was just seeded for grass.

22) What's phase two. Is that north of Kalberer?

23) That's near Harrison?

24) It's a mile away from the school.

25) It's just a two way stop now.

26) Caterpillar and MacAllister are there and it will go north.

27) Is 200S Haggerty Lane?

28) In Tippecanoe County there are several requests and they end at 500N. Is there something developing up there?

29) 500 stops at Fullers in Otterbein.

30) It becomes Oxford Street.

31) It's Indiana's other 500 if you have ever biked on it.

32) I have been told I have the most dangerous driveway in West Lafayette. It's dangerous backing out of the driveway.

33) You have such beautiful lawn ornaments. People should slow down and enjoy the view.

34) Would you please explain the differences?

35) But there is a minimum and maximum for the overlays?

36) Where is 900E?

37) Is that where the curve is?

38) It will take you to Buck Creek.

39) That's a lot of money and it's by 2020, wow.

40) Seems like they do that every few years. It's a hazardous interchange due to the topography of the land.

41) Is that between 300 and 500W?

42) It's by the golf course.

43) Which project is that?

44) It has a low priority.

45) So intermediate sections of three lanes?

46) That would be some expensive bridges to be replaced.

47) The sections would probably be between the bridges.

48) Back up to project 57.

49) Will INDOT replace it with anything?

50) Is that the 225 bridge?

51) Do the people in Battle Ground know this is going to happen?

52) You heard it here first.

53) Just a little tiny question. Has this bridge been on life support for some time? As far as getting rid of it?

54) People who live around this are going to go out of their minds.

55) So a related a question, obvious these are projects INDOT is going to do on their roads. How much say does the local community have over this or they just send this to us as an FYI.

56) And the finances are completely separate from the local project finances?

57) Just to get my compass in the right direction. Project 48, east bound bridge over Sagamore Parkway US 52.

58) They are not spending too much money on it.

59) They are barely going to sweep it off with that amount of money.

60) Thank you for adding transparency and it was very transparent.

61) South of Columbus and north of Lebanon.

62) You had a lot to go through.

63) You did it very well.

64) Thank you for all of the information.

December 13, 2018, *Policy Board Committee*

Committee members were reminded that the local project sheets needed to be turned in.

No comments or questions were received from the public.

December 16, 2018

An email was sent to the APC email address (Sunday) and the gentleman asked about the future of the SR 225 bridge. He asked if the information he heard was correct and asked how he can voice his concerns.

An email response was sent the following morning and it included the options as to how he could comment on the project.

December 18, 2018

A phone call was received regarding the proposed SR 225 bridge removal project. The gentleman had a list of concerns of why it should not be closed. APC staff answered his questions and stated the various options as to how he could comment on the project.

December 19, 2018, *Technical Transportation Committee*

APC stated the list of local project requests have been combined and will be discussed at the January meeting. The allocation rules were mentioned. It was also mentioned that a draft list of INDOT projects has been developed and both lists are available on the APC web site. The proposed schedule was mentioned.

No comments or question were received from the public.

December 20, 2018

APC staff received a phone call. The caller asked for more information about the SR 225 bridge removal project. APC staff answered all the questions and stated the various options as to how they could comment on the project.

January 10, 2019*, Policy Board Committee*

The committee was given a status update and informed that the local projects requesting federal funds will be reviewed and the funds allocated at the follow Tech committee. The timeline and milestone targets were presented. APC staff review the public comments received and informed the committee that the project scope of the SR 225 Wabash River Bridge project was changed from removed to rehabilitation and repair.

No comments or questions were received from the public.

January 16, 2019, *Technical Transportation Committee*

The Technical Transportation Committee was presented the information in the APC funding allocation staff report and then the committee reviewed and discussed the APC funding proposal. The recommendation was approved. The Committee affirmed a list of INDOT projects to be a priority to this community and determined that all location projects requesting federal aid were determined to be complete street compliant.

Comments from those attending:

1) We are talking about complete streets and ADA compliance and all of these kind of things. I am reminded in these snow storms in the few of days who to ask and this may not be the right group, when there are crosswalks with islands in the middle of them, who is reasonable for keeping it shoveled so the pedestrian can stay on that island and not stand in the street. I don't know.

2) I just notice that they have not had much attention. I'll be interested in how all this letting happen. It will let my round feet go further.

3) My concern is the human factor of what happens in transportation and that is, again, I'm not sure this is the correct group to address this to, but I would like to offer any opportunities that we might have for collaborate with any state or federal money that could improve the safety and driving ability for senior citizens. I'm here primarily because I have been with the senior center for four years now and a few weeks ago, for the section time, one of our guests was involved in a driving accident where he caused a fatality. Several years ago one of our quests in a motor vehicle hit a motorcycle and more recently one of our quests hit someone on a bicycle and caused a fatality in both instances. We know for a fact that many of our folks because of our public transportation needs should not be driving even though they are driving well beyond that time. What we would like to offer at all possible with any funding or special grant opportunities that might come through, a collaborate effort to improve the safety and get safety measure of fatalities and serious injuries down with some program or project that might positively impact those folks that we typically deal with who are over 55 that may need additional assistance in good driving

safety habits or being able to negotiation public transportation when available to avoid use of autos when there are safety issues.

February 5, 2019

Received an email and the citizen asked if the bridge was going to be replaced or not. In their email was an attachment and it was a response from INDOT's Customer Service. The response stated that a meeting will be held soon, and the consultant will make an engineering assessment of what options INDOT has with the historic bridge. The reply added that the study will be completed by the end of August.

APC staff contacted the District office for additional details and a response was sent to the citizen.

February 12, 2019

APC staff was asked if the SR 225 bridge project is still a demolition project.

Staff replied that the scope has changed, and it is not a demolition project. Additional information was provided.

February 14, 2019*, Policy Board*

APC staff reviewed the complete street discussion and federal funding allocation that took place at the January Tech meeting. Staff then stated that the INDOT dead line for the draft is tomorrow (April 15) and that the draft document has been completed and is in final review. Information regarding the public hearing, Tech and Policy Board review was presented.

No comments or questions were received from the public.

February 15, 2019

APC staff received an email concerning INDOT's SR 225 bridge project. The email included an email from another person and stated the project scope has changed, an estimated traffic count on SR 225, the functional classification of the road and the possibility it may be a pedestrian bridge.

Staff responded to the email and verified that the scope has change to a rehabilitation and repair. Screen shots of INDOT's 2018 traffic counts and adopted functional classification map was provided. Staff also stated that INDOT will be holding public meetings when the STIP is being developed and encourage the emailer to attend the meeting.

February 15, 2019

The draft document was completed and placed on the APC transportation web page. A paper copy was placed in the APC waiting area will all the other documents.

The draft document was submitted to INDOT.

February 19, 2019

The Washington Township contacted APC and requested traffic counts for SR 225 and if the bridge would be converted to a pedestrian bridge. She stated that would be an issue for the fire departments and DNR responding to any calls in Battle Ground.

APC staff provided her traffic count data from INDOT's web site and stated that the plans have not yet been finalized.

February 20, 2019*, Technical Transportation Committee*

The Committee was informed that the draft document has been completed, is available on the APC transportation web page and has been submitted to INDOT for review. APC staff then stated when the public hearing date and when the adoption process will take place.

No comments or questions were received from the public.

March 12, 2019

A Battle Ground Town Council Member called and asked about the status of the SR 225 bridge projects and if it was still a demolition project.

APC staff provided him with updated information, the new scope and status of the projects. Staff also stated that INDOT will be holding a public meeting for their STIP document and advised that that would be a good place and time to provide comment on the project.

March 13, 2019, *Citizens Participating Committee (Public Hearing)*

The draft TIP document, project funding/priorities and INDOT's STIP public meeting information was presented. The following are the questions and comments made by citizens at the meeting:

1) Are the handouts in the document?

2) Now is that Concord or Maple Point?

3) So this is the first time I've been at a meeting here, I was draw by a lot of the advertising for this meeting. Since this is my first time here, I don't understand how the projects came to be. How are the projects selected?

4) So if a person or citizen like me has a suggestion for a project that is not on the list for a reason, in a case like me it's a safety issue, what's the appropriate, how do I rise the issue?

5) This happens to be at 975 and highway 28 south of Lafayette. In southern Tippecanoe County

6) Doug is 28 scheduled to be rebuilt in two years?

7) That section?

8) The whole thing?

9) Doug's comments earlier is not totally off the limits. You can still go to county highway and tell them of their concern. Because they talk to INDOT all the time. So if you don't want to be the one man carrying the torch talk to the county and get them on your side. They are a lot easier to get on your side.

10) Why is that 2026 when this is only a 2024 report?

11) Is it a placeholder?

12) Why is it such a big project?

13) But no widening?

14) Which is what it is now.

15) Part of it is three and part is only two.

16) Are there any plans to do a double left?

17) Channel 18 had a piece on that the other day because no one realized there was a pedestrian part to the new bridge. They are waiting because the State is going to make some trail money available.

18) That's toward Prophetstown. Somebody will want to bike out to that.

19) The trail quits right under the bridge now. I used to ride on that and it is sand up to the Davis Ferry.

20) I run it all the time. From Lafayette you go to the Davis Ferry and you cross the pedestrian bridge. The trail connection on the other side and I was told there was a connection and it took me a long to find it. There is just a small sign because the other part of the trail to Battle Ground is a nice part of the trail.

21) You can't bike on that. I haven't done it in years since the last time I was in Scouting.

22) The whole trail is not suited for biking.

23) My son planet trees along the trail. That was his Eagle project.

24) 9th Street is a terror to ride on.

25) Did you speak of a piece that goes from Davis Ferry Bridge to Prophetstown Park? I wish there was such a thing.

26) To Prophetstown?

27) Is there where the hotel going?

28) A lot of bridges.

29) Was this the one you spoke of earlier. It's just an overlay.

30) From 231 to 52 is a reconstruction.

31) 231 to 52, is that 17 miles or something like that?

32) 25 to 231, the west part.

33) They need the canal people to come over and fix the bridge. They would give it a pretty color.

34) Again, I'm sorry this is my first time here. One of the things you called out was making the decision based on economic items in regard to neighborhoods. One of the things I do, I have a small business that I spun up with the purpose to help small communities south of Tippecanoe and further south where they are in bad shape and there are houses, I take a house and do something with it. Whey you say neighborhoods, I think of those small communities. What do you think of what are neighborhoods?

35) Thank you.

March 14, 2019*, Policy Board*

The Committee was presented a status report, including information regarding the public meeting. They were also informed of the dates when INDOT was to have a response back to APC, when the Technical Transportation Committee was to review and make an adoption recommendation and with the document would be presented to the Policy Board for possible adoption.

No comments or questions were received form the general public.

March 20, 2019, *Technical Transportation Committee*

The Technical Transportation discussion and allocated the additional federal funds which came from the draft FY 2020 Sharing Agreement and the carry over balances due to INDOT's release of the Final FY 2019 Sharing Agreement. APC staff then presented the time-line for the remaining months and when adoption may possibly occur. It was also announced when INDOT will be hold it's STIP meeting here in Lafayette.

No comments or questions were received form the general public.

April 11, 2019, *Policy Board*

The Committee was presented a status report.

No comments or questions were received form the general public.

April 17, 2019: *Technical Transportation Committee*

The Committee reviewed the draft document and voted to recommend its adoption.

No comments or questions were received form the general public.

April 22, 2019, *Faith West Community Center*

A booth with TIP information was set up at the Center during the early morning and lunch hours. The draft document, TIP project list, funding information summary sheet and comment cards were available. Staff provided information about the document, projects and information to the those who stopped by.

April 23, 2019, *Faith North Community Center*

A booth with TIP information was set up at the Center from the late morning to the late afternoon. The draft document, TIP project list, funding information summary sheet and comment cards were available. Staff provided information about the document, projects and information to the those who stopped by.

written comments:

Comment #1: "One end of the street says Foxhall road. The other end says Foxhill drive and drive is the right sign and more visible speed limit signs."

Comment #2: "More speed limit signs on Perrine Street."

Comment #3: "Way past time to put a sidewalk along IN 25 from Old Romney Road to old US 231. How many more pedestrians must be injured or killed before someone acts? Just because most pedestrians in that area are black is NO REASON TO IGNORE THEM!"

Comment #4: Bus Stop and sidewalk issues at:

a) McCarty Lane near the gas station (Park East). No landing and sidewalk to the bus stop.
b) South Street (Sagamore Parkway to I-65) bus stops and sidewalks.
c) 350S on northside of road from Concord to 18th Street.
d) Park East just north of McCarty Lane (at bus stop).
e) State Street by Wabash Landing. Difficult for bus and it's wheel chair ramp between parked cars.
f) State Street further west. Difficult to get off when using wheel chair ramp.

Comment #5: Better consecutive timing for traffic signals on SR 26 between CR 550E to US 52.

Comment #6: Needs to go to a city in Kentucky. The issue is not having someone locally to purchase a bus ticket.

May 9, 2019*, Policy Board*

The Policy Board reviewed the draft document and adopted it.

No comments or questions were received from the general public.

Appendix 6, Change Order Policy

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

Appendix 7, Administrative Amendment Policy

POLICY for ADMINISTRATIVE AMENDMENTS
to the
TRANSPORTATION IMPROVEMENT PROGRAM

Greater Lafayette Area Transportation and Development Study Area

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

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

OR

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

AND FOR EITHER SITUATION LISTED ABOVE,

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

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

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

Gary Schroeder, President

Sallie Dell Fahey, Secretary

September 27, 2006
Revised per Executive Committee vote November 2, 2006

Appendix 8, Planning Support for TIP Projects

The following two tables document the planning support for both local and state projects. Each table provides a project description or code number and the document where the planning support can be found.

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
	City of Lafayette		
Concord Road *Maple Point Extension to Veterans Memorial Parkway*	Trail Lighting	1900477	City Assessment
Park East Blvd. *Haggerty to SR 38*	New Road Construction	1700405	2045 MTP, FY '18 TIP
South 9th Street *Brick" N" Wood to Veterans Memorial Parkway*	Widening & Urbanization	1900482	2045 MTP
Twyckenham Boulevard *Poland Hill to S. 9th St.*	Road Reconstruction	1401285	2045 MTP
	City of West Lafayette		
Cherry Lane Extension *Rel. US 231 to McCormick*	New Road Construction	1401290	2045 MTP, FY '18 TIP
Cumberland Ave, Ph 4 *Sagamore Parkway to ½ mi west of Sagamore Parkway*	Road Reconstruction	---	2045 MTP, FY '18 TIP
Lindberg Road *Northwestern to Salisbury*	Road Reconstruction & Complete Streets	---	2045 MTP
Sagamore Parkway Trail *Happy Hollow to Wabash River Bridge*	New Trail Construction	1401287	2045 MTP, FY '18 TIP
Soldiers Home Road, Ph 1 *Sagamore Pkwy to Kalberer*	Road Reconstruction & Urbanization	1401291	2045 MTP, FY '18 TIP
Yeager Road, Ph. 4 *End of Pavement to City Limit*	Road Reconstruction & Urbanization	---	FY '18 TIP
	Tippecanoe County		
County Farm Road at CR 500N			
County Bridge Inspection *Various Bridges in County*	Inspection Program	1382591	Annual Inspection, FY '18 TIP
Klondike Road *Lindberg Road to US 52*	Road Reconstruction & Widening	1173626	2045 MTP, TFP-15, FY '18 TIP, 5YPS
Lindberg Road *Klondike to US 231*	Road Reconstruction & Widening	1173627	2045 MTP, TFP-15, FY '18 TIP, 5YPS
McCutcheon Ped Safety *Old US 231 & CR 500S*	Safety Improvements	1601028	Road Safety Audit
Morehouse Road *Sagamore Pkwy to CR 500N*	Road Reconstruction & Widening	1401280	2045 MTP, FY '18 TIP, 5YPS
Yeager Road *City Limits to CR 500N*	Road Realignment	1401281	2045 MTP, FY '18 TIP, 5YPS
North River Road *At CR 500N*	Intersection Improvements	1401279	County Assessment, FY '18 TIP, 5YPS, Road Safety Audit

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
	Tippecanoe County continued		
Bridge Replacement *Various Locations*	Replacement	---	County Bridge Program, FY '18 TIP,
CR 400E *At Clegg Gardens*	Ped Xing Improvements	---	County Assessment
	Town of Dayton		
Yost Drive *Haggerty Lane to existing road*	New Road Construction	1900483	2045 MTP
	CityBus		
CityBus	Operating Assistance & Capital Assistance	Various	TDP, SP, CHSTP, FY '18 TIP
	Purdue University Airport		
Rehabilitate Runway 05/23 & Connector Taxiway	Reconstruction	---	AMP
East Parallel Taxiway "C"	Environmental Assessment	---	AMP
	Joint Study		
US 231 Study *US 52 to I-65*	Preliminary Corridor Study		2045 MTP, US 231 INDOT Corridor Study

AMP-Airport Master Plan
CHSTP – Coordinated Human Service Transit Plan
Bic./Ped. Plan – Bicycle & Pedestrian Plan
F/D – Federal Aid Crossing Questionnaire, Diagnostic Review
TDP – Transit Development Plan
TFP – Thoroughfare Plan
TIP – Transportation Improvement Program
2040 MTP – 2040 Metropolitan Transportation Plan
SP – CityBus Strategic Plan
5YPS – Five Year Production Schedule

INDOT Projects

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
SR 25 *Bridge over Shawnee Creek*	Replacement Structure	1298419	INDOT Review, FY '18 TIP, STIP
SR 25 *Wallace Ditch*	Small Structure Replacement	1500120	INDOT Review, FY '18 TIP, STIP
SR 25 *Flint Creek*	Bridge Thin Deck Overlay	1602069	INDOT Review, FY '18 TIP, STIP
SR 25 *SB Bridge, Buck Creek*	Bridge Deck Overlay	1800413	INDOT Review, FY '18 TIP, STIP
SR 25 *NB Bridge, Buck Creek*	Bridge Deck Overlay	1800414	INDOT Review, FY '18 TIP, STIP
SR 25 *SB Bridge, NS Railroad*	Bridge Deck Overlay	1800418	INDOT Review, FY '18 TIP, STIP
SR 25 *NB Bridge, Sugar Creek*	Bridge Deck Overlay	1800419	INDOT Review, FY '18 TIP, STIP
SR 25 *SB Bridge, Sugar Creek*	Bridge Deck Overlay	1800420	INDOT Review, FY '18 TIP, STIP
SR 25 *NB Bridge, NS Railroad*	Bridge Deck Overlay	1800421	INDOT Review, FY '18 TIP, STIP
SR 25 *NB Bridge, No Name Creek*	Bridge Deck Overlay	1800437	INDOT Review, FY '18 TIP, STIP
SR 25 *NB Bridge, Co. Line Road*	Bridge Deck Overlay	1800438	INDOT Review, FY '18 TIP, STIP
SR 25 *11.3 miles north of I-65*	Bridge Thin Deck Overlay	1800439	INDOT Review, FY '18 TIP, STIP
SR 25 *NB Bridge, CR 900N*	Bridge Thin Deck Overlay	1800440	INDOT Review, FY '18 TIP, STIP
SR 25 *SB Bridge, No Name Creek*	Bridge Deck Overlay	1800441	INDOT Review, FY '18 TIP, STIP
SR 25 *SB Bridge, CR 900N*	Bridge Deck Overlay	1800442	INDOT Review, FY '18 TIP, STIP
SR 25 *SB Bridge, Bridge Creek*	Bridge Deck Overlay	1800443	INDOT Review, FY '18 TIP, STIP
SR 25 *CR 330N Bridge*	Bridge Deck Overlay	1800445	INDOT Review, FY '18 TIP, STIP
SR 25 *NB Bridge, Bridge Creek*	Bridge Deck Overlay	1800455	INDOT Review, FY '18 TIP, STIP
SR 26 *4.98 mi. W of US 231*	Culvert Clean & Repair	1500096	INDOT Review, FY '18 TIP, STIP
SR 26 *5.75 mi. W of US 231*	Small Structure Replacement	1500121	INDOT Review, FY '18 TIP, STIP
SR 26 *0.33 to 8.57 mi. E of SR 55*	HMA Overlay Structural	1700114	INDOT Review, FY '18 TIP, STIP
SR 26 *8.7 mi. E of SR 55*	Bridge Replacement	1800130	INDOT Review
SR 26 *At CR 900E*	New Signal Installation	1800215	INDOT Review
SR 26 *I-65 to 1.49 mi. E of I-65*	Patch & Rehab, PCCP Pave.	1800569	INDOT Review, FY '18 TIP, STIP
SR 26 *At CR 900E*	New Signal Installation	1802820	INDOT Review

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
SR 28 *SR 25 to US 231*	HMA Functional Overlay	1500155	INDOT Review, FY '18 TIP, STIP
SR 28 *US 231 to US 52*	Road Rehabilitation	1592968	INDOT Review, FY '18 TIP, STIP
SR 28 *Wea Creek*	Bridge Thin Deck Overlay	1602094	INDOT Review, FY '18 TIP, STIP
SR 28 *Over Little Wea Creek*	Bridge Deck Overlay	1800670	INDOT Review, FY '18 TIP, STIP
SR 28 *Over Haywood Ditch*	Bridge Deck Overlay	1801298	INDOT Review, FY '18 TIP, STIP
SR 38 *Within Dayton*	Road Rehabilitation	1601073	INDOT Review, FY '18 TIP, STIP
SR 38 *1.07 mi. E of I-65 to US 421*	HMA Overlay	1601074	INDOT Review, FY '18 TIP, STIP
SR 38 *EB Bridge, 1.37 mi. W I-65*	Bridge Thin Deck Overlay	1601997	INDOT Review, FY '18 TIP, STIP
SR 38 *WB Bridge, 1.37 mi. W I-65*	Bridge Thin Deck Overlay	1602057	INDOT Review, FY '18 TIP, STIP
SR 38 *WB Bridge, Elliott Ditch*	Bridge Deck Overlay	1701561	INDOT Review, FY '18 TIP, STIP
SR 38 *EB Bridge, Elliott Ditch*	Bridge Deck Overlay	1701562	INDOT Review, FY '18 TIP, STIP
SR 38 *Southfork Wildcat Creek*	Bridge Thin Deck Overlay	1800452	INDOT Review, FY '18 TIP, STIP
SR 38 *Southfork Wildcat Creek*	Debris Removal	1801353	INDOT Review, FY '18 TIP, STIP
SR 43 *N of SR 225 to S of SR 18*	HMA PM Overlay	1592686	INDOT Review, FY '18 TIP, STIP
SR 43 *I-65 NB Ramp*	Intersection Improvement	1700188	INDOT Review, FY '18 TIP, STIP
SR 43 *I-65 SB Ramp*	Intersection Improvement	1700189	INDOT Review, FY '18 TIP, STIP
SR 43 *Bridge over Walter Ditch*	Bridge Replacement	1800076	INDOT Review
US 52 *Lauramie Creek*	Bridge Thin Deck Overlay	1601992	INDOT Review, FY '18 TIP, STIP
US 52 *Elliot Ditch*	Bridge Thin Deck Overlay	1601999	INDOT Review, FY '18 TIP, STIP
US 52 *Branch of Elliot Ditch*	Bridge Thin Deck Overlay	1602042	INDOT Review, FY '18 TIP, STIP
US 52 *Over Indian Creek*	Bridge Replacement	1701596	INDOT Review, FY '18 TIP, STIP
US 52 *Elston Road over US 231*	Bridge Thin Deck Overlay	1702078	INDOT Review, FY '18 TIP, STIP
US 52 *EB lane over NS Railroad*	Bridge Thin Deck Overlay	1800425	INDOT Review, FY '18 TIP, STIP
US 52 *WB lane over NS Railroad*	Bridge Thin Deck Overlay	1800430	INDOT Review, FY '18 TIP, STIP
US 52 *EB Bridge, Sagamore Pkwy*	Bridge Maintenance & Repair	1801299	INDOT Review, FY '18 TIP, STIP
US 231 *N of I-74 - 2.87 N of SR 28*	Auxiliary Passing Lanes	1700190	INDOT Review, FY '18 TIP, STIP

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
US 231 *NB Bridge, Big Wea Creek*	Bridge Thin Deck Overlay	1800432	INDOT Review, FY '18 TIP, STIP
US 231 *SB Bridge, Big Wea Creek*	Bridge Thin Deck Overlay	1800433	INDOT Review, FY '18 TIP, STIP
US 231 *NB Bridge Big Wea Creek*	Debris Removal	1801338	INDOT Review, FY '18 TIP, STIP
US 231 *SB Bridge, Big Wea Creek*	Debris Removal	1801344	INDOT Review, FY '18 TIP, STIP
US 231 *At SR 28*	New Signal Installation	1802807	INDOT Review, FY '18 TIP, STIP
US 231 *AT CR 800S*	New Signal Installation	1802809	INDOT Review, FY '18 TIP, STIP
SR 225 *0.6 mi. N of SR 25*	Bridge Rehabilitation/Repair	1593270	INDOT Review
SR 225 *Over Burnett Creek*	Bridge Deck Overlay	1701548	INDOT Review, FY '18 TIP, STIP
SR 225 *Over Burnett Creek*	Bridge Deck Overlay	1702137	INDOT Review, FY '18 TIP, STIP
SR 225 *0.1 mi. N of SR 25*	Small Structure Replacement	1800149	INDOT Review
I-65 *NB Bridge, SR 43*	Bridge Deck Replace/Widen	1601088	INDOT Review, FY '18 TIP, STIP
I-65 *SB Bridge, SR 43*	Bridge Deck Replace/Widen	1601090	INDOT Review
I-65 *NB Bridge, Burnett Creek*	Bridge Deck Replace/Widen	1601091	INDOT Review, FY '18 TIP, STIP
I-65 *SB Bridge, Burnett Creek*	Bridge Deck Replace/Widen	1601092	INDOT Review, FY '18 TIP, STIP
I-65 *Over Unnamed Ditch*	Pipe Lining	1701549	INDOT Review, FY '18 TIP, STIP
I-65 *NB Bridge, Wildcat Creek*	Bridge Painting	1800399	INDOT Review, FY '18 TIP, STIP
I-65 *SB Bridge, Wildcat Creek*	Bridge Painting	1800400	INDOT Review, FY '18 TIP, STIP
I-65 *NB Bridge, SR 26*	Bridge Painting	1800401	INDOT Review, FY '18 TIP, STIP
I-65 *SB Bridge, SR 26*	Bridge Painting	1800402	INDOT Review, FY '18 TIP, STIP
I-65 *Swisher Road Bridge*	Bridge Painting	1800431	INDOT Review, FY '18 TIP, STIP
I-65 *McCarty Lane Bridge*	Bridge Thin Deck Overlay	1800451	INDOT Review, FY '18 TIP, STIP
I-65 *SR 24 to US 24/231*	ITS Traffic Management	1800572	INDOT Review, FY '18 TIP, STIP
Statewide	Underwater Inspections	1601207	INDOT Review, FY '18 TIP, STIP
Statewide	Fracture Inspections	1601208	INDOT Review, FY '18 TIP, STIP
Statewide	Vertical Clearance Inspections	1601209	INDOT Review, FY '18 TIP, STIP
Statewide	On-Call Service		

MM: Major Moves
STIP – Indiana DOT TIP
MTP: 2045 Transportation Plan
TIP: Transportation Improvement Program

Appendix 9: CityBus CY 2015, 2016, 2017 & 2018 Capital and Operating Project Lists & TIGGER Projects

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
CityBus						
Financial information shown is calendar year beginning January 1st)						
Operating Assistance (Sec. 5307)	OP	S7O,L1,3,10				
des # 1172677			1,300,000	5,792,608	11,557,611	CY 2015
des # 1382372			1,882,009	6,490,022	11,712,762	CY 2016
des # 1382373			1,120,000	6,335,348	12,142,715	CY 2017
des # 1400659			2,160,816	10,456,858	12,617,674	CY 2018
Capital Assistance (Sec. 5307)	CA	S7C, L3				
Des numbers for individual projects			3,429,200	857,300	4,286,500	CY 2015
are shown on the following pages.			2,782,438	822,210	3,604,148	CY 2016
			1,926,500	481,625	2,408,125	CY 2017
			1,926,466	481,617	2,408,083	CY 2018
Planning Assistance (Sec. 5307)	PL	S7P, L3				
Bus Stop Evaluation (**des**			8,000	2,000	10,000	CY 2017
Strategic Planning			48,000	12,000	60,000	CY 2018
Planning Software			48,000	12,000	60,000	CY 2018
Operating Assistance (Sec. 5310)	OP	S10, L3				
Route 9 Continuation, #1700781			96,984	96,984	193,968	CY 2017
Capital Assistance (Sec. 5339)	CA	S39C, L3				
Fixed Route Buses, des #1382386			353,725	88,431	442,156	CY 2017
Ped/Bike Detection System des #1801629			485,760	121,440	607,200	CY 2018

1. REPLACEMENT TIRES - $60,000 *Des #1172703*
With over 1.5 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is $1,765.

2. BUS OVERHAUL, $113,000
a. Rebuild up to four (4) bus engines - $61,000 *Des #1172704*
Based on 2013 and similar experience in previous years, CityBus anticipates the need to rebuild up to five (5) engines at an average cost of $15,250 each.

b. Rebuild up to three (3) bus transmissions - $150,00 *Des #1172705*
GLPTC's first hybrid diesel-electric buses were purchased in 2007 and are now sever years old. GLPTC needs to program additional federal funding for the rebuilding of transmissions as a contingency should hybrid transmission need to be rebuild in FY 2015.

c. Bus rebuild components - $28,000 *Des #1172706*
Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of $2,000 each.

3. COMPUTER HARDWARE AND SOFTWARE, $30,000 *Des #1172707*
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

4. SUPPORT VEHICLE - $35,000 *Des #1172708*
Replace the 2003 Ford F-250 Truck. This vehicle will exceed the requirements of FTA Circular 9030.1A for age for replacement.

5. BUS REPLACEMENT - $3,167,500 *Des #1172709*
GLPTC is increasing the quantity of full-sized buses to be replaced in 2015 from three to six. GLPTC will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age. The buses being replaced are 1998 Gilligs, buses number 1001, 1002, 1003, 1005, and 1999 Gilligs 1101 and 1102.

6. TEN FAREBOXES - $140,000 and GENFARE DATA SYSTEM - $15,000 *Des #1500325 & 1500326*
GLPTC is replacing outdated fareboxes that have been in use since the 1980s. In 2014, GLPTC replaced 48 units with new SPX Genfare Odyssey Fareboxes. For this project, GLPTC will procure ten additional fareboxes to complete installation across the entire fleet. The new technology validates coins and bills, providing a more accurate count of GLPTC's revenue, and offers the ability to offer new fare options. The data system is used to organize and manage data collected in the fareboxes and generates reports on revenue, ridership, farebox maintenance, security, and other management issues. The outdated data system will be replaced.

7. ACQUIRE PROPERTY - $350,000 *Des #1500327*
GLPTC seeks to acquire property for future expansion of its administration and maintenance facilities.

8. REHABILITATE ADMINISTRATION FACILITY - $50,000 *Des #1500328*
Updates are needed to make the main entrance to the administration facility fully ADA accessible.

9. ELECTRONIC WAYSIDE SIGNS - $100,000 *Des #1500329*
GLPTC will install electronic signage inside shelters and at bus stops. These signs display real-time departure information for transit riders.

10. BIKE REPAIR STATION AT CBC - $15,000 *Des #1500330*
Bicyclists are using transit in increasing numbers. Each fixed route bus is equipped with a bike rack and bicycle parking is provided at CityBus Center (CBC), the bus transfer station located in downtown Lafayette. A bike repair station will be made available for public use. The station will include air for tires and basic tools for making simple repairs.

11. CHARGING STATION AT CBC - $5,000 *Des #1500331* The lobby at CityBus Center is a place where passengers wait between trips on local fixed route buses and commuter lines such as Greyhound. Because riders are using mobile electronic devices to access transit information, GLPTC will provide a station of electrical outlets so that riders can plug their devices in for charging while they are using the center.

12. PUBLIC ARE PROJECT AT CBC - $20,000 *Des #1500332*
The CityBus Center plaza area is a public space which can be enhanced by public art. GLPTC will acquire art for installation on the plaza and inside the lobby area.

13. SHELTERS - $30,000 AND SHELTER LIGHTING - $30,000 *Des #1500333 & 1500334*
GLPTC will install passenger shelters at bus stops and will install solar lighting systems to enhance public safety.

Item #	Project	Federal Share	Local Share	Total Cost
1	Replacement Tires	48,000	12,000	60,000
2a	Bus Overhaul, Rebuild Engines	48,800	12,200	61,000
2b	Bus Overhaul, Rebuild Transmissions	120,000	30,000	150,000
2c	Bus Overhaul, Rebuild Components	22,400	5,600	28,000
3	Computer Hardware & Software	24,000	6,000	30,000
4	Support Vehicle	28,000	7,000	35,000
5	Bus Replacement	2,534,000	633,500	3,167,500
6	Ten Fareboxes	112,000	28,000	140,000
7	Genfare Data System	12,000	3,000	15,000
8	Acquire Property	280,000	70,000	350,000
9	Rehabilitate Administration Facility	40,000	10,000	50,000
10	Electronic Wayside Signs	80,000	20,000	100,000
11	Bike Repair Station at CBC	12,000	3,000	15,000
12	Charging Station at CBC	4,000	1,000	5,000
13	Public Art Project at CBC	16,000	4,000	20,000
14	Shelters	24,000	6,000	30,000
15	Shelter Lighting	24,000	6,000	30,000
	Total	3,420,200	857,300	4,286,500
	Operating Assistance, Des # 1172677	1,300,000	5,792,608	11,557,611

1. REPLACEMENT TIRES - $60,000 *Des #1172703*

With over 1.5 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is $1,765.

2. BUS OVERHAUL, $113,000

a. Rebuild up to four (4) bus engines - $61,000 *Des #1172704*

Based on 2013 and similar experience in previous years, CityBus anticipates the need to rebuild up to five (5) engines at an average cost of $15,250 each.

b. Rebuild up to three (3) bus transmissions - $150,00 *Des #1172705*

GLPTC's first hybrid diesel-electric buses were purchased in 2007 and are now sever years old. GLPTC needs to program additional federal funding for the rebuilding of transmissions as a contingency should hybrid transmission need to be rebuild in FY 2015.

c. Bus rebuild components - $28,000 *Des #1172706*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of $2,000 each.

3. COMPUTER HARDWARE AND SOFTWARE, $30,000 *Des #1172707*

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

4. SUPPORT VEHICLE - $35,000 *Des #1172708*

Replace the 2003 Ford F-250 Truck. This vehicle will exceed the requirements of FTA Circular 9030.1A for age for replacement.

5. BUS REPLACEMENT - $3,167,500 *Des #1172709*

GLPTC is increasing the quantity of full-sized buses to be replaced in 2015 from three to six. GLPTC will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age. The buses being replaced are 1998 Gilligs, buses number 1001, 1002, 1003, 1005, and 1999 Gilligs 1101 and 1102.

6. TEN FAREBOXES - $140,000 and GENFARE DATA SYSTEM - $15,000 *Des #1500325 & 1500326*

GLPTC is replacing outdated fareboxes that have been in use since the 1980s. In 2014, GLPTC replaced 48 units with new SPX Genfare Odyssey Fareboxes. For this project, GLPTC will procure ten additional fareboxes to complete installation across the entire fleet. The new technology validates coins and bills, providing a more accurate count of GLPTC's revenue, and offers the ability to offer new fare options. The data system is used to organize and manage data collected in the fareboxes and generates reports on revenue, ridership, farebox maintenance, security, and other management issues. The outdated data system will be replaced.

Item #	Project	Federal Share	Local Share	Total Cost
1	Replacement Tires	48,000	12,000	60,000
2a	Bus Overhaul, Rebuild Engines	48,800	12,200	61,000
2b	Bus Overhaul, Rebuild Transmissions	120,000	30,000	150,000
2c	Bus Overhaul, Rebuild Components	22,400	5,600	28,000
3	Computer Hardware & Software	24,000	6,000	30,000
4	Support Vehicle	28,000	7,000	35,000
5	Bus Replacement	2,534,000	633,500	3,167,500
6	Ten Fareboxes	112,000	28,000	140,000

1. REPLACEMENT TIRES, $70,000 *Des #1382381*

With over 1.5 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is $2,060.

2. REBUILD UP TO FOUR BUS ENGINES, $61,000 *Des #1382382*

Based on 2013 and similar experience in previous years, CityBus anticipates the need to rebuild up to five (5) engines at an average cost of $15,250 each.

3. REBUILD UP TO THREE BUS TRANSMISSIONS, $74,000 *Des #1382383*

In 2017 GLPTC's first hybrid buses, purchased in 2007, will enter their tenth year of service. There are currently 22 hybrid buses in the fleet, ranging in age from two to seven years. Repair or replacement of hybrid transmission components such as hybrid drives and batteries can cost as much as $50,000. GLPTC anticipates repairing or replacing transmission components for one hybrid bus in 2017.

4. BUS REBUILD COMPONENTS, $28,000 *Des #1382384*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of $2,000 each.

5. COMPUTER HARDWARD AND SOFTWARE, $50,000 *Des #1382385*

GLPTC has invested heavily in information technology systems to manage the operation of public transportation service and to provide real-time passenger information to riders. Our operation and riders depend on these services to be reliable. CityBus is programming additional funds for necessary upgrades and replacements of old technology systems in CY 2017. Many of the systems to be replaced are five years old or older.

6. FIXED ROUTE BUSES, $1,900,000 *Des #1382386*

In 2015 GLPTC entered into a contract with New Flyer of America for Compressed Natural Gas (CNG) buses at a lower cost per unit than GLPTC anticipated when the TIP was first produced. At that time, more expensive hybrid buses were being procured. This project's total cost will be reduced by $265,125. GLPTC is changing the quantity of full-sized buses to be replaced in 2017 to allow for greater flexibility in bus procurements depending upon negotiation of a multi-year operating contract with Purdue University. Currently there are eleven articulated buses in the fleet, six of which date to 1998 which is many years past useful life. If the contract with Purdue is extended, GLPTC will procure two 60' articulated buses to replace two of the 1998 New Flyer Articulated Buses (#715, #716, #717, #718, #719, or #720), and one 40' bus (2002 Gillig Bus #1202). If the contract is not extended then GLPTC will purchase four 40' buses to replace 2002 Gillig Buses #1202, #1203, #1204, and #1205, as exists in the 2017 annual element. Buses will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age, and all new buses will use CNG fuel.

7. SECURITY CAMERAS FOR VEHICLES, $60,000 *Des #1500388*

In addition to the security cameras already programmed, the project amount is being increased by $30,000 for a pilot program that will utilize bus camera systems in a collision avoidance system. The pilot will involve installation of these systems on up to five buses. The goal of these systems is to improve pedestrian and bicyclist safety by scanning blind zones around the bus and issuing warnings when pedestrians and cyclists are detected in these zones.

8. OFFICE EQUIPMENT, $8,000 *Des #1700066*

GLPTC needs to replace the office copier which will be five years old in 2017. GLPTC is seeking additional capabilities including OCR scanning and color printing in the new copier. Estimated cost is $8,000.

9. SHOP LIGHTING UPGRADES, $61,000 *Des #1700067*

Lighting in the wash bay and bus storage area needs to be replaced with energy-efficient and brighter LED lighting. Existing lighting was installed when the facility was built in 1974.

10. PARATRANSIT BUS, $78,832 *Des #1700068*

INDOT awarded GLPTC CY2017 Section 5310 funds for the purchase of two replacement paratransit buses at a total cost of $157,664. In CY2017 GLPTC will replace one of the buses (the second bus will be programmed for replacement in CY2018). Paratransit Bus #442, a 2011 Supreme, will be replaced with a new paratransit bus. The bus will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D at the age of six years at time of replacement.

11. TRAVEL TRAINING PROGRAM, $56,423 *Des #1700069*

INDOT awarded GLPTC CY2017 Section 5310 funds for the continuation of our travel training program for CY2017. This program provides in-person training to senior citizens and people with disabilities to help them navigate and use GLPTC's fixed route and ADA paratransit services. The total cost of this program is $56,423.

Table 34: CY 2017 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	59,200	14,800	74,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware/Software Upgrade	40,000	10,000	50,000
Fixed Route Buses	1,520,000	380,000	1,900,000
Security Cameras for Vehicles	48,000	12,000	60,000
Office Equipment	6,400	1,600	8,000
Shop Lighting Upgrades	48,800	12,200	61,000
Paratransit Bus	63,066	15,766	78,832
Travel Training Program	45,138	11,285	56,423
TOTAL	1,926,500	481,625	2,408,125

Bus Stop Evaluation, $10,000 (SECTION 5307 PLANNING) *Des #1700070*

GLPTC will conduct a detailed evaluation of all 819 bus stops in use throughout the system. This evaluation will consider ADA accessibility, pedestrian access, and condition assessment which will help GLPTC prioritize future infrastructure investment. The total project cost is $10,000.

ROUTE 9 CONTINUATION (ENHANCED MOBILITY FUNDS) *Des #1700781*

In 2015, CityBus received New Freedom funding to extend service to IU Arnett and the surrounding medical offices. CityBus began service to this area in July 2016, and extended service to IU Arnett after the completion of Phase 3 of the Restore Sagamore project. Since the new route began, CityBus has provided 50,175 revenue miles, 3,624 revenue hours, and 17,123 passenger trips. CityBus is requesting New Freedom operating funds to extend the route an additional six months through January 2018.

FIXED ROUTE BUSES (Section 5339 Funds) *Des #1382386*

CityBus is requesting federal funds toward the partial federal share for one (1) 60' articulated bus. Sec. 5307 formula funds are programmed for the replacement of four of these buses with funds remaining toward part of the expense for a fifth replacement bus. CityBus is requesting $353,725 in Sec. 5339 funds (matching $151,680 in Sec. 5307 funds) to complete the 80% federal share for the fifth bus.

1. REPLACEMENT TRIES, $70,000 *Des #1400660*

With over 1.5 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full-size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is $2,060.

2. REBUILD UP TO TWO BUE ENGINES, $30,500 *Des #1400661*

Repair and replacement of engines has decreased due to preventive maintenance and manufacturer warranties. CityBus anticipates repairing and/or replacing two engines in 2018 at an average cost of $15,250 each.

3. REBUILD OR REPLACE BUS TRANSMISSIONS, $80,000 *Des #1400662*

CityBus anticipates repairing and/or replacing transmission in CY 2018 at higher costs than in previous years. There are currently 22 hybrid buses in the fleet, ranging in age from three to eight years. Repair or replacement of hybrid transmission components such as hybrid drives, and batteries can cost as much as $50,000.

4. BUS REBUILD COMPONENTS, $28,000 *Des #1400663*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years' experience, up to two (2) units of each item may be needed at the average cost of $2,000 each.

5. COMPUTER HARDWARD AND SOFTWARE, $104,000 *Des #1400664*

CityBus will continue to focus on disaster recovery and procure software to increase efficiency and accuracy. CityBus has invested heavily in information technology systems to implement a disaster recover plan. A large portion of the funds requested will be used to purchase a backup server that will be off-site and be a duplicate of the current system. The plan is to minimize down-time in a catastrophic event. CityBus is also planning to invest in a grants management module to be incorporated within the existing enterprise system.

6. PARATRANSIT BUS REPLACEMENT, $81,583 *Des #1700409*

INDOT awarded CityBus CY 2017 Section 5310 funds for the purchase of two replacement paratransit buses at a total cost of $157,664. In CY 2018 CityBus will replace #443 a 2011 Supreme with the remaining available funds of $65,266, an amendment increase of $2,066 (the first bus was programmed for replacement in CY 2017). The paratransit bus will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D at the time of replacement.

7. SUPPORT VEHICLE, $40,000 *Des #1400665*

Replace the 2008 Ford F-250 truck. The support vehicle to be replaced was purchased in 2007. This vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

8. FIXED ROUTE BUS REPLACEMENT, $1,725,000 *Des #1400666*

Due to the age and condition of several buses in the fleet, CityBus desires to purchase two 40' buses and one 60' bus to replace 2005 Gilligs #1401, #1402 and #1403. Buses will be replaced per FTA guidelines as outlined in FTA Circular 9030.1D. The buses being replaced will be over 12 years in age, and all new buses will use CNG fuel.

9. COIN COUNTER FOR VAULT ROOM, $8,000 *Des #1700410*

The coin counter used in the vault room to count fare revenue and prepare for deposit is over 25 years old and is need of replacement. The device jams frequently and does not recognize one-dollar coins. It is time to replace this item used daily in the vault room.

10. VEHICLE CAMERA SYSTEM, $35,000 *Des #1500389*

CityBus will replace outdated equipment for vehicle security camera systems that are no longer being supported by the manufacturer. FTA requires 1% of the Section 5307 funds to be used for security-related transit enhancements.

11. OFFICE FURNITURE, $8,000 *Des #1700411*

In 2017 CityBus is completing a renovation of the administration facilities at 1250 Canal Rd. which include additional office space for operations staff. New furniture is needed for the renovated work areas.

12. REHAB FACILITY, $100,000 *Des #1800093*

In 2017 CityBus is completing a renovation of the administration facilities at 1250 Canal Rd. which include additional office space for operations staff. New furniture is needed for the renovated work areas.

13. SOLAR WAYSIDE SIGNAGE, $88,000 *Des #1800094*

In 2017 CityBus is completing a renovation of the administration facilities at 1250 Canal Rd. which include additional office space for operations staff. New furniture is needed for the renovated work areas.

14. MOBILE PHONE APP, $10,000 *Des #1800095*

In 2017 CityBus is completing a renovation of the administration facilities at 1250 Canal Rd. which include additional office space for operations staff. New furniture is needed for the renovated work areas.

	Federal Share	Local Share	Total Cost
Replacement Tires	56,000	14,000	70,000
Bus Overhauls: Engines	24,400	6,100	35,500
Bus Overhauls: Transmissions	64,000	16,000	80,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware & Software	83,200	20,800	104,000
Paratransit Bus	65,266	16,317	81,583
Support Vehicle	32,000	8,000	40,000
Bus Replacement	1,380,000	345,000	1,725,000
Coin Counter for Vault Room	6,400	1,600	8,000
Security Cameras for Vehicles	28,000	7,000	35,000
Office Furniture	6,400	1,600	8,000
Rehab Facility	80,000	20,000	100,000
Solar Wayside Signage	70,400	17,600	88,000
Mobile Phone App	8,000	2,000	10,000
TOTAL	1,924,466	481,617	2,408,083

STRATEGIC PLANNING, $60,000 *Des #1700412*

CityBus will look to the future through the development of a new five-year strategic plan. Work will include conducting needs analysis, review of leadership's aspirations for CityBus, articulating our mission for the next five years, understand our strengths, weaknesses, opportunities and threats, establish long-term goals and yearly objectives, and developing specific actions plans (tactics). Part of this process will also involve hiring consulting firms to conduct rider and no-rider surveying throughout the community and a boundary and taxation review and analysis. CityBus will also hold focus groups of business and elected leaders and non-profit organizations. Research will be done on new technology for use in public transit.

SOFTWARE, $60,000 *Des #1800096*

CityBus will invest in run-cutting software to increase service efficiency and reduce redundancy.

PEDESTRIAN AND BICYCLE DETECTION SYSTEM, $60,000 *Des #1801629*

CityBus will purchase and install a detection system on its entire fixed route vehicle fleet. The new system provides and extra measure in preventing vehicle-to-pedestrian and vehicle-to-bicycle incidents.

Appendix 10, Performance Measures Adoption Letters

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

October 3, 2018
Ref. No. 2018-276

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Director Long Range Planning, Modeling and Traffic Statistics
Mr. Mike Holowaty, Manager of Traffic Safety
Indiana Department of Transportation
100 Senate Street N755
Indianapolis, IN 46204

RE: 2019 Safety Target Performance Measures

Dear Gentlemen,

The Area Plan Commission of Tippecanoe County (APCTC) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 safety targets for the performance measures listed below.

1) Number of fatalities
2) Rate of fatalities per 100 million miles traveled
3) Number of serious injuries
4) Rate of serious injuries per 100 million miles traveled
5) Number of non-motorized fatalities and non-motorized serious injuries

The APCTC agrees to support the 2019 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2019 safety targets based on five-year rolling averages are:

Number of fatalities – 889.6 or less
Rate of fatalities per 100 million miles traveled – 1.087 or less
Number of serious injuries – 3,501.9 or less
Rate of serious injuries per 100 million miles traveled – 4.234 or less
Number of non-motorist fatalities and serious injuries – 393.6 or less

APCTC will support the safety targets by incorporating planning activities, programs and projects in the Metropolitan Transportation Plan and Transportation Improvement Program. The MPO Policy Board approved this action at its regularly scheduled meeting on October 11, 2018. The minutes of that meeting will be available upon request and on our website after November 8, 2018.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey, Executive Director
Area Plan Commission of Tippecanoe County

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]
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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

October 3, 2018
Ref. No. 2018-271

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Director Long Range Planning, Modeling and Traffic Statistics
Indiana Department of Transportation
100 Senate Street N755
Indianapolis, IN 46204

RE: Pavement Condition Target Performance Measures

Dear Gentlemen,

The Area Plan Commission of Tippecanoe County (APCTC) has elected to support the state toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide pavement condition targets for the performance measures listed below. All NHS routes – interstate and non-interstate – in the Lafayette MPA are under the jurisdiction of INDOT, thus there are no local projects that can contribute to NHS pavement condition.

1) Percent of Interstate pavements in Good condition
2) Percent of Interstate pavements in Poor condition
3) Percent of non-Interstate NHS pavements in Good condition
4) Percent of non-Interstate NHS pavements in Poor condition

The APCTC agrees to support the 2019 and 2021 statewide pavement targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide pavement condition targets based on a certified Transportation Asset Management Plan are:

2019 Percent of Interstate pavements in Good condition – 84.24%
2019 Percent of Interstate pavements in Poor condition – 0.80%
2019 Percent of non-Interstate NHS pavements in Good condition – 78.71%
2019 Percent of non-Interstate NHS pavements in Poor condition – 3.10%
2021 Percent of Interstate pavements in Good condition – 84.24%
2021 Percent of Interstate pavements in Poor condition – 0.80%
2021 Percent of non-Interstate NHS pavements in Good condition – 78.71%
2021 Percent of non-Interstate NHS pavements in Poor condition – 3.10%

APCTC will support the pavement condition targets by asking INDOT to include the MPO in early coordination and scoping of NHS pavement planning activities, programs and projects within the MPA. The MPO Policy Board approved this action at its regularly scheduled meeting on October 11, 2018. The approved minutes of that meeting will be available upon request and on our website after November 8, 2018.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey, Executive Director
Area Plan Commission of Tippecanoe County

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

October 3, 2018
Ref. No. 2018-273

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Director Long Range Planning, Modeling and Traffic Statistics
Indiana Department of Transportation
100 Senate Street N755
Indianapolis, IN 46204

RE: NHS Travel Time Reliability Target Performance Measures

Dear Gentlemen,

The Area Plan Commission of Tippecanoe County (APCTC) has elected to support the state toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide NHS travel time reliability targets for the performance measures listed below. All NHS interstate and non-interstate routes in the Lafayette MPA are under the jurisdiction of INDOT, thus there are no local projects that can contribute to NHS travel time reliability.

1) Level of Travel Time Reliability on Interstate
2) Level of Travel Time Reliability on non-Interstate NHS

The APCTC agrees to support the 2019 and 2021 statewide NHS travel time reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide NHS travel time reliability targets based on a certified Transportation Asset Management Plan are:

2019 Percent of person miles reliable on Interstate – 90.5%
2021 Percent of person miles reliable on Interstate – 92.8%
2021 Percent of person miles reliable on non-Interstate – 89.8%

APCTC will support the NHS travel time reliability targets by asking INDOT to include the MPO in early coordination and scoping of NHS reliability planning activities, programs and projects within the MPA. The MPO Policy Board approved this action at its regularly scheduled meeting on October 11, 2018. The approved minutes of that meeting will be available upon request and on our website after November 8, 2018.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey, Executive Director
Area Plan Commission of Tippecanoe County

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

October 3, 2018
Ref. No. 2018-274

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Director Long Range Planning, Modeling and Traffic Statistics
Indiana Department of Transportation
100 Senate Street N755
Indianapolis, IN 46204

RE: Interstate Freight Reliability Target Performance Measure

Dear Gentlemen,

The Area Plan Commission of Tippecanoe County (APCTC) has elected to support the state toward the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide Interstate freight reliability targets for the performance measures listed below. All NHS interstate and non-interstate routes in the Lafayette MPA are under the jurisdiction of INDOT, thus there are no local projects that can contribute to NHS travel time reliability.

1) Truck Travel Time Reliability on Interstate

The APCTC agrees to support the 2019 and 2021 statewide Interstate freight reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide Interstate freight reliability targets based on a certified Transportation Asset Management Plan are:

2019 Truck travel time reliability index – 1.27
2021 Truck travel time reliability index – 1.24

APCTC will support the Interstate freight reliability targets by asking INDOT to include the MPO in early coordination and scoping of NHS truck travel time reliability planning activities, programs and projects within the MPA. The MPO Policy Board approved this action at its regularly scheduled meeting on October 11, 2018. The approved minutes of that meeting will be available upon request and on our website after November 8, 2018.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey, Executive Director
Area Plan Commission of Tippecanoe County

THE Area Plan Commission
of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

October 3, 2018
Ref. No. 2018-275

Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Director Long Range Planning, Modeling and Traffic Statistics
Indiana Department of Transportation
100 Senate Street N755
Indianapolis, IN 46204

RE: On-Road Mobile Source Emission Target Performance Measures

Dear Gentlemen,

Although the Lafayette MPO is an attainment area and this performance measure does not apply, the Area Plan Commission of Tippecanoe County (APCTC) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2019 and 2021 statewide on-road mobile source emissions targets for the performance measures listed below.

1) CMAQ project reduction volatile organic compounds (VOC)
2) CMAQ project reduction carbon monoxide (CO)
3) CMAQ project reduction oxides of nitrogen (NOx)
4) CMAQ project reduction particulate matter less than 10 microns (PM_{10})
5) CMAQ project reduction particulate matter less than 2.5 microns ($PM_{2.5}$)

The APCTC agrees to support the 2019 and 2021 statewide on-road mobile source emissions targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2019 and 2021 statewide on-road mobile source emissions targets based on a certified Transportation Asset Management Plan are:

2019 Volatile organic compounds reduction of 1,600 kilograms per day
2019 Carbon Monoxide reduction of 200 kilograms per day
2019 Oxides of nitrogen reduction of 1,600 kilograms per day
2019 Particulate matter less than 10 microns reduction of 0.30 kilograms per day
2019 Particulate matter less than 2.5 microns reduction of 20 kilograms per day
2021 Volatile organic compounds reduction of 2,600 kilograms per day
2021 Carbon Monoxide reduction of 400 kilograms per day
2021 Oxides of nitrogen reduction of 2,200 kilograms per day
2021 Particulate matter less than 10 microns reduction of 0.50 kilograms per day
2021 Particulate matter less than 2.5 microns reduction of 30 kilograms per day

Because the MPO is an attainment area, APCTC will support the statewide targets and we will continue our efforts to maintain our attainment status by programming intersection improvements, roundabouts, sidewalks, trails and other projects in the Metropolitan Transportation Plan and the Transportation Improvement Program that serve to reduce statewide on-road mobile source emissions. The MPO Policy Board approved this action at its regularly scheduled meeting on October 11, 2018. The approved minutes of that meeting will be available upon request and on our website after November 8, 2018.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey, Executive Director
Area Plan Commission of Tippecanoe County

Appendix 11, Public Notices

December 12, 2018

Funding Transportation Projects Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2020–2024 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and Tippecanoe County area. This posting notifies the general public that a TIP is being developed, requests comments and invites questions concerning its contents.

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

Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and timelines established for public review of and comments on the TIP will satisfy the Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

Since our area receives a limited amount of federal funds, the Technical Transportation Committee will review, discuss and prioritize proposed projects at its January 16, 2019, meeting, at 2:00 p.m. in the Lafayette City Hall, second floor conference room. A copy of the proposed projects is available upon request.

After the January meeting, the Area Plan Commission staff will develop the draft TIP. When complete, the draft TIP will then be reviewed by the Technical Transportation and Citizen Participation Committees before review and adoption by the Policy Board. All meetings are open to the public; we encourage your participation.

All available project information can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette Indiana, and at www.tippecanoe.in.gov/apc, on the Transportation Planning page. If you have any questions or comments pertaining to the TIP, please direct them to:

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

Reference Number: 2018-329

Diciembre 12, 2018

Financiación de Proyectos de Transporte
Aviso Público

El personal del Comité de Planificación Regional (APC siglas en inglés) está desarrollando un Programa de Mejoras de Transporte (TIP siglas en inglés) para el año fiscal 2020 – 2024 que comprende el área de Lafayette, West Lafayette y el Condado de Tippecanoe. Esta publicación notifica al público en general que un TIP se está elaborando, y por esto, se solicitan comentarios y se les invita a hacer preguntas sobre su contenido.

TIP ha realizado una lista de todos los proyectos de transporte locales y estatales propuestos dentro del Condado de Tippecanoe para los próximos cinco años. En esta lista se incluyen los proyectos patrocinados por Lafayette, West Lafayette, el Condado de Tippecanoe, Clarks Hill, Dayton, Battle Ground, CityBus, el aeropuerto de la universidad de Purdue e INDOT.

La Corporación de Transporte Público del Sector de Lafayette ("CityBus") está en búsqueda de ayuda financiera de la Administración Federal de Tránsito (FTA siglas en inglés) del Departamento de Transporte de los Estados Unidos bajo la Ley Federal de Tránsito de 1964, en su versión enmendada y estatutos relacionados. Este comunicado de actividades de participación pública, horas establecidas para su revisión, y comentarios sobre TIP satisface los requisitos de los proyectos del programa. El programa presentado será el último programa a menos que se modifique y se publique un aviso final.

Puesto que nuestra área recibe una cantidad limitada de fondos federales, el Comité de Transporte Técnico revisará, discutirá y priorizará los proyectos propuestos en su reunión del 16 de enero de 2019 a las 2:00 p.m. en el Ayuntamiento de Lafayette (City Hall), en la sala de conferencias en el segundo piso. Una copia de los proyectos propuestos estará disponible bajo petición.

Después de la reunión de enero, el personal del Comité de Planificación Regional desarrollará el borrador del proyecto TIP. Cuando el borrador del proyecto TIP se finalice, será revisado por el Comité de Transporte Técnico y el Comité de Participación Ciudadana antes de ser examinado y adoptado por la Junta Directiva. Todas las reuniones están abiertas al público y animamos su participación.

Toda la información disponible del proyecto se puede ver en la oficina del Comité de Planificación Regional del Condado de Tippecanoe localizada en 20 North 3rd Street, Lafayette Indiana, y en www.tippecanoe.in.gov/apc, en la página de Planificación de Transporte. Si tiene preguntas o comentarios relacionados con el TIP, por favor diríjalos al señor:

Doug Poad
Planificador Superior de Transporte
Comité de Planificación Regional del Condado de Tippecanoe

20 North 3rd St.
Lafayette, IN 47901
(765) 423-9242
Correo Electrónico: dpoad@tippecanoe.in.gov

Número de referencia: 2018-329

February 27, 2019

Transportation Improvement Program
Funding Transportation Projects
Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2020–2024 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and Tippecanoe County area. This posting invites citizens to a public meeting to review, provide comments and ask questions about the document and the projects being included for funding.

The draft document will be presented at the Citizen Participation Committee (CPC) meeting on March 13, 2019, at 5:45 p.m., in the Grand Prairie Room, Tippecanoe County Office Building.

The document lists local road, state highway, transit, bicycle, and pedestrian projects proposed within Tippecanoe County over the next five years. Since the Lafayette, West Lafayette, and Tippecanoe County area receives a limited amount of federal funds, a prioritized list of proposed projects was developed. The TIP includes a discussion of Complete Streets, Environmental Justice, the Financial Summary and Plan, and a project status report.

Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and timeline established for public review of and comments on the TIP satisfies the FTA's Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

All available information, including the draft document, can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette Indiana, and on the Transportation Improvement Program web page which can be accessed at: http://www.tippecanoe.in.gov/401/Transportation-Planning.

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

Doug Poad
Senior Planner - Transportation
(765) 423-9242
email: dpoad@tippecanoe.in.gov

Reference Number: 2019-030

February 27, 2019

Programa de Mejoras de Transporte
Financiación de Proyectos de Transporte
Aviso Público

El personal del Comité de Planificación Regional (APC siglas en inglés) ha desarrollado un Programa de Mejoras de Transporte (TIP siglas en inglés) para el año fiscal 2020-2024 que comprende el área de Lafayette, West Lafayette y el Condado de Tippecanoe. Este comunicado invita a los ciudadanos a una junta pública para revisar, formular observaciones y hacer preguntas sobre el documento y los proyectos que se incluyen para la financiación.

El borrador de este documento será presentado en la Junta del Comité de Participación Ciudadana (CPC siglas en inglés) el 13 de marzo de 2019 a las 5:45 p.m. en la sala "Grand Prairie", del Edificio del Condado de Tippecanoe.

Este documento señala las propuestas de los proyectos dentro del Condado de Tippecanoe sobre calles locales, carreteras estatales, tránsito, bicicletas y peatones para los próximos cinco años. Ya que el área de Lafayette, West Lafayette y el Condado de Tippecanoe recibe una cantidad limitada de fondos federales, se ha preparado una lista para dar prioridad a los proyectos presentados. El Programa de Mejoras de Transporte (TIP siglas en inglés) incluye una exposición de Calles Completas, Justicia Medioambiental, la Planificación, el Resumen Financiero y un informe actualizado del proyecto.

La Corporación de Transporte Público del Sector de Lafayette ("CityBus") está en búsqueda de ayuda financiera de la Administración Federal de Tránsito (FTA siglas en inglés) del Departamento de Transporte de los Estados Unidos bajo la Ley Federal de Tránsito de 1964, como leyes relacionadas y enmendadas. Este comunicado de actividades de participación pública y tiempo establecido para la revisión pública y comentarios sobre el Programa de Mejoras de Transporte (TIP) satisface los requisitos para el Programa de Proyectos de la Administración Federal de Tránsito (FTA). El programa presentado será el último programa a menos que se enmiende y se publique un aviso final.

Toda la información disponible, que incluye también el borrador del documento, puede ser vista en la oficina del Comité de Planificación Regional del Condado de Tippecanoe en 20 North 3rd Street, Lafayette, Indiana, y en la página web del Programa de Mejoras de Transporte accesible a través de: http://www.tippecanoe.in.gov/401/Transportation-Planning.

Si tiene preguntas o comentarios concernientes al Programa de Mejoras de Transporte (TIP), por favor diríjalas al señor:

Doug Poad
Planificador Principal de Transporte
(765) 423-9242
Correo electrónico: dpoad@tippecanoe.in.gov

Reference Number: 2019-030

April 24, 2019

Transportation Improvement Program
Funding Transportation Projects
Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2020-2024 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and Tippecanoe County area. This notice is provided as a part of our citizen participation process and invites citizens to review, comment and ask questions about the projects being included for funding.

The draft TIP is now complete and is available for review and comment. The document includes lists of local and state road projects, transit projects, and the community's priorities. It also identifies which transportation projects will receive our local federal transportation funds.

The Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended and related statutes. This notice of public involvement activities and time established for public review of and comments on the TIP satisfies the Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

On May 9, 2019, at 2:00 p.m., the Policy Board of the Metropolitan Planning Organization for Lafayette, West Lafayette and Tippecanoe County will review and take action on the Fiscal Year 2020-2024 TIP. The Policy Board meets in the Board of Public Works Room in the Lafayette City Hall, 20 North 6th Street, Lafayette Indiana. The building and room are handicapped accessible. The hearing may be continued from time to time as necessary.

All available information, including the draft TIP, can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette Indiana, and on the Transportation Improvement Program web page which can be accessed at: http://www.tippecanoe.in.gov/679/Transportation-Improvement-Program. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad
Senior Planner - Transportation
(765) 423-9242
Fax: (765) 423-9154
email: dpoad@tippecanoe.in.gov

Reference Number: 2019–085

Abril 24, 2019

Programa de Mejoras de Transporte
Financiación de Proyectos de Transporte
Aviso Público

El personal del Comité de Planificación Regional (APC siglas en inglés) está desarrollando un Programa de Mejoras de Transporte (TIP siglas en inglés) para el año fiscal 2020-2024 que comprende el área de Lafayette, West Lafayette y el Condado de Tippecanoe. Este comunicado se presenta como parte del proceso de participación pública e invita a los ciudadanos a una junta para revisar el documento, formular algunas observaciones y plantear sus preguntas sobre los proyectos incluidos para la financiación.

El borrador de este documento ya está terminado y disponible para su revisión y comentarios. Adjunto a este documento están las listas de proyectos de calles locales y carreteras estatales, proyectos de tránsito, y las prioridades de la comunidad. En éste también se identifican qué proyectos de transporte recibirán nuestros fundos federales y locales para transporte.

La Corporación de Transporte Público del Sector de Lafayette ("CityBus") está en búsqueda de ayuda financiera de la Administración Federal de Tránsito (FTA siglas en inglés) del Departamento de Transporte de los Estados Unidos bajo la Ley Federal de Tránsito de 1964, en las leyes relacionadas y enmendadas. Este comunicado de actividades de participación pública, en el tiempo establecido para la revisión oficial y los comentarios sobre el Programa de Mejoras de Transporte (TIP), satisface los requisitos del Programa. El esquema presentado será el último, a menos que se enmiende y se publique un aviso final.

El 9 de mayo de 2019 a las 2:00 p.m., el Consejo de Políticas de la Organización de Planeación Metropolitana de Lafayette, West Lafayette y el Condado de Tippecanoe, revisará y tomará acción para el Año Fiscal 2020-2024 del TIP. El consejo de Políticas se reúne en el Salón de Juntas de Obras Públicas en Lafayette City Hall, 20 North 6th Street, Lafayette, Indiana. El edificio y el salón tienen accesibilidad para todas las personas discapacitadas. Estas sesiones, en ocasiones y si es necesario, podrían ser aplazadas.

Toda la información disponible, que incluye también el borrador del TIP, pueden ser vistos en la oficina del Comité de Planificación Regional del Condado de Tippecanoe en 20 North 3rd Street, Lafayette, Indiana, y en la página web del Programa de Mejoras de Transporte accesibles a través de: http://www.tippecanoe.in.gov/401/Transportation-Planning. Si tiene preguntas o comentarios concernientes al Programa de Mejoras de Transporte (TIP), por favor diríjalas al señor:

Doug Poad
Planificador Principal de Transporte
(765) 423-9242
Fax: (765) 423-9154
Correo electrónico:
dpoad@tippecanoe.in.gov

Número de Referencia: 2019-085

Appendix 12, Legal Notices and Press Release

Journal and Courier
823 Park East Boulevard, Suite C
Lafayette, IN 47905
Tippecanoe County, Indiana

AREA PLAN COMM. OF TIPPECANOE
Federal Id: 16-0980985

Account #:LAF-0000002933
Order #:0003294037
Total Amount of Claim:$64.53

AREA PLAN COMM. OF TIPPECANOE
ATTN Kathy Lind
20 N 3RD ST
LAFAYETTE, IN 47901

PUBLISHER'S AFFIDAVIT

STATE OF WISCONSIN,
County Of Brown } SS:

Personally appeared before me, a notary public in and for said county and state, the undersigned

I, being duly sworn, say that I am a clerk for **THE LAFAYETTE NEWSPAPERS** a **JOURNAL and COURIER** newspaper of general circulation printed and published in the English language in the city of **LAFAYETTE** in state of Indiana and county of Tippecanoe, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 times., the dates of publication being as follows:

The insertion being on the 12/14/2018

Newspaper has a website and this public notice was posted in the same day as it was published in the newspaper.

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,
I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Kevin Yang

Date: 12-14, 2018 Title: Clerk

Subscribed and sworn to before me this 14 day of December, 2018

Notary Public

Notary Expires: 11/9/22

KAZOUA YANG
NOTARY
PUBLIC
STATE OF WISCONSIN

PROOF OF PUBLICATION

STATE OF INDIANA)
COUNTY OF TIPPECANOE)

TIPPECANOE COUNTY AREA PLAN
20 North 3rd Street
Lafayette, IN 47901

Legal# 19-079LL/Transpoertation Improvement Program
Publisher's Fee: $31.85
(ATTACH COPY OF AD)

The undersigned, Paige N Wiseman, Legal Advertising Clerk of THE LAFAYETTE LEADER, a weekly newspaper of general circulation, printed in the English language and published in Lafayette, Indiana in said county; does hereby certify that the advertisement attached hereto is a true copy, which was duly published in said paper for :

1 week(s). The first publication was on the 21st day of Feb, 2019. The final publication was on the 21st day of Feb ,2019.

In addition, this Newspaper has a website and this public notice was posted on the same day as it was published in the newspaper.

Dated this 21st day of Feb, 2019.

Paige N Wiseman

Paige N Wiseman, Legal Advertising Clerk

CONFIRMATION

JOURNAL & COURIER
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823 Park Eastt Blvd Suitte Ç
Lafayette, IN 47905
765-423-5512

AREA PLAN COMM. OF TIPPECANOE
20 N 3RD ST
LAFAYETTE IN 47901-

Account	AD#	Ordered By	Tax Amount	Total Amount	Payment Method	Payment Amount	Amount Due
LAF-0000002933	0003497278	Kathy Lind	$0.00	$56.48	Invoice	$0.00	$56.48

Sales Rep: kthor **Order Taker:** kthor **Order Created** 04/10/2019

Product	Placement	Class	# Ins	Start Date	End Date
LAF-JCOonline.com	LAFW-Public Notices	Legal Notices	1	04/13/2019	04/13/2019
LAF-The Journal and Courier	LAF-Public Notices	Legal Notices	1	04/13/2019	04/13/2019

*** ALL TRANSACTIONS CONSIDERED PAID IN FULL UPON CLEARANCE OF FINANCIAL INSTITUTION**

Text of Ad: 04/10/2019

NOTICE of PUBLIC MEETING to ADOPT the FY 2020 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM for the GREATER LAFAYETTE AREA METROPOLITAN PLANNING ORGANIZATION

Notice is hereby given that the Policy Board of the Greater Lafayette Area Metropolitan Planning Organization, will hear and discuss comments prior to considering adoption of the Fiscal Year 2020 - 2024 Transportation Improvement Program (TIP) on May 9th, at 2:00 p.m. in the Board of Public Works Room, Lafayette City Hall, 20 North 6th Street, Lafayette, Indiana.

A draft TIP containing the program of projects (both local and state), 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 Transportation Improvement Program web page which can be accessed at http://wvvw.tippecanoe.in.gov/DocumentCenterNiew/22325/2020-TIP-Document-Draft-3-22-19?bidld=. Comments should be sent to: dpoad©tippecanoe.in.gov.

The Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

Instead of speaking at the public meeting, written suggestions or objections to the TIP may be filed with the Executive Director of the Area Plan Commission at or before such meetings at the time and place designated. All written comments will be provided to the Policy Board for its consideration and made part of the record.

AREA PLAN COMMISSION OF TIPPECANOE COUNTY, INDIANA
BY Sallie Dell Fahey, Executive Director

Date Approved: 4-8-19

(LAF - 4/13/19 - 0003497278) hspaxlp

Media Release

For Immediate Release
March 11, 2019

The Area Plan Commission of Tippecanoe County will present the draft Fiscal Year 2020-2024 Transportation Improvement Program at the March 13th Citizen Participation Committee meeting. The meeting is an opportunity for citizens to review, comment and ask questions about transportation improvements scheduled in the next four years.

The report lists all local road, state highway, transit, bicycle and pedestrian projects proposed within Tippecanoe County. Since the Lafayette, West Lafayette and Tippecanoe County area receives a limited amount of federal funds, a prioritized list of projects was developed. The list is based on the Five Year Production Schedule. The TIP also includes a discussion of Complete Streets, Environmental Justice, a Financial Summary and Plan and a project status report.

The draft document can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette, Indiana, and on the Transportation Improvement Program web page which can be accessed at: http://www.tippecanoe.in.gov/401/Transportation-Planning.

Meeting details:
When: 5:45 pm, March 13, 2019
Where: Grand Prairie Room in the Tippecanoe County Office Building

For addition information, contact:
Doug Poad
Senior Planner – Transportation
Area Plan Commission of Tippecanoe County
20 North 3rd Street
Lafayette, IN
(765) 423-9242
dpoad@tippecanoe.in.gov

Appendix 13, Contact Letters

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

December 12, 2018
Ref. No. 2018-337

Amanda Florian, Owner
Lafayette Limo
2525 Klondike Rd
West Lafayette, IN 47906

Dear Ms. Florian,

The staff of the Area Plan Commission of Tippecanoe County is developing the FY 2020-2024 Transportation Improvement Program (TIP) for Tippecanoe County. By this letter, we invite you to seek information, ask questions, make comments and express concerns or support regarding the content and development of this document.

As in previous TIPs, the document lists all local and state transportation projects proposed within Tippecanoe County over the next five years. This includes projects that will use federal transportation funds, projects that are consistent with the 2045 Metropolitan Transportation Plan – The Future of Mobility, and other significant regional projects. At this time staff is compiling the lists of projects proposed by the state, cities, towns and county.

The Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and timeline established for public review of and comments on the TIP will satisfy the Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

Since our area receives a limited amount of federal funds, the Technical Transportation Committee will review, discuss and prioritize proposed projects at its January 16, 2019, meeting, at 2:00 p.m. in the Lafayette City Hall second floor conference room. A copy of the proposed projects is available upon request.

After the January meeting, the Area Plan Commission staff will develop the draft TIP. When complete, the draft TIP will then be reviewed by the Technical Transportation and Citizen Participation before review and adoption by the Policy Board. You will receive separate notification of the date and time of the Policy Board meeting. All meetings are open to the public; we encourage your participation.

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

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

Sincerely,

Sallie Dell Fahey
Executive Director

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

THE

Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

February 27, 2019
Ref. No. 2019-031

Bill Glick, Executive Director
Tippecanoe Senior Center
2000 Elmwood
Lafayette, IN 47904

Dear Mr. Glick:

Development of the FY 2020-2024 Transportation Improvement Program (TIP) for Tippecanoe County continues and we would like to invite you to a public meeting regarding the draft document. It will be presented at the Citizen Participation Committee meeting on March 13, at 5:45 p.m., in the Grand Prairie Room, Tippecanoe County Office Building. The meeting is open to the public and your comments are welcomed and encouraged.

The document lists local road, state highway, transit, bicycle and pedestrian projects proposed within Tippecanoe County over the next five years. Since the Lafayette, West Lafayette and Tippecanoe County area receives a limited amount of federal funds, a prioritized list of projects was developed. The draft document will be presented at the meeting. The TIP includes a discussion of Complete Streets, Environmental Justice, the Financial Summary and Plan and a project status report.

Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and timeline established for public review of and comments on the TIP satisfies FTA's Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

All available information, including the draft document, can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette Indiana, and on the Transportation Improvement Program web page which can be accessed at http://www.tippecanoe.in.gov/401/Transportation-Planning. 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
(765) 423-9242
email: dpoad@tippecanoe.in.gov

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey
Executive Director

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

THE Area Plan Commission of TIPPECANOE COUNTY

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www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 24, 2019
Ref. No. 2019-087

Bob Fox, President
Fox Hauling and Conveying
2887 SR 25N
Lafayette IN, 47905

Dear Mr. Fox:

The Fiscal Year 2020-2024 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and the Tippecanoe County area is nearing completion and we would like to provide you this brief status report.

All local government agencies, as well as the Indiana Department of Transportation, submitted their lists of transportation projects. The Technical Transportation Committee reviewed the requests for funding using our local federal transportation funds and developed a prioritized project list. The draft document has been completed and is available for your review and comment. If you would like a paper copy mailed to you, please call. Otherwise, the draft document can be viewed and downloaded from the Transportation Improvement Program web page which can be accessed at: http://www.tippecanoe.in.gov/679/Transportation-Improvement-Program.

The Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and time established for public review of and comments on the TIP satisfies the Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

On May 9, 2019, at 2:00 p.m., the Policy Board of the Metropolitan Planning Organization will review and take action on the TIP. The Board meets in the Board of Public Works Room in the Lafayette City Hall, 20 North 6th Street, Lafayette, Indiana. The meeting is open to the public and I welcome your attendance and comments either prior to or at the meeting.

If you have any questions or comments, please contact:

Doug Poad, Senior Planner - Transportation
(765) 423-9242, or Fax: (765) 423-9154

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey
Executive Director

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

Appendix 14, CPC Agendas

AREA PLAN COMMISSION

OF TIPPECANOE COUNTY

20 North 3rd Street
Lafayette, IN 47901-1209

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

Sallie Dell Fahey
Executive Director

PUBLIC HEARING NOTICE

of the

CITIZEN PARTICIPATION COMMITTEE

DATE……December 12, 2018
TIME..... ……5:45 PM
PLACE.....Grand Prairie Room
County Office Building
20 North 3rd Street
Lafayette, IN

A G E N D A

A. Approval of the minutes from the September 12, 2018 meeting

B. Feedback and Discussion from Previous Meeting
- Annual Listing of Obligated Projects, FY 2018
- Title VI Plan

C. Program
- Wind Turbine Discussion
- FY 2020-FY 2021 Transportation Improvement Program

D. Questions, Comments and Suggestions

E. Adjournment

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

The
AREA PLAN COMMISSION
of Tippecanoe County

Citizens Participation Meeting

Date.....March 13, 2019
Time.....5:45 PM
Place.....Grand Prairie Room
County Office Building
20 North 3rd Street
Lafayette, Indiana

AGENDA

I. APPROVAL OF THE MINUTES FROM THE DECEMBER 12, 2019 MEETING

Documents:

CPC Draft Minutes 12.12.18.pdf

II. FEEDBACK AND DISCUSSION FROM PREVIOUS MEETING

- **Wind Turbine Discussion**

III. PROGRAM

- **Public Hearing: FY 2020-FY 2024 Transportation Improvement Program**
  Draft FY 2020-2024 TIP

IV. QUESTIONS, COMMENTS AND SUGGESTIONS

V. ADJOURNMENT

- **Next meeting is June 12, 2019**

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

Appendix 15, Stakeholder Mailing List

Name	Organization
Al Ballantini	Venture Logistics
Amanda Estes	Bicycle Lafayette
Amanda Florian	Lafayette Limo
Arturo Rodrigues II	Rodriguez Law
Bill Glick	The Center at Jenks Rest
Bill Pate	Pate Trucking
Bob Fox	Fox Hauling Conveying
Brenda Mundell	Vinton Highlands
Bret Dunlap	Norfolk Southern
Brian Edelman	Purdue Research Foundation
British Cooksey	Foodliner Quest
Bruce Rush	Fed Ex Freight
Bud Spurlock	Spurlock Bud Enterprise Inc
Carina Olaru	Latino Cultural Center
Cheryl Parker	Edgelea Neighborhood Watch
Chris Brock	Necessitates Transportation
Chris Mankovich	Precision Motor Transport Group
Chuck Ryan	CSX Railroad
Cindy Good	Vinton Highlands
Curt Ashendel	West Lafayette Bike & Ped Committee
Dane Lagrange	Express Air Coach INC
Darrell Clase	TIP Emergency Ambulance
Dave Ferney	Transport Service Co.
David Meadows	Hodson's Bay Company
Donna Brassie	Columbian Park Neighborhood
Donnie Allen	AMT Trucking Inc
Elaine Brovont	Mid-Land Meals
Elva James	Area IV Agency on Aging and Community Services
Emily Blue	Valley Center Neighborhood
Eric Wilson	Carry Transit
Gail Brock	Ellsworth Romig Neighborhood
Gail Roberson	Tecumseh South Neighborhood
Garnett Powell	McLeod Express
Ivy Meyer	St Mary's Neighborhood
Jason Jordon	Cassens Transport
Jeff Marti	Stockton Crossing
Jerri Parks	Glenn Acres
Jesus De Santiago	Jalisco Grocery
Jim Calloway	Imperial Travel Service
Jim Schuster	Shaffer Trucking
Jim Watson	Schilli Specialized Flatbed Division

Name	Organization
Joey Wright	Lincoln Neighborhood
John Fassnacht	Jesco Hills Neighborhood Association
John Rivera	Latino Center for Wellness & Education
Jon Paddack	Paddack Bros Inc
Jose Del Real	Del Real Auto Sale
Joseph Hapac	Greyhound
Kale Fisher	Spirit EMS
Karen Moyars	International Center
Kate Wright	Wabash River Runners Club
Kathy Peck	Star Ambulance
Kay Stephens	Lafayette Senior Transport and Concierge
Ken McCammon	Centennial Neighborhood
Kim Ketterer	Vinton Woods
Laster Chaney	Magic Cab
Laura Bartrom	St Lawrence-McAllister
Lee Goudy	Homecare by Design
Lee Michaud	Schilli Trans Services Inc
Linda Shaw	Wabash Neighborhood
Lisa Minier	BrightStar
Manuel Gaeta	Manolo Auto Sales
Grane Transportation	Grane Transportation
Michael B Cline	Purdue University Physical Facilities
Michelle Smith	Ability Services Inc
Nathan Metz	Phoenix Paramedics Solutions
Pat Boling	Wabash River Cycle Club
Paul Branham	Reindeer Shuttle
Paul Marsh	Shaffer Trucking
Randy Anderson	St Lawrence-McAllister
Renee Thomas	Black Cultural Center PU
Richard Michal	Purdue Research Foundation
Ritch Winstead	Winstead Enterprise
Rosemarie Evers	Historic Jefferson
Sadie Harper-Scott	NAACP Branch 3056
Sandy Cornell	Brady Lane/Pipers Glen
Scott Skinner	Comfort Keepers
Shelly Opperman	Historic Ninth Street Hill
Tammy Kennedy	Liquid Transport Corp
Tom Derhammer	High Tech Trucking
Tyler Stroo	KB&S Railroad
William Jenkins	Locomotive Taxi
Zoe Neal	Virtuous Cycles

TIP Amendment # 1
June 18, 2019

Requested by APC

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

June 18, 2019
Ref. No.: 2019-151

Larry Buckel, Transit Office Manager
INDOT Room N955-Transit
100 North Senate Avenue
Indianapolis, IN 46204-2249

Dear Larry:

By this letter I am administratively modifying the FY 2020-2024 TIP by adding a CityBus sidewalk improvement, bus shelter, ADA facilities and other transit related infrastructure project. The project will use $290,266 in FY 2019 STBG funds and the project des number is 1801629.

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

Sincerely,

Sallie Dell Fahey
Executive Director

cc: Marty Sennett, General Manager
Susie Kemp, INDOT Crawfordsville Office
Carla Sheets, INDOT Crawfordsville Office
Michael McNeal, INDOT Central Office

TIP Amendment # 2
July 11, 2019

Requested by INDOT

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

July 11, 2019
Ref. No.: 2019-179

Marcy Walden, Program Funds Manager
INDOT Crawfordsville District Office
41 W 300 North
Crawfordsville, IN 47933

Dear Ms. Walden:

By this letter I am administratively modifying the FY 2020-2024 TIP by adding federal and state funds for preliminary engineering to three INDOT projects. All three are located on I-65 and the construction phase is currently programmed in the document. Here is the detailed information:

Route	Des Number	Fund Type	Federal Amount	State Amount	Total Cost	Year
I-65	1901578	NHPP	9,000	1,000	10,000	2020
I-65	1901580	NHPP	9,000	1,000	10,000	2020
I-65	1901585	NHPP	9,000	1,000	10,000	2020

I am also correcting an error that occurred with the previous amendment request. A district wide asphalt patching project had an incorrect des number of 1901434. The correct number is 1901663.

Please call if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey
Executive Director

Attachment

cc: Susie Kemp
Carla Sheets
Stephani Vermillion
Michael McNeil

TIP Amendment # 3
August 30, 2019

Requested by Tippecanoe County

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

August 30, 2019
Ref. No.: 2019-234

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP to include the preliminary engineering phase for the Tippecanoe County bridge #64 and #65 replacement projects. The des numbers are 1802905 and 1802907. The total cost of preliminary engineering for both projects is $214,840 with $171,872 in Local Bridge Funds as the federal portion. Since there will only be one PE contract for both projects, the federal funds will be listed in the TIP under the #1801905 project and a reference note will be show in the #1802907 project.

This modification also changes the federal funding type listed for the construction phase of both projects. The TIP shows both funded with Group IV funds and the change will now show them as Local Bridge Funds.

Please call if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey
Executive Director

cc: Stu Kline
Carla Sheets

TIP Amendment # 4
September 11, 2019

Requested by Tippecanoe County

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

September 11, 2019
Ref. No.: 2019-242

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP in which this modification updates the one executed on August 30, 2019. In that modification funding for preliminary engineering for Tippecanoe County's bridge #64 and #65 projects were combined as one. This update separates funding by project des # and dollar amount, and the following table shows the information.

	Bridge #64 Des #1802905	Bridge #65 Des #1802907
Federal Share	124,512	47,360
Local Share	31,128	11,840
Total Cost	155,640	59,200

The type of federal funds, Local Bridge, remains the same.

Please call if you have any questions or need additional information.

Sincerely,

Sallie

Sallie Dell Fahey
Executive Director

cc: Stu Kline
Carla Sheets
Brett Crutchfield

TIP Amendment # 5
October 10, 2019

Requested by INDOT

Resolution T-19-10

RESOLUTION TO AMEND THE
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

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

WHEREAS, the Indiana Department of Transportation requested changes to the FY 2020-2024 Transportation Improvement Program as follows:

Project & Location	Year	Federal Funding	Phase	Federal Share	State/Local Share	Total Cost
Contract # R-42243, Des #1900333						
SR 26	2020	STBG	PE	88,000	22,000	110,000
Bridge over Goose Creek	2024	STBG	CN	3,617,366	904,342	4,521,708

WHEREAS, the Technical Transportation Committee reviewed the requests at its September 18, 2019 meeting and recommended their inclusion in the FY 2020-2024 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Policy Board of the Metropolitan Planning Organization does hereby adopt these amendments to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 10th of October, 2019.

Tony Roswarski
Chairman

Sallie Dell Fahey
Secretary

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

October 11, 2019
Ref. No.: 2019-268

Marcy Walden, Program Funds Manager
INDOT Crawfordsville District Office
41 W 300 North
Crawfordsville, IN 47933

Dear Ms. Walden:

On October 10, 2019, the Policy Board amended the FY 2020-2024 TIP by Resolution T-19-10. The amendment programs the SR 26 Goose Creek bridge project, des #1900333. Details are described in the attached staff report and resolution.

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

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey
Executive Director

cc: Stephani Vermillion, INDOT Central Office
Susie Kemp, INDOT Crawfordsville Office

FY 2020-2024 TIP Amendment
Indiana Department of Transportation

Staff Report
October 2, 2019

BACKGROUND AND REQUEST:
The Indiana Department of Transportation requests an amendment to program a new project. The scope involves replacing a small structure with a bridge on SR 26. The small structure is over Goose Creek which is approximately five miles west of US 52/231. Preliminary engineering will begin in FY 2020 at an estimated cost of $110,000. INDOT plans to use STBG federal funds. Construction is scheduled for FY 2024 with an estimated cost just over $4.5 million. INDOT will use a combination of STBG federal funds and state funds.

As a point of interest, this small structure was constructed in 1993 as part of SR 26 realignment.

The following tables provide the detailed information for each individual project.

SR 26, bridge over Goose Creek, 4.98 miles west of US 52/231 (des #1900333)
Contract # B-42243
Small Structure Replacement

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2020	STBG	88,000	22,000	110,000
New	CN	2024	STBG	3,617,366	904,342	4,521,708

The Technical Transportation Committee reviewed the amendment at its September 18, 2019 meeting and recommended approval.

RECOMMENDATION:
Staff recommends approval of this amendment to the FY 2020-2021 TIP by adoption of the attached Resolution T-19-10.

TIP Amendment # 6
October 17, 2019

Requested by INDOT

THE
Area Plan Commission
of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242
(765) 423-9154 [FAX]
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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

October 17, 2019
Ref. No.: 2019-269

Marcy Walden, Program Funds Manager
INDOT Crawfordsville District Office
41 W 300 North
Crawfordsville, IN 47933

Dear Ms. Walden:

By this letter I am administratively modifying the FY 2020-2024 TIP by adding federal and state funds for preliminary engineering for the traffic signal installation project on SR 26 at CR 900E, des #1800215. This project is programmed in the FY 2020-2024 TIP with construction in FY 2023.

Federal and state funds for preliminary engineering were programmed in the FY 2018-2021 TIP for FY 2019. Since this phase did not begin in that fiscal year, the District Office requested the funds be reprogrammed to FY 2020. Due to the delay, the total cost for PE slightly increased. The specific information for this phase that will be programmed in the TIP is shown below.

Route	Des Number	Fund Type	Federal Amount	State Amount	Total Cost	Year
SR 26	1800215	STBG	$146,260	$36,565	$182,825	2020

Please call if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey
Executive Director

cc: Susie Kemp
Carla Sheets
Stephani Vermillion
Michael McNeil

TIP Amendment # 7
December 27, 2019

Requested by Tippecanoe County

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

December 27, 2019
Ref. No.: 2019-326

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification reallocates $15,067 in FY 2020 STBG funds from the right-of-way phase of the Yeager Road project, des #1401281 to the preliminary engineering phase for compensatory mitigation.

The attached spreadsheet shows the details. Please call if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey
Executive Director

attachment

cc Stu Kline, Executive Director
Carla Sheets, INDOT Crawfordsville District Office
Ann Bishop, INDOT Crawfordsville District Office
Justin Sergent, INDOT Central Office
Stephani Vermillion, INDOT Central Office

TIP ADMINISTRATIVE MODIFICATION, DECEMBER 27, 2019

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
Park East	1401281, Yeager Road									
		2020	STBG	RW	166,063	-15,067	150,996	37,749	188,745	*A portion of the federal funds from the right-of-way phase*
			STBG	PE	0	15,067	15,067	3,767	18,834	*has been reallocated to the PE phase for compensatory mitigation.*

TIP Amendment # 8
January 9, 2020

Requested by INDOT

Resolution T-20-01

RESOLUTION TO AMEND THE
FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

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

WHEREAS, the Indiana Department of Transportation requested changes to the FY 2020-2024 Transportation Improvement Program as follows:

Project & Location	Year	Federal Funding	Phase	Federal Share	State/Local Share	Total Cost
Contract # T-42602, Des #1902679						
US 52	2020	STBG	PE	200,000	50,000	250,000
Various Intersections	2022	STBG	CN	1,876,958	469,240	2,346,198

WHEREAS, the Technical Transportation Committee reviewed the requests at its December 18, 2019 meeting and recommended their inclusion in the FY 2020-2024 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Policy Board of the Metropolitan Planning Organization does hereby adopt these amendments to the FY 2020-2024 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday the 9th of January, 2020.

Tony Roswarski
Chairman

Sallie Dell Fahey
Secretary

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

January 10, 2020
Ref. No.: 2020-011

Marcy Walden, Program Funds Manager
INDOT Crawfordsville District Office
41 W 300 North
Crawfordsville, IN 47933

Dear Ms. Walden:

On January 9, 2020, the Policy Board amended the FY 2020-2024 TIP by Resolution T-20-01. The amendment programs a project on US 52 involving the addition of auxiliary lanes at nine intersections, des #1902679. Details are described in the attached staff report and resolution.

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

Please call if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey
Executive Director

cc: Stephani Vermillion
Michael McNeil

FY 2020-2024 TIP Amendment
Indiana Department of Transportation

Staff Report
January 2, 2020

BACKGROUND AND REQUEST:
The Indiana Department of Transportation requests an amendment to program a new project. The scope involves adding auxiliary, acceleration, deceleration and turn lanes at nine intersections on US 52. Of the nine intersections, four are located in Tippecanoe County at CR 450S, CR 800S and the north and south junctions at SR 28. The other five intersections are in Clinton and Boone Counties.

Preliminary engineering will begin in FY 2020 at an estimated cost of $200,000. INDOT plans to use STBG federal funds. Construction is scheduled for FY 2022 with an estimated cost just over $2.3 million. INDOT will use a combination of STBG federal funds and state funds.

The following table provides detailed information about the project.

US 52, various intersection locations (des #1902679)
Contract # T-42602
Aux Lanes, Accel & Decel or Turn Lanes

	Phase	Year	Federal Funds	Federal	State	Total
New	PE	2020	STBG	200,000	50,000	250,000
New	CN	2022	STBG	1,876,958	469,240	2,346,198

The Technical Transportation Committee reviewed the amendment at its December 18, 2019 meeting and recommended approval.

RECOMMENDATION:
Staff recommends approval of this amendment to the FY 2020-2021 TIP by adoption of the attached Resolution T-20-01.

TIP Amendment # 9
January 10, 2020

Requested by City of Lafayette

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

January 10, 2019
Ref. No.: 2020-012

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification reallocates $108,000 in FY 2020 in STBG PYB funds from the right-of-way phase of the Park East project, des #1700405 and $138,600 in STBG funds from the Twyckenham project, des #1401285 to the construction phase of the Concord trail lighting project, des #1900477. These funds will be used for construction engineering and construction.

The attached spreadsheet shows the details. Please call if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey
Executive Director

attachment

cc Jeromy Grenard, Lafayette City Engineer
Carla Sheets, INDOT Crawfordsville District Office
Justin Sergent, INDOT Central Office
Stephani Vermillion, INDOT Central Office

TIP ADMINISTRATIVE MODIFICATION, JANUARY 10, 2020

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	*Changes*	After Federal Share	After Local Share	After Total Cost	Notes
Park East	1700405									
		2020	STBG PYB	RW	108,000	*-108,000*	0	0	0	*These funds are reallocated to the Concord Road project, CN CN phase.*
Twyckenham Boulevard	1401285									
		2020	STBG	CN	3,105,957	*-138,600*	2,967,357	741,839	3,709,196	*These funds are reallocated to the Concord Road project, CN CN phase.*
Concord Road	1900477									
		2020	STBG	CN	0	*138,600*	138,600	34,650	173,250	*The additional federal funds brings the new total to $460,600.*
			STBG PYB	CN	214,000	*108,000*	322,000	80,500	402,500	
						Total	460,600	115,150	575,750	

TIP Amendment # 10
March 24, 2020

Requested by Area Plan Commission

THE
Area Plan Commission
of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

March 24, 2020
Ref. No.: 2020-085

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves the trade of $573,000 in FY 2020 HSIP federal funds with the Terre Haute MPO to be repaid in FY 2021. The first attachment is the signed memorandum of understanding and the second is the spreadsheet showing that the additional federal funds will be going to the North River Road project, des #1401279. The third attachment is the email notification to Justin which includes correspondence between Jeremy and me.

Please call if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets

Memorandum of Understanding
between the
Area Plan Commission of Tippecanoe County (APCTC)
and the
West Central Indiana Economic Development District (WCIEDD – Terre Haute MPO until June 30, 2020)/Terre Haute Economic Development Corporation (THEDC – Terre Haute MPO beginning July 1, 2020)

This Memorandum of Understanding records an agreement between the Area Plan Commission of Tippecanoe County and the West Central Indiana Economic Development District/Terre Haute Economic Development Corporation regarding a loan of Indiana SFY 2020 sub-allocated funds. Based upon current project schedules and estimates, the WCIEDD/THEDC needs an additional $573,000 in SFY 2020 to Finance projects. The APCTC agrees to lend WCIEDD/THEDC this amount using SFY 2020 funding. The WCIEDD/THEDC agrees to repay this loan in with SFY 2021 funding. The table below records these transactions.

Note, this agreement involves transfer of budget in INDOT's Summary of Allocation program management accounts; there are no actual monetary transactions.

Fiscal Year	MPO	Amount
SFY 2020	APCTC	($573,000.00)
	WCIEDD/THEDC	$573,000.00
		$0.00
SFY 2021	WCIEDD/THEDC	(573,000.00)
	APCTC	573,000.00
		0.00

Please Note: The West Central Indiana Economic Development District (WCIEDD) will transition to the Terre Haute Economic Development Corporation (THEDC) as the designated MPO for the Terre Haute MPA effective July 1, 2020.

Sallie Dell Fahey, Executive Director
Area Plan Commission of Tippecanoe County
Sallie Dell Fahey Date 3/13/20

Ryan Keller, Executive Director
West Central Indiana Economic Development District
Ryan J. Keller Date 03/09/2020

Steve Witt, President
Terre Haute Economic Development Corporation
Steve Witt Date 3-9-20

TIP ADMINISTRATIVE MODIFICATION, MARCH 24, 2020

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
Trade to Another MPO	---									
		2020	HSIP	---	742,011	573,000	169,011	---	---	*This modification involves trading federal funds with the Terre Haute MPO.*
North River Road	1401279									
		2021	HSIP	CN	738,098	573,000	1,311,098	145,678	1,456,776	*The funding trade with the Terre Haute gives the project officially 1,311,098 in HSIP funds. It is anticipated that the remaining balance of FY 2020 HSIP funds and FY 2022 HSIP funds will be traded to fully fund the project.*
		2020	HSIP	CN	169,011 [1]					
		2022	HSIP	CN	738,098 [2]					

Note 1: At this time it is anticipated the remaining balance of HSIP funds will be traded.
Note 2: Future anticipated trade.

TIP Amendment # 11
April 7, 2020

Requested by Tippecanoe County

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 7, 2020
Ref. No.: 2020-087

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating $151,838 in HSIP PYB Federal funds from the right-of-way phase of the McCutcheon Pedestrian Safety Project, des #1601028, to the construction phase of the Klondike Road project, des #1173626. The additional funds will be used for change orders and the spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets
Stu Kline

TIP ADMINISTRATIVE MODIFICATION, APRIL 7, 2020

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
McCutcheon Ped Safety	1601028									
		2020	HSIP PYB	RW	450,000	-151,838	298,162	33,129	331,291	*A portion of the federal funds from the right-of-way phase has be reallocated to the Klondike Road CN phase.*
Klondike Road	1173626									
		2020	STBG	CN	100,000	0	100,000	25,000	125,000	*A portion of the federal funds from the McCutcheon project has been reallocated to the CN phase for change orders.*
			HSIP PYB	CN	0	151,838	151,838	37,960	189,798	
						Total Federal Funds	251,838			
						Railroad Work	71,439			
						Change Orders	180,399			
						Total	251,838			

TIP Amendment # 12
April 13, 2020

Requested by Tippecanoe County

THE Area Plan Commission
of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 13, 2020
Ref. No.: 2020-089

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating an additional $640 in HSIP PYB Federal funds from the right-of-way phase of the McCutcheon Pedestrian Safety Project, des #1601028, to the construction phase of the Klondike Road project, des #1173626. One change order was removed from the Advice of Change thus altering the amount of federal funds needed. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets
Stu Kline

TIP ADMINISTRATIVE MODIFICATION, APRIL 13, 2020

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
McCutcheon Ped Safety	1601028									
		2020	HSIP PYB	RW	298,162	-640	297,522	33,058	330,580	*Additional federal funds are being reallocated to the Klondike project for change orders.*
Klondike Road	1173626									
		2020	STBG	CN	100,000	0	100,000	25,000	125,000	*Additional federal funds from the McCutcheon project have*
			HSIP PYB	CN	151,838	640	152,478	38,120	190,598	*been reallocated to the CN phase for change orders.*
						Total Federal Funds	252,478			
						Railroad Work	71,439			
						Change Orders	181,039			
						Total	252,478			

TIP Amendment # 13
April 16, 2020

Requested by City of Lafayette

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242
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www.tippecanoe.in.gov/apc

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 16, 2020
Ref. No.: 2020-090

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating an additional $101,264 in STBG and STBG PYB funds from the Concord Road project, des #1900477 ($3,011 in STBG PYB funds), from the Yeager Road project, des #1401281 ($39,899 in STBG PYB funds), and from the Twyckenham Boulevard project, des #1401285 ($58,354 in STBG funds) to the South 9th Street project, des #1900482. The additional funds are needed because the consultant's contract is greater than the estimated amount shown in the TIP. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets
Jeromy Grenard

TIP ADMINISTRATIVE MODIFICATION, APRIL 16, 2020

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	*Changes*	After Federal Share	After Local Share	After Total Cost	Notes
Concord Road	1900477									
		2020	STBG PYB	CN	322,000	*-3,011*	318,989	79,747	398,736	*The balance of STBG PYB funds are reallocated to South 9th Street project.*
Yeager Road	1401281									
		2020	STBG PYB	RW	169,524	*-39,899*	129,625	32,406	162,031	*The balance of STBG PYB funds are reallocated to South 9th Street project.*
Twyckenham Boulevard	1401285									
		2020	STBG	CN	2,967,357	*-58,354*	2,909,003	727,251	3,636,254	*A portion of the STBG funds are reallocated to South 9th Street project.*
South 9th Street	1900482									
		2020	STBG	PE	480,000	*58,354*	538,354	134,589	672,943	*The additional federal funds are needed for the engineering contract. The contract total amount is $726,580, thus the federal portion would be $581,284.*
			STBG PYB	PE	0	*42,910*	42,910	10,728	53,638	
						Total Federal Funds	581,264			

TIP Amendment # 14
April 21, 2020

Requested by Tippecanoe County

THE Area Plan Commission
of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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

SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 21, 2020
Ref. No.: 2020-092

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am administratively modifying the FY 2020-2024 TIP. This modification involves reallocating $33,790 in HSIP PYB funds from the right-of-way phase of the McCutcheon Ped Safety project, des #1601028, and $108,388 in STBG funds from the right-of-way phase of the Yeager Road project, des #1401281 to the construction phase of the Klondike Road project, des #1173626. The total amount reallocated is $142,178 and it will be used for railroad work. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey

Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets
Stu Kline

TIP ADMINISTRATIVE MODIFICATION, APRIL 21, 2020

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	*Changes*	After Federal Share	After Local Share	After Total Cost	Notes
McCutcheon Ped Safety	1601028									
		2020	HSIP PYB	RW	297,522	*-33,790*	263,732	29,304	293,036	*The balance of federal funds are being reallocated to the Klondike Road project for additional railroad work.*
Yeager Road	1401281									
		2020	STBG	RW	150,996	*-108,388*	42,608	4,734	47,342	*A portion of federal funds are being reallocated to the Klondike Road project for additional railroad work.*
Klondike Road	1173626									
		2020	STBG	CN	100,000	*108,388*	208,388	52,097	260,485	*The new federal funds will be used for additional railroad work.*
			HSIP PYB	CN	152,478	*33,790*	186,268	46,567	232,835	
						Total Federal Funds	394,656			

Railroad Work	71,439
Change Orders	181,039
Additional Railroad Work	142,178
Total	394,656

TIP Amendment # 15
April 27, 2020

Requested by Area Plan Commission

THE Area Plan Commission of TIPPECANOE COUNTY

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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(765) 423-9154 [FAX]
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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

April 27, 2020
Ref. No.: 2020-093 REVISED

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Susie:

By this letter I am revising the prior administrative modification of the FY 2020-2024 TIP for clarification. This is a two part modification. The first part involves reallocating $29,556 in STBG funds from the Yeager Road project, des #1401281, to the US 231 study, des #2001532. The second part involves swapping our balance of HSIP funds, $169,011, with INDOT for FY 2021 Rural Program Federal funds. Those funds will be used for the North River Road project, des #1401279. The spreadsheet detailing the reallocation is attached.

Please call or email if you have any questions or need additional information.

Sincerely,

Sallie Dell Fahey
Executive Director

Attachment

cc: Stephani Vermillion
Justin Sergent
Carla Sheets
Shane Spears

TIP ADMINISTRATIVE MODIFICATION, APRIL 27, 2020

Project	Des Number	Year	Federal Funding	Phase	Before Federal Share	Changes	After Federal Share	After Local Share	After Total Cost	Notes
A) Trade Lafayette FY 2020 Federal Funds for FY 2021 Rural Program Federal Funds										
---	---									
		2020	HSIP	---	169,011	*-169,011*	0	0	0	*The balance of federal funds are being traded for INDOT FY 2021 federal funds.*
North River Road	1401279									
		2021	HSIP	CN	0	*169,011*	169,011	18,779	187,790	*The FY 2021 INDOT federal funds will be used for the North River Road project.*
B) Additional Federal Funds to US 231 Study										
Yeager Road	1401281									
		2020	STBG	RW	42,608	*-29,556*	13,052	1,450	14,502	*A portion of federal funds are being reallocated to the US 231 Study.*
US 231 Study	2001532									
		2020	STBG	PE	70,444	*29,556*	100,000	---	---	*The amount of federal funds increase. The matching funds are INDOT funds.*