The Fiscal Year 2022-2026 Transportation Improvement Program

The Area Plan Commission of Tippecanoe County

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Lafayette, IN 47901
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Fiscal Year 2022 - 2026
Transportation Improvement Program

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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

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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 2022 through 2026. The 2022 State fiscal year begins on July 1st, 2021.

The Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015 and it has been extended one year by the Continuing Appropriations Act, 2021. This Act and its extension require 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.

This document assumes that all requirements in the FAST Act will continue in fiscal years 2022 through 2026.

The TIP is a multi-modal budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation projects. Projects are advance by any 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 responding 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 $385 million is programmed over the next five years, with the majority (58%) being allocated to locally initiated projects. This community proposes to spend over $225.4 million for locally initiated projects and over $160.3 million in State initiated projects between FY 2022 and FY 2026. The Federal share for these projects is just over $221.8 million ($85.1

million for and $137.7 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**. The projects in **Tables 5** and **7** are included for informational purposes only.

For FY 2022, local jurisdictions requested over $13.6 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 funded are the most pressing, but in no way reflect all the community's transportation needs. The TIP development process ensures that our limited allocation of funds is used where the need is greatest.

This report is divided into twelve sections. Section 1 explains the public and private participation process. Section 2 documents the Environmental Justice process. The next section 3 reviews the status of all the governmental ADA transition plans within the planning area. Section 4 summarizes early environmental reports, or Red Flag Investigations, for local projects in the TIP. The process for selecting projects comprises the fifth section. Section 6 contains the Five-Year Program of Projects for the metropolitan area, and shows the projects listed by fiscal year and phase. Section 7 provides a financial summary and multi-year investment plan. Section 8 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 9. Section 10 provides an analysis of the financial capacity of CityBus. A short discussion of the progress of both local and INDOT projects over is covered in Section 11. Section 12 reviews Intelligent Transportation Systems (ITS) characteristics of local projects. A summary of all the 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 2020, which is available at the APC office and on the APC web site at: https://www.tippecanoe.in.gov/DocumentCenter/View/26297/2020-Annual-Listing.

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 meeting.

Policy Board. The Policy Board is the decision-making body and is primarily 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 directing 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), Tippecanoe County Community Corrections, Lafayette Transitional Housing, and at the Hanna Center. Notices in Spanish were posted at Mama Ines Bakery, Del Real Auto Sales, Manalo Auto Sales, Jalisco Grocery and Rodriguez Law P.C.

Three community 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 two local newspapers, 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 and 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, information about 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 person so stakeholders could make comments and ask questions.

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

Information was also disseminated through several social media platforms including Facebook and Nextdoor. Three notices were posted on all of these platforms concurrently with each community notice. The format for each post was based on the community notices.

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 all plans and programs funded by the Federal Transit Administration. The process starts with 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 compiled a list of private transportation providers in the community. The list was generated from the APC's newspaper clipping file, the telephone directory, and the internet. Phone contact was then made to ensure that: 1) the operator was still in business, 2) staff had the correct address and name of the general manager or owner, and 3) that the operator still provided 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 road, 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 2020-2024 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 location is in an area 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 criteria: displacement of residents; increase in noise and air pollution; creation of barriers in neighborhoods; destruction of natural habitat; reduced 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:	Sagamore Parkway Trail	Yeager Road
South 9th Street	North 9th Street	Bridges #64 & #65
Soldiers Home Road Ph 1	Morehouse Road	Bridge #572
Cherry Lane Ext. Ph 2		

INDOT Projects:	US 231, I-75 to N of SR 28
SR 26, Goose Creek	I-65, North of Wabash River to CR 725N
SR 43, I-65 NB Ramp	I-65, NB/SB SR 43 bridges
SR 43, I-65 SB Ramp	I-65, NB/SB Burnett Creek, CSX bridge

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

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 (Section 504) requires 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 require states and local governments with 50 or more employees to develop a Transition Plan which is intended to identify system needs and integrate them into 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 and 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	Updated	January 29, 2016
City of Lafayette	Updated	March 14, 2014
City of West Lafayette	Adopted	December 18, 2012
Town of Battle Ground	Adopted	November 1, 2018
Town of Clarks Hill	Adopted	December 3, 2012
Town of Dayton	Adopted	December 19, 2013
INDOT	Updated	June 1, 2018

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 also submitted the required ADA self-certification as part of their annual 5307 certification. The operating assistance being requested by CityBus in this TIP will be used to continue their 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 encourages MPOs to conduct Red Flag investigations (RFIs) for all local projects that may use federal funds. Each RFI evaluates a project's potential impact on six factors: infrastructure, water resources, mining/mineral exploration, hazmat concerns, ecological information, and cultural resources within a ½ mile radius of the proposed project. Any and all concerns are document in the analysis.

In developing this TIP, MPO staff performed RFIs for all new projects in which preliminary engineering has not yet started or projects whose reports are three years old or older. RFIs performed for this TIP are shown in **Table 2.** RFIs were only prepared for local projects. The APC did not prepare RFI's for any INDOT projects that are shown in this document.

Table 2: Red Flag Investigations

Project	Location	Jurisdiction
Bridge #64	Over the Branch of the Wea Creek	Tippecanoe Co.
Bridge #65	Over the Wea Creek	Tippecanoe Co.
Bridge #527	Over the Wea Creek	Tippecanoe Co.
Cherry Lane Extension Ph 2	West of McCormick Road to Northwestern Avenue	West Lafayette
North 9th Street	North of Sagamore Parkway to north of Burnetts Road	Tippecanoe Co.

Each RFI 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
Bridge #64	3		✓		✓	✓
Bridge #65	3		✓		✓	✓
Bridge #527	2		✓			✓
Cherry Lane Ext. Ph 2	2	✓				✓
N. 9th Street Trail	5	✓	✓	✓	✓	✓

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

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 2020. Project identification, review and selection procedures are as follows:

1. Projects are submitted by local government agencies.
2. Projects are assembled and reviewed by the MPO staff.
3. The draft project list and TIP development process is presented to the CPC.
4. The first public notice goes out and 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 local federal funds and recommend which INDOT projects are a priority to this community. This public notice is also posted on Nextdoor and Facebook.
5. The Technical Transportation Committee reviews, discusses and prioritizes the local projects requesting federal funds and INDOT projects.
6. Transit projects are endorsed by the Board of Directors of CityBus.
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 is sent to stakeholders notifying them 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 potentially 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 then posted on the APC website.

The Policy Board, at its May 13, 2021 meeting, adopted the FY 2022-2026 Transportation Improvement Program with the concurrence of the CityBus Board of Directors (January 27, 2021) 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 in separate exhibits. They are shown for informational purposes only 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 $385.8 million for the five-year period. In FY 2022, over $153.3 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 $118.2 million with locally initiated projects programmed for $13.6 million and state projects programmed for $104.6 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 the year of expenditure.

All projects and information in Fiscal Years 2026 are shown for illustrative purposes only.

Key to Abbreviations

ADA - Americans with Disabilities Act

AIP - Airport Improvement Plan

APC - Area Plan Commission of Tippecanoe County

AVL - Advanced Vehicle Location System.

CCMG - Community Crossing Matching Grant Funds

COIT - County Option Income Tax

CMAQ - Congestion Mitigation and Air Quality Funds

CPC - Citizen Participation Committee

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act

CY - Calendar Year

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. The State Fiscal year begins on July 1st.

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

HSIP - Highway Safety Improvement Program funds

IDEM - Indiana Department of Environmental Management

ITS - Intelligent Transportation System

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

MOU - Memorandum of Understanding

MPO - Metropolitan Planning Organization

MTP - Metropolitan Transportation Plan for 2045

NEPA - National Environmental Protection Act

NHFP - National Highway Freight Program

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

PB - Policy Board

PM - Performance Measure

PMG - INDOT Program Management Group

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

PROWAG - Public Rights-of-Way Accessibility Guidelines

RFI - Red Flag Investigation

RSA - Road Safety Audit

SHSP - Strategic Highway Safety Plan

SMRF Funds - State Matching Regulatory Funds

SMS - Safety Management System

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.

STIC - Small Transit Intensive Cities Funds

TA - Transportation Alternative Funds

TAM - Transit Asset Management Plan

TAMP - Transportation Asset Management Plan

TCCA - Tippecanoe County Council on Aging

TDP - Transit Development Plan

TFP - Thoroughfare Plan

TIF - Tax Increment Financing

TIP - Transportation Improvement Program

TTC - Technical Transportation Committee

UAB - Urban Area Boundary

USDOT - United States Department of Transportation

504 - Section 504 of the Rehabilitation Act of 1973

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 Highway Option Income Tax (LHOIT)
L11	Local Project Tax (LPT)
L12	Revenue Bond Funds (RBF)
L13	Tax Increment Financing (TIF)
L14	Developer Escrow Account (DEA)
L15	Purdue University Funds (PUF)
L16	Motor Vehicle Highway Account (MVHA)
L17	Fares, Passes and Tokens (FPT)
L18	Other Not Specified

Table 4: Funded Local Projects: Fiscal Years 2022 through 2026

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	City of Lafayette						
1	**South 9th Street, Des # 1900482**	PE					
	Brick 'N' Wood to Veterans	RW	STBG	280,000	70,000	350,000	2023
	Widening & Urbanization	CN	STBG	4,081,551	1,078,137	5,390,683	2026
	P.M.: System Performance	CN	TA	230,995			2026
2	**Park East Boulevard Extension**	PE	L13	0	1,200,000	1,200,000	2023
	McCarty Lane to Haggerty Lane	RW	L13	0	1,000,000	1,000,000	2023
	New Road Construction	CN	L13	0	10,000,000	10,000,000	2024
	P.M.: System Performance						
3	**South Street**	PE	L4, L13	0	800,000	800,000	2025
	750' East of Sagamore Pkwy to I-65	RW	L4, L13	0	150,000	150,000	2025
	Pedestrian, Safety & Landscaping	CN	L4, L13	0	7,765,000	7,765,000	2026
	P.M.: Safety						
	City of West Lafayette						
4	**Cumberland Avenue, Ph 4**	PE	L13	0	430,000	430,000	2023
	US 52 to ½ mi west of Sagamore	RW	L13	0	350,000	350,000	2024
	Road Widening	CN	L13	0	4,050,000	4,050,000	2026
	P.M.: System Performance						
5	**Lindberg Road**	PE					
	Northwestern Ave. to Salisbury St.	RW					
	Reconstruction & Complete Streets	CN	L13	0	3,610,000	3,610,000	2022
	P.M.: System Performance						
6	**Sagamore Parkway Trail**	PE					
	Des # 1401287	RW					
	800' west of Soldiers Home Road to	CN	STBG,L13	3,003,200	755,994	3,779,968	2022
	west end of the US 52/Sagamore	CN	Flexed HSIP	20,774			2022
	Parkway east bound bridge over the Wabash River						
	New Trail Construction						
	P.M: Safety						
7	**Soldiers Home Rd, Ph 1**	PE	STBG,L16	399,409	177,015	885,075	2022
	Des # 1401291	PE	CRRSAA	275,317			2022
	Sagamore Pkwy to Kalberer Road	PE	TA	33,334			2022
	Reconstruction & Urbanization	PE	STBG,L16	138,140	34,535	172,675	2023
	P.M.: System Performance	RW	STBG,L16	795,879	203,137	1,015,683	2025
		RW	TA	16,667			2025
		CN		*Construction Funding is Shown in Table 5*			
	Tippecanoe County						
8	**County Bridge Inspection**	IN	BRIS,L2	23,950	5,988	29,938	Ph 2A, '22
	Des # 1500252						
	Various Bridges in County						
	P.M.: Bridge Condition						

Table 4: Funded Local Projects: Fiscal Years 2022 through 2026, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	Tippecanoe County, continued						
9	**McCutcheon Ped Safety**	PE					
	Des # 1601028	RW					
	Various Safety Improvements	CN	HSIP	737,570	260,929	1,304,664	2023
	P.M.: Safety	CN	STBG	289,478			2023
		CN	TA	16,667			2023
10	**Morehouse Road**	PE					
	Des # 1401280, **Phase 1**	RW	STBG,L9,15	730,808	236,284	1,181,420	2022
	210' North of CR 350N to just North of	RW	TA	214,328			2022
	Mason Dixon Road	CN	STBG,L9,15	4,129,178	1,085,877	5,429,383	2025
	Road Reconstruction & Widening	CN	TA	214,328			2025
	P.M.: System Performance						
	Des # 2101125, **Phase 2**	CN	STBG,L9,15	2,529,469	690,116	3,450,580	2024
	Sagamore Pkwy to 210' north of	CN	TA	230,995			2024
	CR 350N						
	Road Reconstruction & Widening	*Note: RW funding is for both Phase 1 and Phase 2.*					
	P.M.: System Performance						
11	**Yeager Road, Des # 1401281**	PE					
	W.L. City Limits to CR 500N	RW					
	Road Realignment	CN	STBG,L9,15	4,917,989	1,283,079	6,415,396	2023
	P.M.: System Performance	CN	TA	214,328			2023
12	**Bridge #64, Des # 1802905**	PE					
	Lilly Rd over Branch of Wea Creek	RW					
	Bridge Replacement	CN	Group IV,L2	1,342,139	335,535	1,677,674	2024
	P.M.: Bridge Condition						
13	**Bridge #65, Des # 1802907**	PE					
	Lilly Rd over Wea Creek	RW					
	Bridge Replacement	CN	Group IV,L2	1,511,509	377,877	1,889,386	2024
	P.M.: Bridge Condition						
14	**Bridge #527, Des # 1902754**	PE					
	Over the Wea Creek	RW					
	Bridge Replacement	CN	Group IV,L2	2,160,000	540,000	2,700,000	2024
	P.M.: Bridge Condition						
15	**North 9th Street Road Bridge**	PE	Group IV	533,224	133,306	666,530	2022
	Des # 2003019	RW					
	Bridge over the Wabash River	CN	Group IV	5,998,736	1,499,684	7,498,420	2026
	Bridge Deck Replacement						
	P.M.: Bridge Condition						

Table 4: Funded Local Projects: Fiscal Years 2022 through 2026, continued

	Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	Tippecanoe County, continued						
16	**County Bridge Replacement Projects**						
A	Bridge 122 (Cedar Lane)	CN	L2,4	0	350,000	350,000	2022 – 2026 Dependent on Funding
B	Bridge 133 (CR 100S)	CN	L2,4	0	470,000	470,000	
C	Bridge 80 (CR 700W at Flint Ck)	CN	L2,4	0	907,000	907,000	
D	Bridge 173 (CR 600N)	CN	L2,4	0	980,000	980,000	
E	Bridge 501 (CR 300S)	CN	L2,4	0	482,000	482,000	
F	Bridge 111 (CR 300W)	CN	L2,4	0	502,000	502,000	
G	Bridge 73 (CR 600W)	CN	L2,4	0	352,000	352,000	
H	Bridge 115 (CR 750N)	CN	L2,4	0	507,000	507,000	
I	Bridge 86 (Division Road)	CN	L2,4	0	248,000	248,000	
J	Bridge 243 (CR 350N)	CN	L2,4	0	347,000	347,000	
K	Bridge 190 (CR1200S at 450W)	CN	L2,4	0	395,000	395,000	
	Specific construction year has not been determined. Construction dates are dependent on the amount of the Annual Cumulative Bridge Funds and Annual Economic Development Income Tax fund and the decision as to which year and which bridge is done is determined annually.						
	P.M.: Bridge Condition						
17	**County Bridge Patching and Deck Overlay Projects**						
A	Bridge 121 (Schuyler Avenue)	CN	CCMG,L2,4	0	34,300	68,600	2022
B	Bridge 113 (Morehouse Road)	CN	CCMG,L2,4	0	129,694	259,388	2022
C	Bridge 170 (CR 75E)	CN	CCMG,L2,4	0	81,425	162,850	2022
D	Bridge 199 (CR 500E)	CN	CCMG,L2,4	0	53,325	106,650	2022
E	Bridge 34 (CR 1075E)	CN	CCMG,L2,4	0	142,095	284,190	2022
F	Bridge 156 (CR 1000E)	CN	CCMG,L2,4	0	124,860	249,720	2022
	P.M.: Bridge Condition						
	CityBus						
	Financial information shown is calendar year beginning January 1st)						
	All project listed below, P.M.: Transit Asset Management Plan						
18	**Operating Assistance (Sec. 5307)**	OP	S7O				
	Des # 1700422, LAF-21-001			770,000	12,424,259	13,194,259	CY 2021
	Des # 1900474, LAF-22-001			1,000,000	12,503,532	13,503,532	CY 2022
	Des # 1900478, LAF-23-001			1,000,000	12,908,638	13,908,638	CY 2023
	Des # 1900481, LAF-24-001			1,000,000	13,325,897	14,325,897	CY 2024
	LAF-25-001			1,000,000	13,752,326	14,752,326	CY 2025
	LAF-26-001			1,000,000	14,192,400	15,192,400	CY 2026
19	**Capital Assistance (Sec. 5307)**	CA	S7C,L3				
	Des numbers and Transit Project Numbers for individual projects are shown on pages 60-69			4,179,632	1,044,908	5,224,540	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
				1,554,400	388,600	1,943,000	CY 2025
				1,554,000	388,600	1,943,000	CY 2026

Table 4: Funded Local Projects: Fiscal Years 2022 through 2026, continued

	Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	CityBus, continued						
20	**Capital/Operating (Sec. 5310)**		S10				
	Paratransit Buses (des #2002549) LAF-21-014	CA		329,946	84,487	414,433	CY 2021
	Travel Training (des #2002549) LAF-21-015	OP		53,988	13,497	67,485	CY 2021
	2A/2B Service (des #2002549) LAF-21-016	OP		30,000	36,277	66,277	CY 2021
	N 9th/Wabash A. (des #2002549) LAF-21-017	OP		95,000	112,426	207,426	CY 2021
21	**Capital (Sec. 5339)**		S39C				
	CNG Refueling (des #2002550) LAF-21-018	CA		1,200,000	300,000	1,500,000	CY 2021
22	**Planning (Sec. 5307)**		S7P				
	A&E for New Facility LAF-21-013	PL		240,000	60,000	300,000	CY 2021
	Town of Battle Ground						
	No Projects at This Time						
	Town of Clarks Hill						
	No Projects at This Time						
	Town of Dayton						
	No Projects at This Time						

Table 4: Funded Local Projects: Fiscal Years 20202 through 2026, continued

	Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	Purdue University Airport						
23	**Aircraft Rescue & Fire Fighting (ARFF) Vehicle**	EQ	AIP	719,000	0	719,000	2020
24	**Rehabilitate Runway 05/23 & Connector Taxiway**	PE	AIP,L15	299,115	16,618	332,350	2021
		CN	AIP,L15	2,491,704	138,428	2,768,560	2022
25	**East Parallel Taxiway "C"**	PE	AIP,L15	187,200	10,400	208,000	2023
	Environmental Assessment	PE/CN	AIP,L15	1,569,173	87,176	1,743,526	2024
26	**Snow Removal Equipment**	EQ	AIP,L15	567,000	31,500	630,000	2025
	Wabash Center						
	No Projects at This Time						
			Total	60,573,720	127,213,960	188,637,502	

Figure 1: Location of Funded Local Projects, FY 2022 - 2026

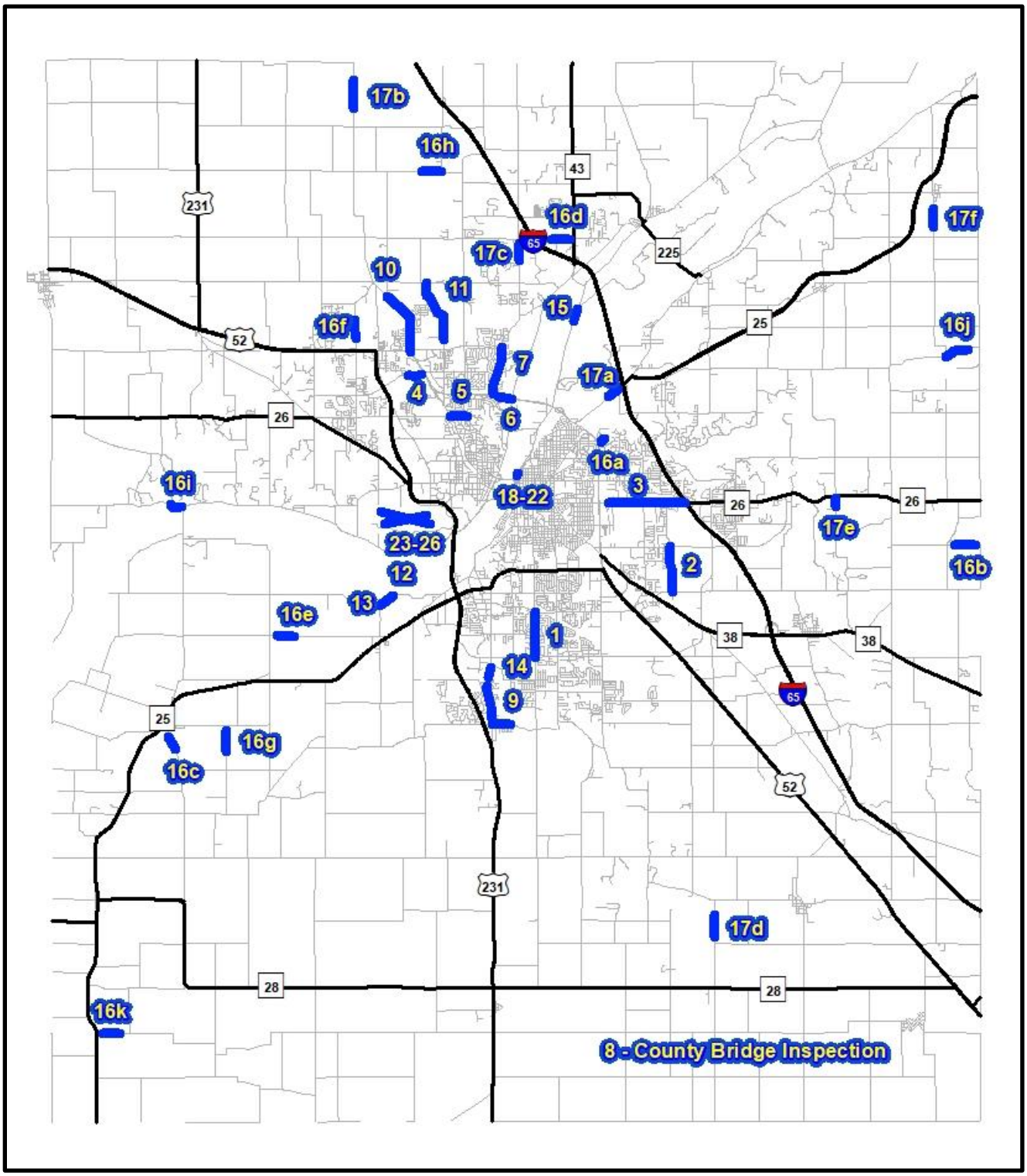


Table 5: Unfunded Local Projects: Fiscal Years 2022 through 2026

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	City of Lafayette						
	No Projects at this Time						
	City of West Lafayette						
1	**Cherry Lane Extension, Ph 2**	PE	STBG	900,000	225,000	1,125,000	2026
	1000' west of McCormick to	RW					
	Northwestern Avenue	CN	STBG/TA	8,880,000	2,220,000	11,100,000	2030
	Road Reconstruction & New Trail						
2	**Soldiers Home Rd, Ph 1**	PE					
	Des # 1401291	RW					
	Sagamore Pkwy to Kalberer Road	CN	STBG/TA	7,168,000	1,792,000	8,960,000	2028
	Tippecanoe County						
3	**North 9th Street Road Trail**	PE					
	Existing Lafayette Trail to	RW					
	Community Correction Facility	CN	STBG/TA	1,013,620	253,405	1,267,025	2026
	New Trail Construction						
4	**North 9th Street Road Sidewalk**	PE	Group IV	320,000	80,000	400,000	2022
	Davis Ferry Park to Wabash	RW	Group IV	211,040	52,760	263,800	2024
	Heritage Trail (N of Wabash River)	CN	Group IV	2,458,380	614,595	3,072,975	2026
	New Sidewalk Construction						
5	**North 9th Street Road**	PE	Group IV	296,000	74,000	370,000	2022
	250' N of Sagamore Parkway to	RW					
	825' N of Burnett Road	CN	Group IV	3,313,280	828,320	4,141,600	2026
	Road Rehabilitation						
6	**County Bridge Replacement Projects**						
A	Bridge 500 (CR 500E)	CN	L2,4	0	476,000	476,000	2022 – 2026 Dependent on Funding
B	Bridge 7 (CR 900S)	CN	L2,4	0	679,000	679,000	
C	Bridge 208 (Old Shadeland)	CN	L2,4	0	1,355,000	1,355,000	
D	Bridge 134 (CR 775E)	CN	L2,4	0	302,000	302,000	
E	Bridge 159 (E County Line Road)	CN	L2,4	0	384,000	384,000	
F	Bridge 21 (CR 200E)	CN	L2,4	0	756,000	756,000	
G	Bridge 149 (Stair Road)	CN	L2,4	0	507,000	507,000	
H	Bridge 226 (CR 1300S)	CN	L2,4	0	424,000	424,000	

Specific construction year has not been determined. Construction dates are dependent on the amount of the Annual Cumulative Bridge Funds and Annual Economic Development Income Tax fund and the decision as to which year and which bridge is done is determined annually.

Table 5: Unfunded Local Projects: Fiscal Years 2022 through 2026, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	Tippecanoe County						
7	**County Bridge Rehabilitation Projects**						
A	Bridge 121 (Schuyler Avenue)	CN	L2,4	0	269,000	269,000	2022
B	Bridge 104 (Jackson Highway)	CN	L2,4	0	47,000	47,000	2022
C	Bridge 6228 (N. River Road)	CN	L2,4	0	246,000	246,000	2022
D	Bridge 505 (Prophets Rock Road)	CN	L2,4	0	85,000	85,000	2022
E	Bridge 216 (Old SR 25)	CN	L2,4	0	155,000	155,000	2022
F	Bridge 170 (CR 75E)	CN	L2,4	0	98,000	98,000	2022
G	Bridge 83 (CR 525S)	CN	L2,4	0	233,000	233,000	2022
H	Bridge 79 (CR 700W)	CN	L2,4	0	143,000	143,000	2022
	CityBus						
	No Projects at this Time						
	Wabash Center						
	No Projects at this Time						
			Total	24,560,320	12,299,080	36,859,400	

Figure 2: Location of Unfunded Local Projects Shown for Informational Purposes Only, FY 2022 - 2026

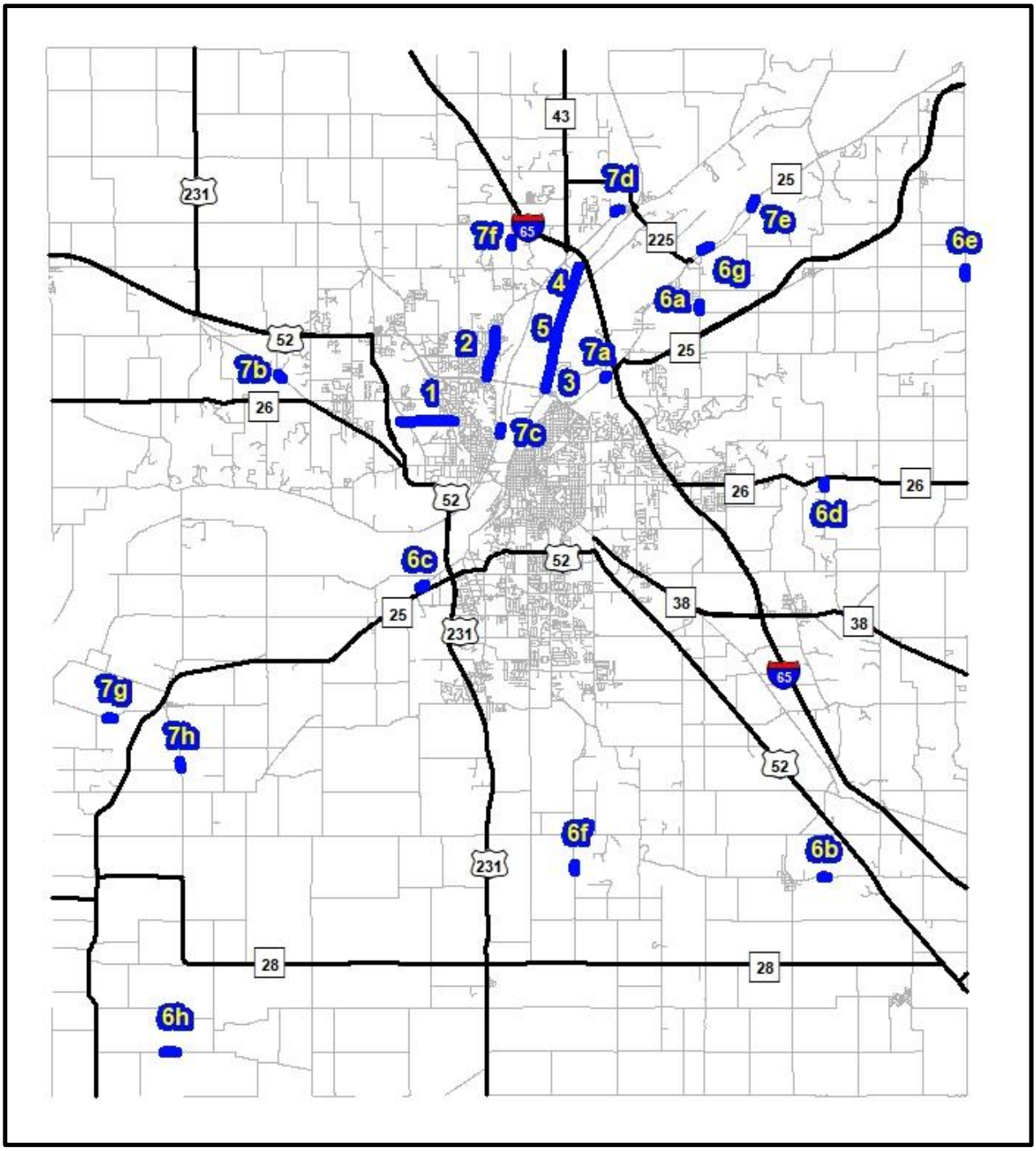


Table 6: Funded Indiana Department of Transportation Projects

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
1	**SR 25, Des # 2000412 & Contract # R-42955 (Lead Des # 2000390)**						
	3.70 mi N of I-65	PE					
	Bridge Thin Deck Overlay	RW					
	P.M.: Bridge Condition	CN	STBG	154,379	38,595	192,974	2024
2	**SR 25, Des # 2001069 & Contract # B-42056 (Lead Des # 1900670)**						
	Bridge over Flint Creek	PE					
	Scour Protection	RW					
	P.M.: Safety	CN	STBG	63,444	15,861	79,305	2022
3	**SR 25, Des # 2001070 & Contract # B-42920 (Lead Des # 2001070)**						
	Bridge over Wea Creek	PE					
	Bridge Painting	RW					
	P.M.: Bridge Condition	CN	STBG	336,000	84,000	420,000	2022
4	**SR 26, Des # 1500121 & Contract # R-40569 (Lead Des # 1701571)**						
	5.75 mi W of US 231	PE					
	Small Structure Replacement	RW					
	P.M.: Bridge Condition	CN	STBG	234,864	58,716	293,580	2022
5	**SR 26, Des # 1700114 & Contract # R-40577 (Lead Des # 1400249)**						
	0.33 to 8.57 mi E of SR 55	PE					
	HMA Overlay Structural	RW					
	P.M.: Pavement Condition	CN	STBG	5,005,802	1,251,451	6,257,253	2022
6	**SR 26, Des # 1800130 & Contract # R-40577 (Lead Des # 1400249)**						
	8.7 mi E of SR 55	PE					
	Bridge Replacement	RW					
	P.M.: Bridge Condition	CN	STBG	268,434	67,108	335,542	2022
7	**SR 26, Des # 1800215 & Contract # R-41617 (Lead Des # 1800215)**						
	At CR 900E	PE	STBG	16,000	4,000	20,000	2022
	New Signal Installation	RW					
	P.M.: Safety	CN	STBG	625,241	156,310	781,551	2023
8	**SR 26, Des # 1900333 & Contract # R-42243 (Lead Des # 1900333)**						
	Bridge over Goose Creek	PE					
	New Bridge Construction	RW	STBG	8,000	2,000	10,000	2024
	P.M.: Bridge Condition	CN	STBG	3,617,366	904,342	4,521,708	2024
9	**SR 28, Des # 1800670 & Contract # R-42955 (Lead Des # 2000390)**						
	Over Little Wea Creek	PE					
	Bridge Deck Overlay	RW					
	P.M.: Bridge Condition	CN	STBG	127,738	31,935	159,673	2024

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
10	**SR 38, Des # 1601074 & Contract # R-40526 (Lead Des # 1601074)**						
	1.07 mi E of I-65 to US 421	PE					
	Full Depth Reclamation	UT	STBG	8,000	2,000	10,000	2022
	P.M.: Safety	CN	STBG	8,137,094	2,034,273	10,171,367	2022
11	**SR 38, Des # 1701561 & Contract # B-42148 (Lead Des # 1701561)**						
	WB bridge over Elliott Ditch	PE					
	Bridge Deck Overlay	RW					
	P.M.: Pavement Condition	CN	STBG	284,726	71,181	355,907	2024
12	**SR 38, Des # 1701562 & Contract B-42148 (Lead Des # 1701562)**						
	EB bridge over Elliott Ditch	PE					
	Bridge Deck Overlay	RW					
	P.M.: Bridge Condition	CN	STBG	284,726	71,181	355,907	2024
13	**SR 38, Des # 2000519 & Contract B-42951 (Lead Des # 2001070)**						
	South Fork Wildcat Creek	PE					
	Scout Protection (Erosion)	RW	STBG	20,000	5,000	25,000	2022
	P.M.: Safety	CN	STBG	175,770	43,943	219,713	2024
14	**SR 38, Des # 2001073 & Contract B-42920 (Lead Des # 2001070)**						
	EB bridge over NS Railroad	PE					
	Bridge Painting	RW					
	P.M.: Bridge Condition	CN	STBG	272,361	68,090	340,451	2022
15	**SR 38, Des # 2001074 & Contact # B-42920 (Lead Des # 2001070)**						
	WB bridge over NS Railroad	PE					
	Bridge Painting	RW					
	P.M.: Bridge Condition	CN	STBG	272,361	68,090	340,451	2022
16	**SR 43, Des # 1700188 & Contract # B-42909 (Lead Des # 2001172)**						
	At I-65 NB Ramp	PE					
	Intersection Improvement	RW					
	P.M.: Safety	CN	STBG	116,237	29,059	145,296	2022
17	**SR 43, Des # 1700189 & Contract # B-42909 (Lead Des # 2001172)**						
	At I-65 SB Ramp	PE					
	Intersection Improvement	RW					
	P.M.: Safety	CN	STBG	254,826	63,707	318,533	2022
18	**SR 43, Des # 1800076 & Contract B-41585 (Lead Des # 1800076)**						
	Bridge over Walter Ditch	PE					
	Bridge Replacement	RW					
	P.M.: Bridge Condition	CN	STBG	899,731	224,933	1,124,664	2023

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
19	**SR 43, Des # 2000871 & Contract # B-42925 (Lead Des # 2000117)**						
	Bridge over Burnett Creek	PE					
	Bridge Thin Deck Overlay	RW					
	P.M.: Bridge Condition	CN	STBG	159,008	39,752	198,760	2023
20	**US 52, Des # 1701596 & Contract # B-40579 (Lead Des # 1601083)**						
	Over Indian Creek	PE					
	Bridge Replacement	RW					
	P.M.: Bridge Condition	CN	STBG	1,628,597	407,149	2,035,746	2022
21	**US 52, Des # 1900666 & Contact # B-42038 (Lead Des # 1900666)**						
	0.08 mi S of SR 26	PE					
	Bridge Thin Deck Overlay	RW					
	P.M.: Bridge Condition	CN	STBG	237,543	59,386	296,929	2022
22	**US 52, Des # 1902679 & Contract # B-42602 (Lead Des # 1902679)**						
	CR 450S, CR 800S, SR 28 (SB/NB)	PE					
	Various Intersections Aux. Lanes	RW					
	P.M.: System Performance	CN	STBG	1,876,958	469,240	2,346,198	2022
23	**US 52, Des # 2000103 & Contract # B-42941 (Lead Des # 2000103)**						
	Bridge over Little Pine Creek	PE	STBG	4,000	1,000	5,000	2022
	Scout Protection (Erosion)	RW					
	P.M.: Safety	CN	STBG	94,674	23,669	118,343	2023
24	**US 52, Des # 2002033 & Contract # B-43441 (Lead Des # 2002033)**						
	Bridge over NS Railroad	PE	STBG	88,000	22,000	110,000	2022
	Bridge Deck Overlay	UT/RR	STBG	64,000	16,000	80,000	2023
	P.M.: Bridge Condition	CN	STBG	966,092	214,687	1,180,779	2025
25	**US 52, Des # 2002042 & Contract # B-43441 (Lead Des # 2002042)**						
	Bridge over Gaylord Branch	PE	STBG	80,000	20,000	100,000	2022
	Replace Superstructure	RW	STBG	16,000	4,000	20,000	2023
	P.M.: Bridge Condition	CN	STBG	815,626	203,907	1,019,533	2025
26	**US 52, Des # 2002143 & Contract # B-43450 (Lead Des # 2002143)**						
	WB Bridge over Wabash River	PE					
	Bridge Thin Deck Overlay	RW					
	P.M.: Bridge Condition	CN	STBG	1,159,885	289,971	1,449,856	2025
27	**US 52, Des # 2002144 & Contract # B-43450 (Lead Des # 2002143)**						
	EB Bridge over Wabash River	PE					
	Bridge Thin Deck Overlay	RW					
	P.M.: Bridge Condition	CN	STBG	1,159,885	289,971	1,449,856	2025

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
28	**US 52, Des # 2002394 & Contract # T-42602 (Lead Des # 1902679)**						
	CR 400S to CR 700S (Clinton Co)	PE					
	Auxiliary Lanes	RW					
	P.M.: System Performance	CN	STBG	1,316,677	329,169	1,645,846	2022
29	**US 231, Des # 1700190 & Contract # R-41623 (Lead Des # 1700190)**						
	N of I-74 to 2.87 Mi N of SR 28	PE					
	Auxiliary Passing Lanes	RW	STBG	160,000	40,000	200,000	2022
	P.M.: System Performance	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
30	**US 231, Des # 2000117 & Contract # B42925 (Lead Des # 2000117)**						
	Bridge over Little Pine Creek	PE					
	Bridge Thin Deck Overlay	RW					
	P.M.: Bridge Condition	CN	STBG	77,495	19,374	96,869	2023
31	**US 231, Des # 2000126 & Contract # B-42925 (Lead Des # 2000117)**						
	Bridge over O'Neal Ditch	PE					
	Bridge Thin Deck Overlay	RW					
	P.M.: Bridge Condition	CN	STBG	103,326	25,832	129,158	2023
32	**US 231, Des # 2000867 & Contract # R-41623 (Lead Des # 1700190)**						
	4.27 to 0.66 mi S of SR 28	PE					
	HMA Overlay	RW					
	P.M.: Pavement Condition	CN	STBG	360,365	90,091	450,456	2023
33	**SR 225, Des # 1800149 & Contract # B-41585 (Lead Des # 1800149)**						
	0.1 mi N of SR 25	PE					
	Small Structure Replacement	RW					
	P.M.: Bridge Condition	CN	STBG	143,079	35,770	178,849	2023
34	**SR 225, Des # 2002077 & Contract B-43431 (Lead Des # 2002077)**						
	0.6 mi N of SR 25	PE	STBG	400,000	100,000	500,000	2022
	Bridge Rehabilitation or Repair	RW					
	P.M.: Bridge Condition	CN	STBG	3,995,052	998,763	4,993,815	2025
35	**I-65, Des # 1601088 & Contract R-42909 (Lead Des # 2001172)**						
	SR 43 NB Bridge	PE					
	Bridge Deck Replacement/Widening	RW					
	P.M.: Bridge Condition	CN	NHPP	2,889,000	321,000	3,210,000	2022
36	**I-65, Des # 1601090 & Contract # R-42909 (Lead Des # 2001172)**						
	SR 43 SB Bridge	PE					
	Bridge Deck Replacement/Widening	RW					
	P.M.: Bridge Condition	CN	NHPP	2,425,500	269,500	2,695,000	2022

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
37	**I-65, Des # 1900647 & Contract # R-42039 (Lead Des # 1900647)**						
	At SR 38 Interchange	PE					
	Concrete Pavement Restoration	RW					
	P.M.: Pavement Condition	CN	NHPP	3,158,990	350,999	3,509,989	2022
38	**I-65, Des # 1902678**						
	CR 100W to US 24	PE	HSIP	73,890	8,210	82,100	2022
	Plant & Shrub Windbreak	RW					
	P.M.: Safety	CN	HSIP	1,030,849	114,539	1,145,388	2024
39	**I-65, Des # 2001172 & Contract # R-42909 (Lead Des # 2001172)**						
	N of Wabash R. to 0.8 mi N of SR 43	PE					
	Added Travel Lanes	RW					
	P.M.: Pavement Condition	CN	NHPP	24,468,855	2,718,862	27,187,617	2022
40	**I-65, Des # 2001743 & Contract # B-43441 (Lead Des # 2002033)**						
	SB Bridge over NS Railroad	PE	NHPP	81,000	9,000	90,000	2022
	Bridge Deck Overlay	UT/RR	NHPP	90,000	10,000	100,000	2022
	P.M.: Bridge Condition	CN	NHPP	827,339	91,926	919,265	2025
41	**I-65, Des # 2001932 & Contract # B-43441 (Lead Des # 2002033)**						
	CR 680S over Ditch	PE	NHPP	4,500	500	5,000	2022
	Small Structure Pipe Lining	RW	NHPP	27,000	3,000	30,000	2022
	P.M.: Safety	CN	NHPP	501,012	55,668	556,680	2025
42	**I-65, Des # 2002107 & Contract # B-43441 (Lead Des # 2002033)**						
	NB Bridge over NS Railroad	PE	NHPP	81,000	9,000	90,000	2022
	Bridge Deck Overlay	RW					
	P.M.: Bridge Condition	CN	NHPP	821,179	91,242	912,421	2025
43	**I-65, Des # 2002108 & Contract # B-43441 (Lead Des # 2002033)**						
	NB Bridge over SR 38	PE	NHPP	94,500	10,500	105,000	2022
	Bridge Deck Overlay	RW					
	P.M.: Bridge Condition	CN	NHPP	941,940	104,660	1,046,600	2025
44	**I-65, Des # 2002109 & Contract # B-43441 (Lead Des # 2002033)**						
	SB Bridge over SR 38	PE	NHPP	108,000	12,000	120,000	2022
	Bridge Deck Overlay	RW					
	P.M.: Bridge Condition	CN	NHPP	941,940	104,660	1,046,600	2025
45	**I-65, Des # 2002110 & Contract # B-43441 (Lead Des # 2002033)**						
	NB Bridge over SR 26	PE	NHPP	108,000	12,000	120,000	2022
	Bridge Deck Overlay	RW					
	P.M.: Bridge Condition	CN	NHPP	321,199	35,689	356,888	2025

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
46	**I-65, Des # 2002111 & Contract # B-43441 (Lead Des # 2002033)**						
	SB Bridge over SR 26	PE	NHPP	36,000	4,000	40,000	2022
	Bridge Deck Overlay	RW					
	P.M.: Bridge Condition	CN	NHPP	321,199	35,689	356,888	2025
47	**I-65, Des # 2002112 & Contract # B-43441 (Lead Des # 2002033)**						
	NB Bridge over Wildcat Creek	PE	NHPP	54,000	6,000	60,000	2022
	Bridge Thin Deck Overlay	RW					
	P.M.: Bridge Condition	CN	NHPP	501,873	55,764	557,637	2025
48	**I-65, Des # 2002113 & Contract # B-43441 (Lead Des # 2002033)**						
	SB Bridge over Wildcat Creek	PE	NHPP	49,500	5,500	55,000	2022
	Bridge Thin Deck Overlay	RW					
	P.M.: Bridge Condition	CN	NHPP	501,873	55,764	557,637	2025
49	**I-65, Des # 2002114 & Contract # B-43441 (Lead Des # 2001172)**						
	NB Bridge over CSX, N 9th, Burnett	PE					
	Bridge Deck Replacement	UT/RR	NHPP	27,000	3,000	30,000	2022
	P.M.: Bridge Condition	CN	NHPP	3,419,714	379,968	3,799,682	2022
50	**I-65, Des # 2002115 & Contract # R-42909 (Lead Des # 2001172)**						
	SB Bridge over CSX, N 9th, Burnett	PE					
	Bridge Deck Replacement	UT/RR	NHPP	135,000	15,000	150,000	2022
	P.M.: Bridge Condition	CN	NHPP	1,690,662	187,851	1,878,513	2022
51	**I-65, Des # 2002116 & Contract # R-42909 (Lead Des # 2001172)**						
	NB Bridge over Prophets Rock	PE					
	Bridge Deck Replacement	RW					
	P.M.: Bridge Condition	CN	NHPP	1,449,139	161,015	1,610,154	2022
52	**I-65, Des # 2002117 & Contract # R-42909 (Lead Des # 2001172)**						
	SB bridge over Prophets Rock	PE					
	Bridge Deck Replacement	RW					
	P.M.: Bridge Condition	CN	NHPP	1,449,139	161,015	1,610,154	2022
53	**I-65, Des # 2002364 & Contract # R-42909 (Lead Des # 2001172)**						
	CR 725N bridge over I-65	PE					
	Bridge Deck Replacement	RW					
	P.M.: Bridge Condition	CN	NHPP	1,457,023	364,256	1,821,279	2022
54	**I-65, Des # 2100049 & Contract # R-42909 (Lead Des # 2001172)**						
	0.8 to 2.43 mi N of SR 43	PE					
	Added Travel Lanes	RW					
	P.M.: Pavement Condition	CN	NHPP	34,931,145	3,881,238	38,812,383	2022

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
55	**Statewide, Des # 1802826**						
	On-Call Consultant Review	PE	STBG	2,400,000	600,000	3,000,000	2022
	P.M.: Safety	PE	STBG	2,400,000	600,000	3,000,000	2023
56	**Districtwide, Des # 2001146 & Contract # T-43606 (Lead Des # 2001146)**						
	US 52 & Brady Lane	PE	STBG	272,160	68,040	340,200	2022
	Traffic Signal Modernization	RW					
	P.M.: Safety	CN	STBG	1,364,260	341,064	1,705,321	2023
57	**Districtwide, Des # 2001644 & Contract # B-43121 (Lead Des # 2001644)**						
	Bridge Maintenance	PE					
	P.M.: Bridge Condition	RW					
		CN	STBG	800,000	200,000	1,000,000	2022
58	**Districtwide, Des # 2002396 & Contract # T-43377 (Lead Des # 2002396)**						
	Centerline & Edge Line	PE	HSIP	9,000	1,000	10,000	2022
	Rumble Strips	RW					
	P.M.: Safety	CN	HSIP	184,277	20,475	204,752	2022
59	**Districtwide, Des # 2002493 & Contract #T-43395 (Lead Des # 2002493)**						
	At Various Interchanges	PE					
	ITS Program Equipment	RW					
	P.M.: Safety	CN	HSIP	1,828,402	203,156	2,031,558	2022
60	**Greater Lafayette Northern Connectivity Study Des # 2001532**	PE	NHPP	80,000	20,000	100,000	2022
	P.M.: Safety						
			Total	137,782,350	22,532,139	160,314,489	

Figure 3: Location of Funded INDOT Projects

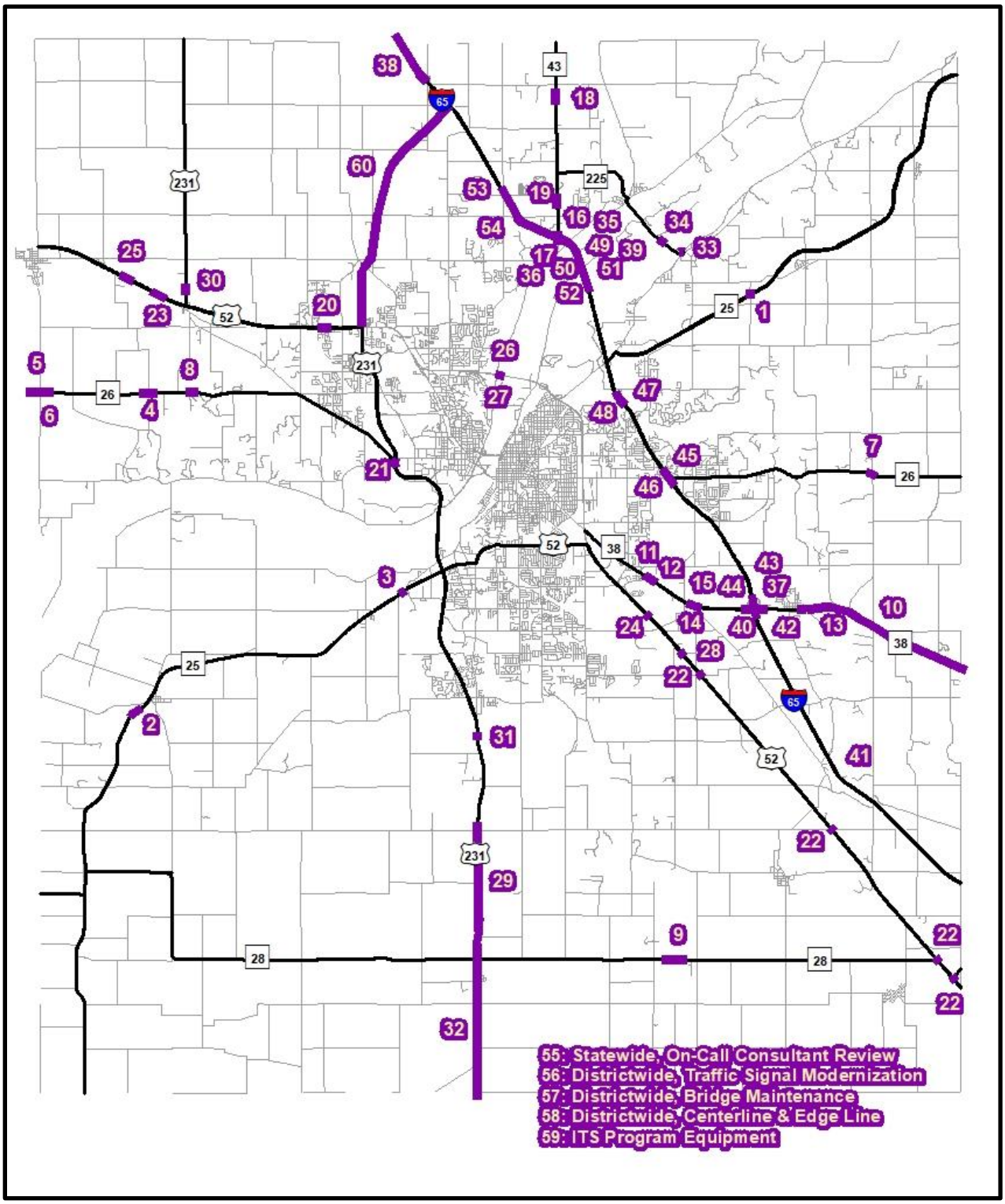
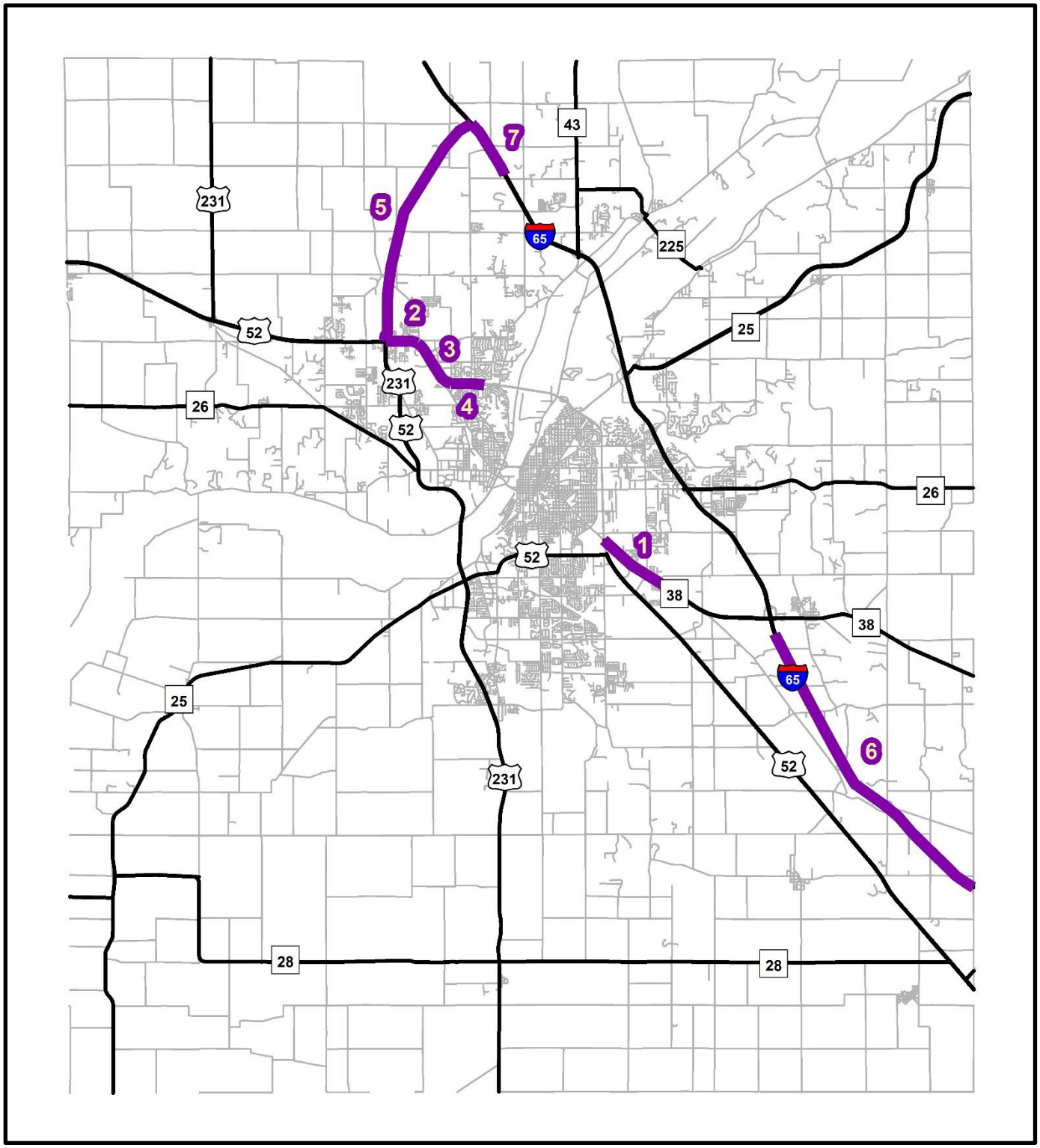


Table 7: Unfunded INDOT Projects Recommended by MPO (for Informational Purposes Only)

	Project	Project Location & Description	Project Status
1	**SR 38**	Sidewalk Construction, Sagamore Parkway to Park East Blvd	----
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, North of SR 43 to Proposed 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, and it must demonstrate how projects are implemented within budget and identifies resources from both public and private sources that are reasonably expected to be available to carry out the plan.

Available funding limits are provided by INDOT for three types of federal funds within the urban area. 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.

Living within the budget means that project request 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 can 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 50K to 200K Funds

Surface Transportation Block Group Funds are intended to be used for projects within the Urbanized Area. However, the MPO has the flexibility to spend these 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 $4,133,417 for FY 2022 and $4,077,538 for all future program years of this TIP. Detailed information can be found in **Appendix 3**. It should be noted that when more accurate funding estimates are released, projects may experience a shift in schedule.

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 for the same amount from the Evansville MPO in FY 2025.

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 20, 2021 and on April 21, 2021. Over 23 million dollars in STBG funds were requested for eight 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.

Title IV on the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) provided additional funding for highway infrastructure projects. This MPO received $462,317, and these funds must be obligated before September 30, 2024. Part of these funds, $187,000, were obligated in FY 2021. On March 17, 2021 and April 21, 2021, the Technical Transportation Committee reviewed the draft federal funding allocation and allocated the balance of these funds. They are shown in **Table 8**.

Table 8: STBG Funding, Fiscal Year 2022

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,133,417**
	CRRSAA Funding		**275,317**
	Flexed Part of HSIP Funds		**20,774**
		Total	**4,429,508**
Sagamore Parkway Trail	CN	1401287	3,023,974
Morehouse Road	RW	1401280	730,808
Soldiers Home Road Ph 1	PE	1401291	674,726
		Total	**4,429,508**
		Balance	**0**

Table 9: STBG Funding, Fiscal Year 2023

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,077,538**
	Borrowed from FY 2024		**1,548,069**
		Total	**5,625,607**
McCutcheon Ped Safety	CN	1601028	289,478
Yeager Road	CN	1401281	4,917,989
South 9th Street	RW	1900482	280,000
Soldiers Home Road Ph 1	PE	1401291	138,140
		Total	**5,625,607**
		Balance	**0**

Table 10: STBG Funding, Fiscal Year 2024

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,077,538**
	Traded to FY 2023		**1,548,069**
		Total	**2,529,469**
Morehouse Road	CN	1401280	2,529,469
		Total	**2,529,469**
		Balance	**0**

Table 11: STBG Funding, Fiscal Year 2025

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,077,538**
	From Evansville Trade		**616,477**
	Flexed Part of HSIP Funds		**231,042**
		Total	**4,925,057**
Morehouse Road	CN	1401280	4,129,178
Soldiers Home Road Ph 1	RW	1401291	795,879
		Total	**4,925,057**
		Balance	**0**

Table 12: STBG Funding, Fiscal Year 2026, *Informational Purposes Only*

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,077,538**
	Flexed Part of HSIP Funds		**4,013**
		Total	**4,081,551**
South 9th Street	CN	1900482	4,081,551
Total			**4,081,551**
Balance			**0**

In order to construct the Yeager Road project in FY 2023, the Area Plan Commission will need to trade FY 2024 STBG with another MPO. A similar trade has been done with the Evansville MPO as shown in **Table 11**.

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. The policy was affirmed in the ***2045 MTP***. Examples of those projects include the construction of trails and sidepaths. This TIP continues that policy. Ten percent of our STBG funds equates to $413,341(FY 2022) and $407,653 (FY 2023-2026) 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
2022	4,133,417	413,341
2023	4,077,538	407,753
2024	4,077,538	407,753
2025	4,077,538	407,753
2026	4,077,538	407,753
Total	***20,443,568***	***2,044,357***

The STBG financially constrained tables (**Tables 8-12**) include one independent non-motorized projects that use our STBG funds and involves constructing a trail in West Lafayette (Sagamore Parkway Trail). **Table 14** summarizes the non-motorized project and it shows that we have allocated $3,003,200 in STBG funds for non-motorized projects over the five years.

Based on our annual allocation from FY 2022 through FY 2026, our five years cumulative allocation equates to $20,443,568. Ten percent that amount is $2,044,357. Comparing the ten percent target amount to the amount allocated, we have exceeded our target by $958,843. This equates to 14.7% of our five-year allocation. This TIP exceeds the goal established in the 2040 Metropolitan Transportation Plan.

Table 14: Non-Motorized Projects, Fiscal Years 2022 - 2026

Project	Phase	Des #	STBG Allocation	Fiscal Year
STBG Funds				
Sagamore Parkway Trail	CN	1401287	3,003,200	2022
Total				

It should also be noted that all of the other projects that have allocated STBG federal funds will contain a sidewalk or trail component.

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 four County bridge projects that will utilize these funds. The bridge projects are on Lilly Road over the Wea Creek and Branch of the Wea Creek, the Old US 231 bridge over the Wea Creek and the North 9th Street bridge over the Wabash River. Tippecanoe County applied for these funds for a road and sidewalk project, North 9th Street Road from north of Sagamore Parkway to just north of Burnett Road. INDOT did not award any federal funds to this project.

Highway Safety Improvement Program Funds

Highway Safety Improvement Program (HSIP) funds are for safety-oriented projects. These funds typically pay for 90% of the total project cost. There are certain project types where these funds will pay for the total project 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 estimated HSIP funding allocation of $595,946 for FY 2022 and $587,045 for future program years of this TIP. Detailed information can be found in **Appendix 3**. Unlike STBG, the MPO can transfer up to 50% ($297,973/$293,522) 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.

Another funding source for safety projects is Section 164 Penalty funds. The U.S. Department of Transportation encourages States to enact and enforce laws targeting repeatedly intoxicated drivers. 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 and cannot be flexed to STBG funds. Our FY 2022 Penalty funding allocation is $152,011 and FY 2023 through FY 2026 is $150,525. These funds cannot be flexed to STBG funds.

Combining our HSIP allocation and Section 164 Penalty funds, we have $747,957 (FY 2022) and $737,570 (FY 2023-2026) to allocate toward safety projects.

Similar to the trading of STBG funds with the Evansville MPO, we have also traded safety funds with the Northwestern Indiana Regional Planning Commission (NIRPC). On January 5, 2021, a Memorandum of Understanding, MOU, was signed between the Area Plan Commission and NIRPC. The MOU involved trading $1,454,360 in FY 2022 and FY 2024 federal funds from the Area Plan Commission in exchange of the same amount from the NIRPC in FY 2021.

The project chosen to receive HISP funding was derived from the FY 2020-2024 TIP, road safety audits, and/or needs analysis. **Tables 15** through **19** show the project that was chosen along with the amount of federal funding. It also shows the trading of federal funds with NIRPC and flexing a small portion to STBG funds.

Table 15: HSIP Funding, Fiscal Year 2022

Project	Phase	Des #	HSIP Allocation
HSIP Funds			***747,957***
Trade to NIRPC	---	---	727,183
Flexed STBG Funds	---	---	20,774
		Total	***747,957***
		Balance	**0**

Table16: HSIP Funding, Fiscal Year 2023

Project	Phase	Des #	HSIP Allocation
HSIP Funds			**737,570**
McCutcheon Ped Safety	CN	1601028	737,570
		Total	**737,570**
		Balance	**0**

Table 17: HSIP Funding, Fiscal Year 2024

Project	Phase	Des #	HSIP Allocation
HSIP Funds			**737,570**
Trade to NIRPC	---	---	727,183
		Total	**727,183**
		Balance	**10,387**

Table18: HSIP Funding, Fiscal Year 2025

Project	Phase	Des #	HSIP Allocation
HSIP Funds			**737,570**
Flexed STBG Funds	---	---	231,042
		Total	**231,042**
		Balance	**506,528**

Table 19: HSIP Funding, Fiscal Year 2026, *Informational Purposes Only*

Project	Phase	Des #	HSIP Allocation
HSIP Funds			**737,570**
Flexed STBG Funds	---	---	4,013
		Total	**4,013**
		Balance	**733,557**

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 20, 2021. The McCutcheon Ped Safety project is the only one that requested safety funds. **Tables 15** through **19** show the project that was chosen along with the amount of federal funds allocated. It also shows the funding trade with NIRPC. Each table where funds have been allocated shows either a zero or positive balance, demonstrating that this TIP is fiscally constrained. This TIP complies with INDOT's and FHWA's policies.

Transportation Alternatives Set Aside Funds

Providing federal funds to construct facilities for non-motorized traffic has been part of national funding since the federal government passed the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. The ultimate goal is to help communities provide transportation choices.

The FAST provides funding for a variety of non-motorized projects through Transportation Alternatives (TA) funding, which is funding set aside from the STBG program. Projects previously programmed in the Moving Ahead for Progress in the 21st Century Act (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, as well as 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 estimated $247,662 in TA funding for FY 2022 and $230,995 for all future program years of this TIP. 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.

The projects chosen are selected from the FY 2020-2024 TIP or the 2045 Metropolitan Transportation Plan. All of the projects will include sidewalks in conjunction with a road improvement project. **Tables 20** through **24** show the allocation of TA funds over a five-year period.

Table 20: TA Funding, Fiscal Year 2022

Project	Phase	Des #	TA Allocation
TA Funds			**247,662**
Morehouse Road	RW	1401280	214,328
Soldiers Home Road Ph 1	PE	1401291	33,334
		Total	**247,662**
		Balance	**0**

Table 21: TA Funding Fiscal Year 2023

Project	Phase	Des #	TA Allocation
TA Funds			**230,995**
Yeager Road	CN	1401281	214,328
McCutcheon Ped Safety	CN	1601028	16,667
		Total	**230,995**
		Balance	**0**

Table 22: TA Funding, Fiscal Year 2024

Project	Phase	Des #	TA Allocation
TA Funds			**230,995**
Morehouse Road	CN	1401280	230,995
		Total	**0**
		Balance	**230,995**

Table 23: TA Funding, Fiscal Year 2025

Project	Phase	Des #	TA Allocation
TA Funds			**230,995**
Morehouse Road	CN	1401280	214,328
Soldiers Home Road Ph 1	RW	1401291	16,667
		Total	**230,995**
		Balance	**0**

Table 24: TA Funding, Fiscal Year 2026, *Informational Purposes Only*

Project	Phase	Des #	TA Allocation
TA Funds			**230,995**
South 9th Street	CN	1900482	230,995
		Total	**230,995**
		Balance	**0**

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 20, 2021. The projects chosen include a trail and sidewalk component. **Tables 20** through **24** show those projects that were chosen along with the amount of federal funds allocated to each project. Each table where funds have been allocated shows a zero balance, demonstrating that this TIP is fiscally constrained. This TIP complies 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. Projects 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 projects, 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 sources will be used in FY 2022 through FY 2026. A summary of these sources and amounts is shown in **Table 25** and **26**. The City of Lafayette anticipates using various local funds for its projects: Tax Increment Financing (TIF), Economic Development Income Tax (EDIT), Motor Vehicle Highway Account (MVHA), Local Road and Street (LR&S) and Local Highway Option Income Tax (LHOIT). The City of West Lafayette anticipates using Tax Increment Financing (TIF) and Motor Vehicle Highway Account Funds (MVHA). The County anticipates using Economic Development Income Tax (EDIT), Local Road and Street Funds (LR&S) and Motor Vehicle Highway Account funds (MVHA). 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
South 9th Street	TIF, EDIT, MVH, LR&S & LHOIT
Park East Boulevard Extension	TIF
South Street	TIF & EDIT
Sagamore Parkway Trail	TIF
Soldiers Home Road Ph 1	MVHA
Cherry Lane Ext. Ph 2	TIF
Cumberland Avenue Ph 4	TIF
McCutcheon Ped Safety	LR&S, EDIT & MVHA
Morehouse Road	LR&S & MVHA
Yeager Road	LR&S & MVHA
N. 9th Street Trail	LR&S, EDIT & MVHA

Table 26: Amount of Local Funds for Funded Local Projects

Jurisdiction	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Lafayette	0	2,270,000	10,070,000	950,000	8,843,137
West Lafayette	4,543,009	34,535	0	203,137	4,050,000
Tippecanoe County	941,277	1,544,008	1,943,528	1,085,877	1,499,684
CityBus	12,892,132	13,297,238	13,714,497	14,140,926	14,581,000

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 2022

Funding Type	Federal	State	Total
STBG	24,309,358	6,077,339	30,386,697
NHPP	78,314,667	8,915,104	87,229,771
HSIP	2,021,679	224,631	2,246,310
Total	**104,719,594**	**15,225,284**	**119,944,878**

FY 2023

Funding Type	Federal	State	Total
STBG	13,603,108	3,400,778	17,003,886
NHPP	0	0	0
HSIP	0	0	0
Total	**13,603,108**	**3,400,778**	**17,003,886**

FY 2024

Funding Type	Federal	State	Total
STBG	4,652,705	1,163,177	5,815,882
NHPP	0	0	0
Other	0	0	0
Total	**4,652,705**	**1,163,177**	**5,815,882**

FY 2025

Funding Type	Federal	State	Total
STBG	8,096,540	1,997,299	10,093,839
NHPP	5,679,554	631,062	6,310,616
Other	0	0	0
Total	**13,776,094**	**2,628,361**	**16,404,455**

FY 2026

Funding Type	Federal	State	Total
STBG	0	0	0
NHPP	0	0	0
Other	0	0	0
Total	**0**	**0**	**0**

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 2016 to 2019. Information for 2020 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, 2016 - 2019

	2016	2017	2018**	2019
Cash and Investments as of January 1				
Balance	**732,611.00**	**4,862,918.25***	**Not Shown**	**1,337,059.30**
Annual Information				
Receipts				
MVH	5,142,627.00	5,010,393.89	6,498,321.04	4,374,148.85
MVH Restricted	---	---	---	1,444,889.58
LRS	572,208.00	726,995.82	1,005,112.73	1,051,119.86
LH	894,396.00	936,602.09	921,540.31	---
Other	0.00	0.00	0.00	896,839.24
Total	**6,609,231.00**	**6,673,991.80**	**8,424,974.08**	**7,768,997.35**
Disbursements				
MVH	5,264,197.00	5,012,741.87	6,230,046.79	4,567,684.31
MVH Restricted	---	---	---	1,444,889.58
LRS	425,019.00	290,842.31	1,072,679.83	632,735.86
Cum. Bridge	801,786.00	3,528,276.83	1,770,167.56	0.00
Other	0.00	0.00	426,016.71	902,598.59
Total	**6,491,002.00**	**8,831,861.01**	**9,498,910.89**	**7,547,908.34**
Total Receipts	6,609,231.00	6,673,991.80	8,424,974.08	7,768,997.35
Total Disbursements	6,491,002.00	8,831,861.01	9,498,910.89	7,547,908.34
Difference	**118,229.00**	**-2,157,869.21**	**-1,073,936.81**	**219,089.19**
Cash and Investments as of December 31				
Balance	**850,840.00**	**2,705,049.04**	**Not Shown**	**1,561,907.66**

**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.*

**Note: Report format was updated.*

Table 29

City of West Lafayette
Operating and Maintenance History, 2016 - 2019

	2016	2017	2018*	2019
Cash and Investments as of January 1				
Balance	**2,607,382.17**	**3,336,607.24**	**4,773,193.26**	**6,194,324.52**
Annual Information				
Receipts				
MVH	2,021,742.14	2,130,654.17	2,585,278.52	1,628,877.45
	0.00	0.00	0.00	909,143.48
LRS	323,868.21	427,395.81	585,908.07	595,833.97
Other Funds	6,588.00	314,923.73	---	---
Total	**2,352,198.35**	**2,872,973.71**	**3,171,186.59**	**3,131,854.90**
Disbursements				
MVH	1,407,369.75	905,821.79	1,444,133.52	1,406,621.91
	0.00	0.00	0.00	95,547.67
LRS	209,015.53	226,187.10	305,921.81	297,883.18
Other	6,588.00	0.00	---	---
Total	**1,622,973.28**	**1,132,008.89**	**1,750,055.33**	**1,800,052.76**
Total Receipts	2,352,198.35	2,872,973.71	3,171,186.59	3,131,854.90
Total Disbursements	1,622,973.28	1,132,008.89	1,750,055.33	1,800,052.76
Difference	**729,225.07**	**1,740,964.82**	**1,421,131.26**	**1,331,802.14**
Cash and Investments as of December 31				
Balance	**3,336,607.24**	**5,077,572.06**	**6,194,324.52**	**7,526,126.66**

**Note: Report format was updated.*

Table 30

Tippecanoe County
Operating and Maintenance History, 2016 - 2019

	2016	2017	2018*	2019
Cash and Investments as of January 1				
Balance	**8,975,811.80**	**1,225,610.43**	**6,003,337.09**	**6,003,445.09**
Annual Information				
Receipts				
MVHs	4,466,553.67	4,938,856.61	5,969,983.04	2,881,965.97
MVH Restricted	0.00	0.00	0.00	2,865,275.80
LRS	988,692.62	1,101,604.77	1,497,922.16	1,595,159.09
Cum. Bridge	2,808,278.99	2,816,205.54	2,801,189.52	3,305,952.80
Other	9,593,305.25	4,607,601.05	3,555,768.32	---
Total	**17,856,830.53**	**13,464,267.97**	**13,824,863.04**	**10,648,353.66**
Disbursements				
MVH	3,413,114.34	4,370,529.32	4,818,470.80	2,511.088.90
MVH Restricted	0.00	0.00	0.00	2,563,293.16
LRS	939,117.06	812,395.04	1,020,854.41	1,023,534.58
Cum. Bridge	2,869,622.17	2,059,532.17	1,924,596.44	2,285,812.07
Other	8,415,000.62	5,833,212.48	3,824,298.73	---
Total	**15,636,854.19**	**13,075,669.01**	**11,588,220.38**	**8,383,728.71**
Total Receipts	17,856,830.53	13,464,267.97	13,824,863.04	10,648,353.66
Total Disbursements	15,636,854.19	13,075,669.01	11,588,220.38	8,383,728.71
Difference	**2,219,976.34**	**388,599.96**	**2,236,642.66**	**2,264,624.95**
Investments				
Cash and Investments as of December 31				
Balance	**11,195,788.14**	**1,614,210.39**	**8,239,979.75**	**8,268,070.04**

**Note: Report format was updated.*

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 a planning process that uses a performance-based approach in the decision-making process. This process uses goals, measures and data to make better informed decisions in how 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. 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. The Area Plan Commission agreed to support INDOT's safety targets on December 10, 2020.

Comparing 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. Nearly all of the projects involve reconstructing the road, with one changing the alignment to eliminate the sharp ninety degree turns. All the projects will be brought up to current design standards and amenities for pedestrians, bicyclists, and transit patrons will be improved or added.

One safety project has been allocated HSIP funding. A Safety Audits was conducted, and it helped guide what improvements will be included. The project targets student safety walking to and from McCutcheon High School and Mayflower Mill Elementary 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 their 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. The Safety Plan was adopted on July 29, 2020.

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 60 through 69.

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 potential environmental concern were identified for each project.

The process used in selecting and prioritizing the projects in this TIP followed the methodology cited above. The Technical Transportation Committee reviewed and prioritized project requests on January 20, 2021.

STBG, HSIP & TA Project Selection/Priority Review

The funding priorities in this TIP and the FY 2020 - 2024 TIP are nearly identical. Projects in the previous TIP that sought federal funds for construction are on track and will receive funding in this TIP. Projects that sought funds for preliminary engineering and land acquisition have advanced in this TIP. No new projects were allocated funds due to funding the construction phase of five projects.

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 in the 2045 Metropolitan Transportation Plan		
US 231	US 52 to SR 43	New Road Construction
I-65	North of SR 43 to New US 231	Six Lane Widening
I-65	SR 38 to SR 28	Six Lane Widening
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
SR 38	Sagamore Pkwy to Park East Blvd	Sidewalk Construction

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 project descriptions and then make a recommendation to the Policy Committee whether projects are compliant or exempt. All local projects seeking Group II Federal funds in this TIP were found to be compliant. Projects not previously reviewed were reviewed by the Committee on January 20, 2021 and were determined to be compliant. The following projects were reviewed:

West Lafayette: Cherry Lane Extension Ph 2

Tippecanoe County: North 9th Street Urban Trail

9. Performance Measures and Target Achievements

The FHWA and FTA issued 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 National Highway System (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 ***INDOT, MPO and RPO Planning Roles, Responsibilities (PRR) and Planning Procedures Manual (PPM)*** clarifies roles and responsibilities for transportation planning activities which include the performance-based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), 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. This process includes 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 ***TAMP*** *(August 2019)* 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 INDOT's 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 INDOT's 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 INDOT's ***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 INDOT's ***Mobility Asset Management Team***. Projects funded through the CMAQ program are selected by INDOT's ***Mobility Asset Management Team*** to make progress toward meeting INDOT's emission reduction targets. It should be noted that CMAQ funds are not used in Tippecanoe County since the county is in attainment as classified by the Environmental Protection Agency. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings. The Area Plan Commission selected to support targets set by INDOT. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources are used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads.

Safety

Safety performance targets are provided annually by INDOT to FHWA. The INDOT, MPO's FHWA, and Indiana Criminal Justice Institute (ICJI) collaborate to establish Safety Performance Measures and Safety Performance Targets by August 31 submission deadline.

Rather than setting our own safety targets, the Area Plan Commission has chosen to support the INDOT safety targets as published in their Highway Safety Improvement Program Annual Reports. The MPO supports those targets by reviewing and programming all HSIP projects with the MPO boundary that are included in the INDOT STIP. The APC support letter can be found in **Appendix 10**.

Current safety targets are for calendar year 2021 and are based on an anticipated five-year rolling average (2017-2021). To support progress towards approved highway safety targets, a total of $27.5 million has been programmed in the FY 2022-2026 TIP to improve highway safety. **Table 32** includes the safety performance targets and the safety investment in the TIP.

In addition to HSIP specific projects, the TIP also includes transportation projects that are not primarily intended to address safety deficiencies, such as congestion reduction or operational improvements, but do address such deficiencies as part of the larger project. These projects often contribute to a safer roadway environment, reduce fatalities or serious injuries for all modes, as well as results in safer travel environments specifically for bicyclists and pedestrians.

Pavement and Bridge

The pavement and bridge condition performance measure are applicable to the Interstate and non-Interstate highways that comprise the National Highway System (NHS). The NHS includes the Interstate highway System as well as other roads important to the nation's economy, defense, and mobility. The measures are focused on the condition of pavement and bridges, including ramps utilized to access the system. There are four measures to assess pavement condition and two measure for assessing bridge condition. INDOT, MPO's and FHWA collectively developed targets for the pavement and bridge performance

measures. Performance is assessed and reported over a four-year performance period, the first of which runs from January 1, 2018 through December 31, 2021. As permitted by

Table 32 TIP/STIP Project Impact

Table 32: INDOT Performance Measures by the Number of Projects and Funding

		2019	2020 Targets	2021 Targets *(2022 in APC letters)*	TIP Support (FY 2022-2026)
Safety	Number of Fatalities	889.6	907.7	817.3	15 TIP Projects, $27.5 Million in funding
	Rate of Fatalities (per million VMT)	1.087	1.100	1.006	
	Number of serious injuries	3501.9	3467.4	3311.4	
	Rate of serious injuries (per million VMT)	4.234	4.178	4.088	
	Number of non-motorized fatalities and serious injuries.	393.6	405.9	393.6	
		Baseline	2-Year Target	4-Year Target	
Pavement	Interstate System - % of pavements in Good condition	N/A	N/A	50%	5 TIP Projects, $86.3 Million in funding
	Interstate System - % of pavements in Poor condition	N/A	N/A	0.8%	
	Non-Interstate NHS System - % of pavements in Good conditions	68.3%	78.71%	40%	
	Non-Interstate NHS System - % of pavements in Poor condition	5.3%	3.1%	3.1%	
Bridge	% of NHS Bridges, by deck area in Good condition	50.0%	48.3%	47.2%	60 TIP Projects, $66.4 Million in funding
	% of NHS Bridges, by deck area in Poor condition	2.3%	2.6%	3.1%	
System Performance & Freight	Interstate System - % of person-miles traveled that are reliable Level of Travel time reliability (LOTTR)	93.8%	90.5%	92.8%	10 TIP Projects, $58.2 Million in funding
	Non-Interstate NHS - % of person-miles traveled at are reliable Level of Travel time reliability (LOTTR)	N/A	N/A	89.9%	
	Interstate System – Level of truck travel time reliability (TTTR)	1.23	1.27	1.3	

regulation, INDOT revisited the four-year targets and submitted revised targets prior to an October 1, 2020 deadline.

The Area Plan Commission moved to support INDOT targets at the April 8, 2021 Policy Board meeting. The MPO supports the targets by reviewing and programming all pavement and bridge project with the MPO boundary that contribute toward accomplishment of the state infrastructure performance measure targets as included in the INDOT STIP. To support progress towards approved pavement and bridge targets, a total of $86.3 million and $66.4 million respectively has been programmed in the FY 2022-2026 TIP to improvement

pavement and bridge conditions. **Table 32** shows the Pavement and Bridge Condition Targets and the pavement and bridge investments in the TIP. Those investments include, but are not limited to, pavement replacement, road reconstruction, and surface treatments for the pavement program and bridge rehabilitation, think deck overlays, and small structure projects for the bridge program. The APC support letter can be found in **Appendix 10**.

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess system reliability and freight movement and establish several measures for on-road mobile source emissions consistent with the Congestion Mitigation and Air Quality (CMAQ) Program. There are two measures for assessing reliability, one measure to assess freight movement, and three measures for the CMAQ Program. As with the pavement and bridge performance process, performance is assessed and reported over a four-year period, the first of which runs from January 1, 2018 through December 21, 2021. As permitted by regulation, INDOT revisited the four-year targets and submitted revised target prior to an October 1, 2020 deadline. The Area Plan Commission did not adopt the CMAQ performance measures since Tippecanoe County is in attainment as classified by the Environmental Protection Agency.

The Area Plan Commission moved to support INDOT's revised targets at the April 8, 2021 Policy Board meeting. The MPO supports the targets be reviewing and programming all state performance project with in the MPO boundary that contribute toward accomplishment of the state system performance measure target as included in the IDNOT STIP. To support progress towards approved freight movement performance targets, a total of $58.2 million has been programmed in the FY 2022-2026 TIP to system performance. **Table 32** shows the System Performance Targets and the applicable investments in the TIP. The APC support letter can be found in **Appendix 10**.

Local Highway Performance Measures

As defined by Title 23, USC 150, transportation performance measures for the Federal-aid highway program are grouped into the following six elements: 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.

Of the six performance measures, only one is applicable to a local project 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 locally 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 with the National Ambient Air Quality Standards. The only performance measure applicable to us is the safety performance measure. A discussion of its application to project selection can be found in the previous section. The Policy Board adopted the

safety targets set by INDOT as the local targets on December 10, 2020, and the adoption letter can be found in **Appendix 10**. The safety targets are as follows.

Safety Performance Measure	*Target*
• Number of Fatalities	817.3 or fewer
• Rate of Fatalities	1.006 or less
• Number of Serious Injuries	3,311.4 or less
• Rate of Serious Injuries per 100 million miles traveled	4.088 or less
• Number of Non-Motorists Fatalities and Serious Injuries	393.6 or less

Looking at the local projects for which federal funds were requested, the McCutcheon Pedestrian Safety project specifically addresses the safety of school children walking to and from an elementary and high school. The Yeager Road project addresses several hazardous 90 degree turns as well as converting the road from gravel to pavement. The Morehouse Road project converts a narrow, heavily traveled rural road cross section to a safer urban cross section. The Soldiers Home Road project addresses a deteriorating road, addresses the large number of left turning vehicles, and improves the heavily used sidewalk, bike lanes and trail. The South 9th Street project converts this section of road from the rural cross section that has no nonmotorized infrastructure to one that does.

Transit Performance Measures

Moving toward developing and approving transit projects based on performance measures, the FTA requires transit systems to develop Transit Asset Management (TAM) and Safety Management System (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 developed and adopted a 2019 through 2023 TAM on October 3, 2018. The Area Plan Commission adopted the TAM performance measures with adoption of the FY 2020-2024 TIP. The Area Plan Commission adopted TAM performance measures with adoption of the FY 2022-2026 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 %

The CityBus capital projects programmed for each year of this TIP include replacement buses and vehicles and the parts necessary to repair the bus fleet. These projects will keep the transit system in good repair.

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.

CityBus developed and adopted an SMS Plan on July 29, 2020. The Area Plan Commission adopted the SMS performance measures with adoption of the FY 2022-2026 TIP. CityBus's Safety Plan contains the four main elements which are: 1) safety management policy; 2) safety risk management process; 3) safety assurances; and 4) safety promotion. The safety performance targets are as follows:

Mode	Fatalities Total	Fatality Rate	Injuries Total	Injuries Rate	Safety Events Total	Safety Events Rate	System Reliability
Fixed Routes	0	0	2	0.11	3	0.16	125,000
ADA Paratransit	0	0	0	0	1	0.09	40,000

The CityBus capital projects programmed for each year of this TIP include major bus replacement components such as tires, engines, transmissions, turbo charge unites, charge air coolers, alternators, ECMs, planetary differentials, fuel pumps and brake units. Funding for operating assistance includes driver safety training. These projects will keep the transit system in good repair.

2045 MTP Performance Measures Review

When 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."

This is done to ensure that federal transportation dollars are invested wisely and that projects chosen for funding are based on quantifiable metrics. The comparison in this section shows how projects in this TIP meet and address the performance measures identified in the ***2045 MTP***.

The goals and performance measures in the **2045 MTP**, **Table 20**, address five areas that are important to the community. The five goals are as follows:

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.

Project Review:
All the projects that are receiving STBG, HSIP and TA Federal funds include improved sidewalks, bike lanes and/or trails. They will all be constructed and comply with the PROWAG ADA standards. Bus stops will be considered when the engineering plans are being developed.

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, people 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.

Project Review:
The Yeager Road, Morehouse Road, Soldiers Home Road and South 9th Street projects all improve heavily traveled corridors. Pavement is either deteriorating or is gravel. Nonmotorized amenities will be added, giving people options to use other means to travel safely.

Goal 3: Improve the Safety and Security of all Road Users
This performance measure aims to reduce crashes and ensure 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

Project Review:
The McCutcheon Pedestrian Safety project specifically addresses the safety of school children walking to and from an elementary and high school. The Yeager Road project addresses several hazardous 90 degree turns as well as converting the road from gravel to pavement. The Morehouse Road project converts a narrow, heavily traveled rural road cross section to a safer urban cross section. The Soldiers Home Road project addresses the large number of left turning vehicles, and improves the heavily used sidewalk, bike lanes and trail. The South 9th Street project converts this section of road from the rural cross section that no nonmotorized infrastructure to one that does.

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 modes. 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.

Project Review:
Sidewalks, bike lanes and/or trails will be constructed for those projects that are receiving STBG, HSIP and TA Federal funds. Only two projects have bus routes and bus stops and they are Soldiers Home Road and Morehouse Road. The sidewalks and trails that will be constructed will offer a safe path to the bus stops.

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,

Project Review:
All of the local projects in this review provide additional and safer opportunities to use other modes of transportation rather than a motor vehicle.

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 33** and **34**. Projected revenue (**Table 35**) will meet future operating and capital needs from fares, bus passes, local taxes, and state Public Mass Trans Funds (PMTF) in conjunction with federal assistance.

Condition Review

There are four primary 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, bus 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 33**. 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, as shown in **Table 33**. FTA's Small Transit Intensive Cities (STIC) program awards funds to transit systems based on the following six industry performance measures: 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 2019, CityBus met four of the criteria and met five of the criteria in 2018 and 2020.

Table 33: Federal Funds Available to CityBus

CY Year	Total Apportionment	Percent Change	STIC funds
2016	$3,312,130	---	$947,159
2017	$3,367,952	1.7%	$537,193
2018	$3,077,152	-8.6%	$606,008
2019	$3,560,147	15.7%	$1,047,645
2020	$3,937,650	10.6%	$1,372,289

Funding from the State's PMTF has fluctuated over the years, (**Table 34**) 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 34: CityBus Financial Condition

(Information is shown by Calendar Year)

	2016	2017	2018	2019	2020
Operating Expenses by Revenue Source					
Operating [1]	3,528,530	3,673,884	3,821,007	4,363,689	3,077,080
% Change		*4.0%*	*3.9%*	*12.4%*	*-41.8%*
Local [2]	3,087,943	1,890,110	3,250,701	3,543,424	3,539,920
% Change		*-38.8%*	*72.0%*	*8.3%*	*-0.1%*
State (PMTF)	4,128,955	4,122,009	4,239,824	4,206,508	4,251,974
% Change		*-0.2%*	*2.9%*	*-0.8%*	*1.1%*
Federal	3,312,130	3,367,952	3,077,152	3,560,147	3,937,650
% Change		*1.7%*	*-8.6%*	*13.6%*	*9.6%*
Section 5309	0	0	0	0	0
Section 5310	0	96,974	0	0	210,298
Section 5316	44,644	0	0	0	0
Section 5339	857,392	353,725	485,760	442,476	515,241
Total Operating Expenses	14,959,594	13,504,654	14,388,684	16,116,244	15,532,163
% Change		*-10.8%*	*9.2%*	*7.7%*	*-3.8%*
Capital Expenses by Revenue Source					
Local [3]	1,541,753	137,860	780,631	357,052	429,086
Federal	6,167,012	551,439	3,122,523	1,428.206	1,716,343
Total Capital Expenses	7,708,765	689,299	3,903,154	1,785,258	2,145,429

Source: Indiana Public Transportation Annual Report: 2016, 2017, 2018 & 2019
Greater Lafayette Public Transportation Corporation: 2020
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, bus passes, tokens, and advertising (listed under operating revenues in **Table 34**) have increased in 2019 but significantly decreased in 2020 due to the COVID-19 pandemic.

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 35**). Projected revenue for 2021 reflects the impact of the COVID-19 pandemic with reduced funding. Fortunately, CARES Act funds were made available to cover these short falls. It is estimated that revenue and operating expenses will return to normal levels by 2022.

Operating costs are anticipated to slightly increase every year. Projected revenues are anticipated to slightly increase and should be more than sufficient to meet projected expenses. Comparing projected operating and capital costs to total projected revenue, **Table 35** clearly shows there will be adequate funds available. These projections include all local, state PMTF, and federal assistance funds.

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

State PMTF funds are anticipated to slightly increase annually. 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, it is estimated that these state funds will remain available.

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

Table 35: CityBus Financial Capability
(Information is shown by Calendar Year)

	2021	2022	2023	2024	2025	2026
Projected Revenues						
Operating[1]	3,174,212	3,800,000	3,876,000	3,953,520	4,032,590	4,113,242
% Change		*19.7%*	*2.0%*	*2.0%*	*2.0%*	*2.0%*
Local [2]	3,367,783	3,500,000	3,570,000	3,641,400	3,714,228	3,788,513
% Change		*3.9%*	*2.0%*	*2.0%*	*2.0%*	*2.0%*
State (PMTF)	3,614,178	4,000,000	4,040,000	4,080,400	4,121,204	4,162,416
% Change		*10.7%*	*1.0%*	*1.0%*	*1.0%*	*1.0%*
Federal	3,268,087	3,900,000	3,978,000	4,057,560	4,138,711	4,221,485
Section 5307		*19.3%*	*2.0%*	*2.0%*	*2.0%*	*2.0%*
%Change						
Section 5310	508,934	0	300,000	300,000	300,000	300,000
Section 5339	1,200,000	0	0	0	0	0
Cares Act	2,000,000	0	0	0	0	0
Carry Over	2,000,000	250,000	250,000	250,000	400,000	550,000
Total	19,133,194	15,450,000	16,014,000	16,282,880	16,706,733	17,135,656
Projected Operating Costs						
	13,194,259	13,503,532	13,908,638	14,325,897	14,752,326	15,192,400
Projected Capital Costs [3]						
	5,524,540	1,943,000	1,943,000	1,943,000	1,943,000	1,943,000
Projected Operating and Capital Costs						
Total	18,718,799	15,401,144	15,851,638	16,268,897	16,695,326	17,135,400

Source: Greater Lafayette Public Transportation Corporation

Note [1]: Funding sources derived from Fares, Passes, Advertising and Tokens
Note [2]: Funding sources derived from Property Tax, County Option Tax, and Excise Tax
Note [3]: The funding amount shown in 2021 includes both capital and planning projects.

Section 5307 Capital Expenditure, Justification & Summary for CY 2021

1. Replacement Tires, $70,000 *Des #1700423, LAF-21-002*

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 bus coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage on each tire. The budgeted amount for tires for each unit is $2,060.

2. Bus Overhaul: Engines, $151,000 *Des #1700424, LAF-21-003*

CityBus will procure engines for the CNG fleet that are projected to cost $30,000 each for a full replacement.

3. Rebuild up to Four (4) Bus Transmissions, $74,000 *Des #1700425, LAF-21-004*

CityBus anticipates the need to rebuild up to four (4) transmission rebuilds. Estimated average cost of each transmission rebuild is $6,000. CityBus 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, LAF-21-005*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on 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, LAF-21-006*

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 for systems to operate effectively.

6. Support Vehicle, $50,000 *Des #1700428, LAF-21-007*

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. Fixed Route Bus Replacement, $4,226,040 *Des #1700429, LAF-21-008*

CityBus will purchase five 40' buses and two 60' buses to replace 2007 buses #1601,1602, and 1603 originally programmed in CY2021 and 2009 buses #1703, 1704, 1705, and 1706 originally programmed in CY2022 and CY2023. 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.

8. Security Cameras for Vehicles, $30,000 *Des #1700430, LAF-21-009*

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

9. Facility Rehabilitation, $442,500 *LAF-21-010*

CityBus will use $354,000 to replace the asphalt for the administrative office and garage buildings at Canal Rd, install A/C in the major overhaul garage, and additional smaller rehab/replace projects will occur for the administration/maintenance facilities (such as garage doors).

10. Shop Equipment, $28,000 *LAF-21-011*

CityBus will use $22,400 to purchase shop equipment consisting of portable lifts and tire changer. The lifts will be used for smaller vehicles such as the paratransit vans and support vehicles and the tire changer will allow mechanics to mount tires in-house rather than at an external vendor.

11. Departure Electric Signage, $75,000 *LAF-21-012*

CityBus will purchase departure/arrival signage for bus stops and the CityBus Center. Most of the signs will be replacing old signs that are using services that will no longer be supported by third-party contractors

Table 36: CY 2021 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	56,000	14,000	70,000
Engine Rebuilds	120,800	30,200	151,000
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	40,000	10,000	50,000
Bus Replacement	3,380,832	845,208	4,226,040
Security Cameras for Vehicles	24,000	6,000	30,000
Facility Rehabilitation	354,000	88,500	442,500
Shop Equipment	22,400	5,600	28,000
Departure Electric Signage	240,000	15,000	75,000
TOTAL	4,179,632	1,044,908	5,224,540

Section 5307 Planning Expenditure, Justification & Summary for CY 2021, LAF-21-013

CityBus will invest $300,000 in a feasibility study and engineering services to convert the current production area to revenue and support vehicle storage and preventative maintenance area for the property at 2800 Duncan Road.

Section 5310 Capital Expenditure, Justification & Summary for CY 2021, Des #2002549

1. Paratransit Vehicles, $414,433 *LAF-21-014*

Procurement of four (4) CNG paratransit vehicles to replace the following paratransit vehicles: 2015 (#446 and #447), 2017 (#448) and 2019 (#449). The vehicles have met or will meet FTA's replacement criteria as stated in FTA's Circular 5100.1 when replaced.

2. Travel Training, $67,485 *LAF-21-015*

The Travel Training program began in 2009 under a New Freedom grant. The trainer's primary responsibility is to assist individuals who have never used public transit. The trainer teaches members of the community of all ages and abilities how to ride the bus using a variety of formats. Training is provided in person on a bus, in person at the transfer terminal, and over the phone. Most of the riders that seek training are elderly or disabled. The training also includes informational CityBus tables at community events, retirement communities, university residence halls, and other education centers.

3. Operating, 2A/2B Route Extension, $66,277 *LAF-21-016*

Continuation of extended evening service on the interlined 2A Schuyler and 2B Union routes for four hours per evening Monday through Friday. The 2B Union serves the Northend Community Center that houses a dozen organizations that serve the community (like the Tippecanoe Senior Center) and organizations helping individuals with cognitive and physical disabilities.

4. Operating, New Route 9th Street/Wabash Ave., $207,426 *LAF-21-017*

New route to North 9th Street to Tippecanoe County Work Release facility, the Tippecanoe County Jail, and the Wabash Avenue neighborhood just south of downtown Lafayette. Currently these areas are not served, and requests for service are regularly received. The new service will allow people, especially in the Wabash Avenue neighborhood, to get to and from work, medical appointments and grocery shopping. Providing bus service to the Wabash Avenue neighborhood was identified as a goal in the Coordinated Human Service Transit Plan (page 58).

Section 5339 Capital Expenditure, Justification & Summary for CY 2021, Des #2002550

1. CNG Refueling Station Expansion, $1,500,000 *LAF-21-018*

While the fueling station facilities are well within their useful lifespan, the rapidly growing fleet has led to a premature strain on the system and it currently operates beyond its anticipated capacity. The compressor and dispenser cannot adequately meet the demand of the growing fleet, significantly slowing the fueling process and requiring additional time and labor hours for maintenance staff to refuel buses at the end of each day. Expanding the CNG station is necessary to increase the refueling capacity of the system and reduce the inefficiencies associated with the existing fueling process.

The station expansion will include adding a third compressor and related equipment, upgrade the existing transfer switch to accommodate the additional fueling load, construct a new weather shelter for refueling the buses (which will include the necessary dispenser) and upgrade the valve panel, controls, and suction pipe extension.

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

1. Replacement Tires, $70,000 *LAF-22-002*

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 on each tire. The budgeted amount for tires for each unit is $2,060.

2. Rebuild up to Five (5) Bus Engines, $61,000 *LAF-22-003*

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 *LAF-22-004*

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

4. Bus Rebuild Components, $28,000 *LAF-22-005*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on 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 *LAF-22-006*

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 for systems to operate effectively.

6. Support Vehicle, $30,000 *LAF-22-007*

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 *LAF-22-008*

Due to the age and condition of several buses in the fleet, CityBus plans 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 old and are becoming increasingly too expensive to maintain. CityBus will replace 2009 buses #1703, 1704, and 1705.

8. Security Cameras for Vehicles, $30,000 *LAF-21-009*

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

Table 37: 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 *LAF-23-002*

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 *LAF-23-003*

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 *LAF-23-004*

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

4. Bus Rebuild Components, $28,000 *LAF-23-005*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on 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 *LAF-23-006*

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 for systems to operate effectively.

6. Support Vehicle, $30,000 *LAF-23-007*

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 *LAF-23-008*

Due to the age and condition of several buses in the fleet, CityBus plans 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 *LAF-23-009*

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 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 *LAF-24-002*

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 *LAF-24-003*

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 *LAF-24-004*

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

4. Bus Rebuild Components, $28,000 *LAF-24-005*

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 *LAF-24-006*

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 for systems to operate effectively.

6. Support Vehicle, $30,000 *LAF-24-007*

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 *LAF-24-008*

Due to the age and condition of several buses in the fleet, CityBus plans 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 *LAF-24-009*

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

Table 39: 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

Section 5307 Capital Expenditure, Justification & Summary for CY 2025,

1. Replacement Tires, $70,000 *LAF-25-002*

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 *LAF-25-003*

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 *LAF-25-004*

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

4. Bus Rebuild Components, $28,000 *LAF-25-005*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on 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 *LAF-25-006*

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 for systems to operate effectively.

6. Support Vehicle, $30,000 *LAF-25-007*

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 *LAF-25-008*

Due to the age and condition of several buses in the fleet, CityBus plans 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 *LAF-25-009*

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

Table 40: CY 2025 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 2026,

1. Replacement Tires, $70,000 *LAF-26-00*

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 *LAF-26-003*

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 *LAF-26-004*

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

4. Bus Rebuild Components, $28,000 *LAF-26-005*

Replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on 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 *LAF-26-006*

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 for systems to operate effectively.

6. Support Vehicle, $30,000 *LAF-26-007*

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 *LAF-26-008*

Due to the age and condition of several buses in the fleet, CityBus plans 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 *LAF-26-009*

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

Table 41: CY 2026 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 2020 - 2024 TIP

Since adoption of the FY 2020-2024 TIP, both cities, the county and INDOT have constructed several projects in Tippecanoe County. Projects range in size from small intersection improvements to constructing new roads.

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 the 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 sections summarizes the status of projects shown in the FY 2020-2024 TIP.

City of Lafayette

Concord Road

This project involves installing lighting along the trail from Maple Point to Veterans Memorial Parkway. It was let for construction on March 4th, 2020 and the lights were turned on on December 15, 2020.

Park East Boulevard Extension (Haggerty Lane to SR 38)

This project has been advancing, and the project was let for construction on January 13, 2021. The estimated completion date is October 29, 2022.

Park East Boulevard Extension (McCarty Lane to Haggerty Lane)

This project is the remaining connection between South Street and SR 38. Design work is planned for 2023 with construction the following year.

South 9th Street

The request for federal funds for preliminary engineering was made on April 22, 2020. An engineering firm, Butler, Fairman & Seufert Inc. has been hired and the design and engineering work is in progress.

Twyckenham Boulevard

The old concrete section of the boulevard from Poland Hill Road to South 9th Street was replaced. Construction was let on December 11, 2019. Not only was the road reconstructed, a trail was constructed along the south side of the road and along the west side of 9th Street. Lighting illuminates the road, trail and crossing warning lights can be activated by pedestrians when they want to cross. The road opened to two-way traffic on November 9, 2020. Work was completed on March **, 2021.

City of West Lafayette

Cherry Lane Extension Ph. 2
This project was let for construction on February 6, 2019 and work was completed on August 30, 2019.

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

Lindberg Road (Northwestern Avenue to Salisbury Street)
This project progressed slowly, and construction is estimated to begin in FY 2022.

Sagamore Parkway Trail
This project continues to advance. Work on the design and engineering was delayed due to a realignment in the path. The environmental assessment has been completed. The current target for construction is Fiscal Year 2022.

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

US 231 Study
Local federal funds have been transferred, and the INDOT District Office is in the process of hiring a firm to work on the study.

Newman Road Underpass
Work involving the railroad bridge, road and roundabout is progressing well. The project was let for construction on January 21, 2020 and the roundabout was completed during the summer. Newman Road opened to traffic on November 13, 2020.

Tippecanoe County

County Farm Road (CR 50W)
The County awarded Rieth Riley Contractors the contract to improve the intersection on May 4, 2020, and the work was completed in June of 2020.

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

Klondike Road and Lindberg Road
Reconstructing Klondike Road progressed well and the road fully open to traffic. Pavement markings were completed on December 9, 2020 with substantial completion on December 14, 2020

The Lindberg Road project was let for construction on January 13, 2021 and it is estimated the project will be completed on October 15, 2022.

McCutcheon Pedestrian Safety
Development of the project's construction plans continues to move forward. The NEPA and environmental review documentation has been completed. The project entered the right-of-way phase and the engineering firm is in the process of appraising and purchasing the additional land that is needed. The federal funds for this phase were authorized on December 9, 2019.

Morehouse Road
Development of the engineering/construction plans continues, as does work on the environmental documentation and approval.

Yeager Road
CrossRoads Engineering has been working for the County to develop the engineering plans. All the environmental documentation has been approved and the County has started right-of-way acquisition.

North River at CR 500N
The project continues to progress, and it was let for construction on January 13, 2021. The estimated completion date is September 30, 2023.

River Road at River Bend Hospital
The project was let for construction by INDOT on October 11, 2018 and construction was completed on July 25, 2019.

Bridge #64 and #65
Engineering for both projects has started.

Bridge #527 (Old US 231 Bridge)
The project is at the very early stages and engineering will begin soon on this project.

Town of Dayton

Yost Drive
On October1,2020, the President of the Town Board of Dayton notified the Area Plan Commission that the town had terminated its participation in the project. The TIP was amended on November 12, 2020 and the project was removed. The Federal funds that were allocated to the preliminary engineering phase, 351,200, could not be reallocated and were lost to this community.

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 showing construction in FY 2020 and 2021.

SR 25 Projects

Bridge over Shawnee Creek (des #1298419)
Replace Superstructure
Project was let for construction on November 10, 2020.

1.51 miles south of SR 28 (des #1500120)
Small Structure Replacement
Project was let for construction on March 4, 2020.

Bridge over Flint Creek (des #1602069)
Thin Deck Overlay
Project was let for construction on November 20, 2019.

Southbound bridge over Buck Creek (des #1800413)
Bridge Deck Overlay
Project was let for construction on February 10, 2021.

Northbound bridge over Buck Creek (des #1800414)
Bridge Deck Overlay
Project was let for construction on February 10, 2021.

Southbound bridge over Norfolk Southern Railroad (des #1800418)
Bridge Deck Overlay
Project was let for construction on October 7, 2020.

Northbound bridge over Sugar Creek (des #1800419)
Bridge Deck Overlay
Project was let for construction on February 10, 2021.

Southbound bridge over Sugar Creek (des #1800420)
Bridge Deck Overlay
Project was let for construction on February 10, 2021.

Northbound bridge over Norfolk Southern Railroad (des #1800421)
Bridge Deck Overlay
Project was let for construction on October 7, 2020.

Northbound bridge over No Name Creek (des #1800437)
Bridge Deck Overlay
Project was let for construction on February 10, 2021.

Northbound bridge over County Line Road (des #1800438)
Bridge Deck Overlay
Project was let for construction on October 7, 2020.

11.30 miles north of I-65 (des #1800439)
Thin Deck Overlay
Project was let for construction on October 7, 2020.

Northbound bridge over CR 900N (des #1800440)
Thin Deck Overlay
Project was let for construction on October 7, 2020.

Southbound bridge over No Name Creek (des #1800441)
Bridge Deck Overlay
Project was let for construction on February 10, 2021.

Southbound bridge over CR 900N (des #1800442)
Bridge Deck Overlay
Project was let for construction on October 7, 2020.

Southbound bridge over Bridge Creek (des #1800443)
Bridge Deck Overlay
Project was let for construction on October 7, 2020.

CR 300N Bridge (des #1800445)
Bridge Deck Overlay
Project was let for construction on February 10, 2021.

Northbound bridge over Bridge Creek (des #1800455)
Bridge Deck Overlay
Project was let for construction on October 7, 2020.

SR 26 Projects

4.98 miles west of US 231 (des #1500096)
Culvert Clean and Repair
This project is going to be assigned a new des number and construction will be in FY 2024.

I-65 southbound ramps (des #1800569)
PCCP Pavement Patch & Rehab
Project was let for construction on January 13, 2021.

At CR 900E (des #1902820)
New Signal Installation
Project was let for construction on February 5, 2020.

SR 28 Projects

SR 25 to US 231 (des #1500155)
HMA Functional Overlay
Project was let for construction on July 10, 2019.

US 231 to US 52 west junction (des # 1592968)
Road Rehabilitation
Project was let for construction on December 9, 2020.

0.13 miles west of US 231 (des #1602094)
Thin Deck Overlay
Project was let for construction on November 20, 2019.

Over Little Wea Creek (des #1800670)
Bridge Deck Overlay
Construction letting is now scheduled for FY 2024.

Over Haywood Ditch (des #1801298)
Bridge Deck Overlay
Project was let for construction on November 20, 2019.

SR 38 Projects

Within the Town Limits of Dayton (des #1601073)
Road Rehabilitation
Project was let for construction on April 7, 2021.

Eastbound bridge over NS Railroad (des #1601997)
Bridge Deck Overlay
Project was let for construction on November 20, 2019.

Westbound bridge over NS Railroad (des #1602057)
Bridge Deck Overlay
Project was let for construction on November 20, 2019.

Westbound bridge over Elliott Ditch (des #1701561)
Bridge Deck Overlay
Construction letting is now scheduled for FY 2024.

Eastbound bridge over Elliott Ditch (des #1701562)
Bridge Deck Overlay
Construction letting is now scheduled for FY 2024.

Over South Fork of Wildcat Creek (des #1800452)
Thin Deck Overlay
Project was let for construction on December 9, 2020.

South Fork of Wildcat Creek (des #1801353)
Debris Removal
Project was let for construction on April 7, 2021.

3.85 miles west of I-65 to 0.94 miles east of I-65 (des #1900494)
Construct ADA Sidewalk Ramps
Project was let for construction on March 10, 2021.

SR 43 Projects

Bridge over Walter Ditch (des #1800076)
Bridge Replacement
Construction letting is now scheduled for FY 2023.

US 52 Projects

Bridge over Lauramie Creek (des #1601992)
Thin Deck Overlay
Project was let for construction on November 20, 2019

Bridge over Elliot Ditch (des #1601999)
Thin Deck Overlay
Project was let for construction on November 20, 2019

Bridge over Branch of Elliot Ditch (des #1602042)
Thin Deck Overlay
Project was let for construction on November 20, 2019

Eastbound lanes over NS Railroad (des #1800425)
Thin Deck Overlay
Project was let for construction on December 9, 2020

Eastbound lanes over NS Railroad (des #1800430)
Thin Deck Overlay
Project was let for construction on December 9, 2020

Eastbound bridge over Sagamore Parkway (des #1801299)
Bridge Maintenance and Repair
Project was let for construction on November 20, 2019

US 231 Projects

Elston Road over US 231 (des #1702078)
Thin Deck Overlay
Project was let for construction on November 20, 2019

Northbound bridge over the Big Wea Creek (des #1800432)
Thin Deck Overlay
Project was let for construction on December 9, 2020

Southbound bridge over the Big Wea Creek (des #1800433)
Thin Deck Overlay
Project was let for construction on December 9, 2020

Northbound bridge over the Big Wea Creek (des #1801338)
Debris Removal
Project was let for construction on April 1, 2020

Southbound bridge over the Big Wea Creek (des #1801344)
Debris Removal
Project was let for construction on April 1, 2020

At SR 28 (des #1802807)
New Signal Installation
Project was let for construction on February 5, 2020

At CR 800S (des #1802809)
New Signal Installation
Project was let for construction on February 5, 2020

SR 225 Projects

0.6 miles north of SR 25 (des #1593270)
Bridge Deck Overlay
Project was assigned a new des number and construction is beyond FY 2024 (exact date unknown)

Over Burnett Creek (des #1701548)
Bridge Deck Overlay
Project was let for construction on May 7, 2020

Over Burnett Creek (des #1702137)
Bridge Deck Overlay
Project was let for construction on May 7, 2020

0.6 miles north of SR 25 (des #2002077)
Bridge Rehabilitation or Repair
Construction letting is now scheduled for FY 2025.

I-65 Projects

SR 43 northbound bridge (des #1601088)
Bridge Deck Replacement and Widening
Construction letting has been moved to FY 2022.

SR 43 southbound bridge (des #1601090)
Bridge Deck Replacement and Widening
Construction letting has been moved to FY 2022.

Northbound bridge over Burnett Creek (des #1601091)
Bridge Deck Replacement and Widening
Project was let for construction on December 9, 2020

Southbound bridge over Burnett Creek (des #1601092)
Bridge Deck Replacement and Widening
Project was let for construction on December 9, 2020

Over unnamed ditch/creek (des #1701549)
Pipe Lining
Project was let for construction on April 1, 2020

Northbound bridge over Wildcat Creek (des #1800399)
Bridge Painting
Project was let for construction on November 10, 2020

Southbound bridge over Wildcat Creek (des #1800400)
Bridge Painting
Project was let for construction on November 10, 2020

Northbound bridge over SR 26 (des #1800401)
Bridge Painting
Project was let for construction on November 10, 2020

Southbound bridge over SR 26 (des #1800402)
Bridge Painting
Project was let for construction on November 10, 2020

Swisher Road Bridge (des #1800431)
Bridge Painting
Project was let for construction on November 10, 2020

McCarty Lane Bridge (des #1800451)
Thin Deck Overlay
Project was let for construction on December 9, 2020

South of SR 24 to US 24/231 (des #1800572)
ITS Traffic Management System
Project is scheduled to be let on April 1, 2020

Northbound bridge over CSX, N 9th Street & Burnett Creek (des #1900664)
Bridge Maintenance and Repair
Project was let for construction on December 9, 2020

Southbound bridge over CSX, N 9th Street & Burnett Creek (des #1900665)
Bridge Maintenance and Repair
Project was let for construction on December 9, 2020

Northbound bridge 0.23 miles south of SR 43 (des #1901578)
Bridge Maintenance and Repair
This project was changed to districtwide project.

Southbound bridge 0.23 miles south of SR 43 (des #1901580)
Bridge Maintenance and Repair
Project was added to a districtwide maintenance project.

0.58 miles south of SR 43 (des #1901585)
Bridge Maintenance and Repair
Project was added to a districtwide maintenance project.

Northbound bridge over SR 38 (des #2002108)
Bridge Deck Overlay
Construction letting is now scheduled for FY 2025.

Southbound bridge over SR 38 (des #2002109)
Bridge Deck Overlay
Construction letting is now scheduled for FY 2025.

Northbound bridge over SR 26 (des #2002110)
Bridge Deck Overlay
Construction letting is now scheduled for FY 2025.

Southbound bridge over SR 26 (des #2002111)
Bridge Deck Overlay
Construction letting is now scheduled for FY 2025.

Other State Projects

Statewide (des #1601207)
Underwater Bridge Inspections
Project not going to be let.

Statewide (des #1601208)
Fracture Critical & Special Bridge Inspections
Project not going to be let.

Statewide (des #1601209)
Vertical Clearance Data Collection
Project not going to be let

Statewide (des #1802826)
On-call Consultant Review
Project not going to be let

Statewide (des #1900554)
HELPERS program performed by LTAP
Project not going to be let

Statewide (des #2001708)
Overhead Sign Structure Inspections
Project not going to be let

Statewide (des #2001709)
High Mast Lighting Tower Inspections
Project not going to be let

Districtwide (des #1801404)
Sagamore/Cumberland & SR 225 at Wabash River, Traffic Signal Modernization
Project is scheduled to be let on April 7, 2021

Districtwide (des #1901576)
Bridge Maintenance
Project was let for construction on May 7, 2020

Districtwide (des #1901578)
Bridge Maintenance
Project was let for construction on May 7, 2020

12. ITS Projects for FY 2022 - 2026 TIP

The FAST Act requires any project in the design phase 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. This system engineering approach includes the identification of portions of the regional architecture being implemented. **Table 42** 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 42: ITS Summary

ITS Market Package Name	Projects
ATMS01: Network Surveillance **ATMS03:** Surface Street Control **ATMS03:** Pedestrian 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. South 9th Street **City of West Lafayette** (numbers are from Table 4, *Funded Local Projects*) 2. Cherry Lane Extension Ph. 2 3. Sagamore Parkway Trail 4. Soldier Home Road Ph. 1 **Tippecanoe County** (numbers are from Table 4, *Funded Local Projects*) 5. North 9th Street 6. McCutcheon Pedestrian Safety 7. Morehouse Road 8. Yeager Road **CityBus** (numbers are from Table 4, *Funded Local Projects*) 9. Operating Assistance 10. Capital Assistance

[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, supporting field equipment, and fixed-point to fixed-point communications to transmit the collected data back to a 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.

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 transit stops.

APPENDICES

Appendix 1, Policy Board Resolution Adopting the FY 2022-2026 TIP

RESOLUTION T-21-07
RESOLUTION TO ADOPT THE
FY 2022-2026 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 2022-2026 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 January 27, 2021, and

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

NOW THEREFORE BE IT RESOLVED that the Policy Board of the Metropolitan Planning Organization (MPO) hereby adopts the FY 2022-2026 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday, the 13th of May 2021.

John Dennis
Vice Chairman

David Hittle
Secretary

Appendix 2, GLPTC Adopting Resolution

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

RESOLUTION NO. 21-03

RESOLUTION TO ESTABLISH THE PROGRAM OF PROJECTS FOR THE FY2022-2026 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, Planning, and Capital Assistance Projects and intends to program projects in the Annual Element of the Transportation Improvement Program.

WHEREAS, the Greater Lafayette Public Transportation Corporation staff requests that the following federal fund allocation be included in the FY2020-2026 Transportation Improvement Program:

OPERATING ASSISTANCE (Sec. 5307)		FEDERAL SHARE	LOCAL SHARE	TOTAL COST
Des # 1700422	CY 2021	$ 770,000	$ 12,424,259	$ 13,194,259
Des # 1900474	CY 2022	$ 1,000,000	$ 12,503,532	$ 13,503,532
Des # 1900478	CY 2023	$ 1,000,000	$ 12,908,638	$ 13,908,638
Des # 1900481	CY 2024	$ 1,000,000	$ 13,325,897	$ 14,325,897
Des # NEW	CY 2025	$ 1,000,000	$ 13,752,326	$ 14,752,326
Des # NEW	CY 2026	$ 1,000,000	$ 14,192,400	$ 15,192,400

CAPITAL ASSISTANCE (Sec. 5307)		FEDERAL SHARE	LOCAL SHARE	TOTAL COST
Des # for individual projects in TIP	CY 2021	$ 4,179,632	$ 1,044,908	$ 5,224,540
Des # 1900472	CY 2022	$ 1,554,400	$ 388,600	$ 1,943,000
Des # 1900475	CY 2023	$ 1,554,400	$ 388,600	$ 1,943,000
Des # 1900479	CY 2024	$ 1,554,400	$ 388,600	$ 1,943,000
Des # NEW	CY 2025	$ 1,554,400	$ 388,600	$ 1,943,000
Des # NEW	CY 2026	$ 1,554,400	$ 388,600	$ 1,943,000

PLANNING ASSISTANCE (Sec. 5307)		FEDERAL SHARE	LOCAL SHARE	TOTAL COST
Des # NEW	CY 2021	$ 240,000	$ 60,000	$ 300,000

CAPITAL ASSISTANCE (Sec. 5310)		FEDERAL SHARE	LOCAL SHARE	TOTAL COST
Paratransit Buses (Des # 2002549)	CY 2021	$ 329,946	$ 84,487	$ 414,433
Travel Training (Des # 2002549)	CY 2021	$ 53,988	$ 13,497	$ 67,485
2A/2B Service (Des # 2002549)	CY 2021	$ 30,000	$ 36,277	$ 66,277
N 9th/Wabash Ave (Des # 2002549)	CY 2021	$ 95,000	$ 112,426	$ 207,426

CAPITAL ASSISTANCE (Sec. 5339)		FEDERAL SHARE	LOCAL SHARE	TOTAL COST
CNG Refueling (Des # 2002550)	CY 2021	$ 1,200,000	$ 300,000	$ 1,500,000

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Greater Lafayette Public Transportation Corporation does hereby concur with and endorse the establishment of the program of projects in the Transportation Improvement Program for FY2022-2026, as well as the allocation of federal funds.

Adopted by the Board of Directors of Greater Lafayette Public Transportation Corporation this 27th of January, 2021.

Mr. Benjamin R. Murray
Chairman of the Board of Directors
Greater Lafayette Public Transportation Corporation

ATTEST:

Mr. William J. Ooms
Secretary of the Board of Directors
Greater Lafayette Public Transportation Corporation

Record of Votes: Ayes: 5 Nays: 0

January 27, 2021

Appendix 3, INDOT Local Federal Funding Information, Lafayette MPO

2022 Local Share of Federal Formula Apportionments -ESTIMATE

Last Updated - 01/26/2021

Spending Authority
100.2316%

Group I	STBG	HSIP	CMAQ	TA	Section 164 Penalty	FY 22 Target	Spending Authority
Indianapolis	$31,908,531	$5,897,460	$8,704,434	$2,670,575	$1,512,173	$50,693,173	$50,810,578
Fort Wayne	$6,343,907	$1,242,910	$2,215,410	$562,833	$318,695	$10,683,755	$10,708,499
Louisville	$2,722,322	$555,775	$1,105,034	$251,674	$142,507	$4,777,312	$4,788,376
South Bend	$4,847,270	$958,948	$1,756,541	$434,245	$245,885	$8,242,889	$8,261,980
Northwest	$12,383,070	$2,337,173	$3,711,918	$1,058,353	$599,277	$20,089,791	$20,136,319
Evansville	$3,988,388	$795,990	$1,493,209	$360,452	$204,100	$6,842,139	$6,857,985
Cincinnati	$213,879	$40,539	$65,294	$18,358	$10,395	$348,465	$349,272
TOTAL GROUP I	**$62,407,367**	**$11,828,795**	**$19,051,840**	**$5,356,490**	**$3,033,032**	**$101,677,524**	**$101,913,009**

Group II	STBG	HSIP	CMAQ	TA	Section 164 Penalty	FY 22 Target	Spending Authority
Anderson	$1,655,465	$349,423	$771,579	$137,494	$89,596	$3,003,557	$3,010,513
Bloomington	$2,992,243	$430,795		$169,513	$110,460	$3,703,011	$3,711,587
Elkhart/Goshen	$2,824,195	$568,700	$1,125,920	$223,776	$145,821	$4,888,412	$4,899,734
Kokomo	$1,712,395	$246,535		$97,008	$63,214	$2,119,152	$2,124,060
Lafayette	$4,068,116	$585,689		$230,461	$150,177	$5,034,443	$5,046,103
Muncie	$1,707,177	$359,125	$787,256	$141,311	$92,083	$3,086,952	$3,094,101
Terre Haute	$1,752,861	$367,697	$801,108	$144,684	$94,281	$3,160,631	$3,167,951
Columbus	$1,512,770	$217,794		$85,699	$55,845	$1,872,108	$1,876,444
Michigan City	$1,188,287	$261,771	$629,937	$103,004	$67,121	$2,250,120	$2,255,331
TOTAL GROUP II	**$19,413,509**	**$3,387,529**	**$4,115,800**	**$1,332,950**	**$868,598**	**$29,118,386**	**$29,185,824**
TOTAL RURAL	**$47,984,871**	**$3,695,801**	**$1,227,714**	**$4,951,353**	**$947,644**	**$58,807,383**	**$58,943,581**
SUB TOTAL	**$129,805,747**	**$18,912,125**	**$24,395,354**	**$11,640,793**	**$4,849,274**	**$189,603,293**	**$190,042,414**
STBG (DISCRETIONARY)						**$32,677,720**	**$32,753,402**
RAIL/HIGHWAY CROSSINGS						**$7,930,846**	**$7,949,214**
TRANSPORTATION ALTERNATIVES (FLEX AREAS)						**$11,640,793**	**$11,667,753**
STBG OFF-SYSTEM BRIDGES						**$12,903,273**	**$12,933,157**
GRAND TOTAL						**$254,755,925**	**$255,345,940**

1/26/2021

Local Share of Federal Formula Apportionments

FY 2022 - 2026 Federal Funding Calculations,
Based on FY 2022 Local Sharing of Federal Formula Apportionments

Fund Type	Apportionment	Allowed
STBG	4,101,147	4,077,538
HSIP	589,571	587,045
164 Penalty	151,985	150,525
TA	218,565	230,995
Total	5,034,443	5,046,103

FY 2022 Spending Authority	
Total	5,046,103
Spending Authority	100.2316%

Allocation for FY 2022

Fund Type	Allowed	FY 2021 Adjustment	Allowed
STBG	4,077,538	55,879	4,133,417
HSIP	587,045	8,901	595,946
164 Penalty	150,525	1,486	152,011
TA	230,995	16,667	247,662
Total	5,046,103	82,933	5,129,036

Allocation for FY 2023 through FY 2026

Fund Type	Allowed
STBG	4,077,538
HSIP	587,045
164 Penalty	150,525
TA	230,995
Total	5,046,103

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 18, 2020, *Technical Transportation Committee*

The deadline, December 4th, 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 9, 2020, *Citizen Participation Committee*

An overview of the TIP and what it is was reviewed. The development time line was presented. The list of preliminary projects was presented, and individual projects highlighted. The date when the local projects were to be reviewed and federal funds allocated was presented.

Comments from those attending:

1) Can you give an example of a safety project?

The APC Response was:
Staff will be answering questions after the presentation.

2) What is an example of a safety project?

The APC Response was:
Following up to the earlier question, staff mentioned the project going on at McCutcheon High School. Staff mentioned several other safety projects, specifically at Concord Road and CR 430S and on North River Road at the CR 500N intersection.

3) They are happy to hear of the pedestrian improvements on South Street.

APC Response:
Staff follow up and mentioned pedestrian improvements in other projects. Furthermore, staff added that projects in the works and coming up have amenities for pedestrians.

4) For CityBus, you have listed security cambers. Is that a typo?

The APC Response was:
Thank you for letting us know about the typo and it should be cameras. We make the correction.

5) At the first ninety degree turn at Yeager Road going north, there is a historic significant osage orange tree that should not be disturbed. These trees are the legacy of the pioneer farmers who settled this area before the Civic War. Farms plant osage orange tress as a fence hoping the thorny twigs would keep livestock on the property. You should do an archaeologic survey for this. Also, past the second ninety-degree turn is one of the oldest houses in the County. The 1900 century resident was a local merchant who was owed money and couldn't get paid in cash and had to accept a wagon load of daffodil bulbs as payment. He planted them all up and down Yeager Road and they still come up in the spring. We should take care not to mess with this historical archeological artifact.

The APC Response was:
Thank you and we will pass the information along to the appropriate people. APC staff added that projects go through an environmental process and during its development and there were issues with the house and additional review and work was done.

6) Is there any chance INDOT will prioritize native plants as a windbreak for the interstate project?

The APC Response was:
APC has never been involved in these types of projects and then mentioned INDOT's previous native plantings projects. APC staff will look into this and find out.

December 10, 2020, *Policy Board Committee*

Committee members were presented a status report.

No comments or questions were received from the public.

December 16, 2020, *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 questions were received from the public.

December 18, 2020

Public Response to Facebook Notice:

a) So you didn't answer your question you asked

No APC response was given.

December 20, 2020

Public Response to Nextdoor Notice:

a) If there are sidewalk on Klondike Rd then the kids would have to walk instead of being bused.
b) There was a follow up comment to a) and it was: Kids walk to school?

No APC response was given.

January 14, 2021*, 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 next Tech committee. The timeline was presented.

No comments or questions were received from the public.

January 20, 2021, *Technical Transportation Committee*

The Committee was presented the complete street policy staff report. There are two new projects that requested federal funds. Staff presented the scope and amenities proposed for each project and recommended they be affirmed as being complete street compliant. The Committee voted and affirmed that both projects are complete street compliant.

The Committee was presented the information in the APC funding allocation staff report and then the committee reviewed and discussed the APC funding proposals. Adjustments were made to the STBG and TA allocation based on the discussion and the Committee then agreed to the allocation by consensus. The HSIP funding allocation was reviewed and agreed to by consensus.

The Committee reviewed the list of INDOT projects that were shown in the staff report and discussion followed to include a safety windbreak project on I-65. The District Office requested that it be removed from the current and future TIP. It was then announced that the project was going to move forward, and construction is targeted for FY 2024.

No comments or questions were received from the public.

February 11, 2021*, Policy Board*

APC Staff reviewed the progress made in developing the new TIP. The presentation included the complete street project and policy review, the federal funding allocation, INDOT project support, and the timeline in completing the document.

No comments or questions were received from the public.

February 11, 2021

The draft document was completed and submitted to INDOT.

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

February 17, 2021*, Technical Transportation Committee*

The Committee was informed that the draft document has been completed, is available on the APC transportation web page and had 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.

February 25, 2021

Public Response to Facebook Notice:

a) How do I find out where my water is supplied from. A change in our water and a rumor has surfaced. If changes were made to our water by American Water how do we find out. And where do we get water source info. Testing is coming up because of multiple complaints and no answers.

The APC response was:
What is your address? That will help us determine how best to assist you. Please feel feet to contact us at (765) 423-9215 so we can discuss it with you.

February 25, 2021

Response to Nextdoor Notice:

a) I thought that was what the lottery was for roads and schools
b) (response to the first comment) less money = less gambling = less revenue. Do respond about with roads to repair or maintain….225 Bridge is a significant area for those of us on the south side of the Wabash.
c) thank you for keeping the 225 bridge over the Wabash on the rehab/repair list. It is an important route for Washington Twp to Battle Ground, the State Police Post, and Harrison H.S.

The APC response was (March 3, 2021) :
More information is available in this Power Point Presentation:
https://www.tippecanoe.in.gov/DocumentCenter/View/30864/Draft-Fiscal-Year-2022-2026-Presentation.

Follow Up Comment: We're sorry, but there is not a web page matching your entry.

The APC response was:
Ok, the link in the post above has been corrected. Hopefully, it should work now.

March 1, 2021

Received an email from Candiss Vibbert

I understand that you are collecting public comments as you consider future sidewalks, trails, etc.

I appreciate the opportunity to contribute. I live at 2245 State Road 26 W which is about a half mile from 231 and the Purdue boundary and very close to the West Lafayette city boundary.

Traffic is fast and heavy on SR 26W and includes many semi trucks. Even so, there are numerous runners, walkers, and bikers that pass our home. This is a dangerous situation. There are no shoulders, or not much, on 26W. We really need a sidewalk that runs up 26W. It should run at least to The Orchard and preferably to Klondike. There needs to be safe access to Purdue for walkers, runners, and bikers.

We also need a sign prohibiting air brakes on semis.

Best,
Candiss Vibbert

The APC response was:

Hello Candiss! I believe Doug is currently taking written comments like this. If you would like to discuss this issue further, the virtual meeting on March 10 is open to the public, and we will take feedback then as well. The meeting is at 6 p.m. and it will be streamed on YouTube and Facebook at https://www.youtube.com/channel/UCJIeeA9ZQo9EllGdZTdjurQ and https://www.facebook.com/TippecanoeCountyIndiana/. Please feel free to reach out to us with any more questions that you may have!

Tim Stroshine, PE
Assistant Director

AND

Greetings,

Thank you for the comments. SR 26 is owned and maintained by the Indiana Department of Transportation and your comments were forwarded to INDOT staff. During the meeting, INDOT representatives will be giving a presentation and you will have a chance to speak with them directly.

What I can add is that approximately four/five years ago the APC looked at where we should improve roads, sidewalks, trails and bike lanes. The information is in the 2045 Metropolitan Transportation Plan. Figure 53, Recommended Trail Projects, shows a proposed trail along SR 26 from US 52/231 to Klondike Road.

Doug

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

March 10, 2021

Received an email from the Tippecanoe Mountain Bike Association and it was:

Doug,

I have a few questions to ask about the "TIP"....

1. Does the TIP work in conjunction with the WREC project?

2. Does the TIP cover only paved trails for bicycles or are the off road trails included?

3. Will the TIP have plans to connect to the "Greenway Foundation" trail?

Thanks,

Jason Pruitt/TMBA

The APC response was:

Greetings Jason,

Thank you for your questions.

1. The TIP does not include any projects that WREC builds. It is a requirement by the Fed's (USDOT) from the F.A.S.T. Act and it shows how our federal gas tax funds are allocated and used. So, the projects that are included are from the cities of Lafayette and West Lafayette, the towns of Battle Ground, Clark's Hill and Dayton, and Tippecanoe County. Projects from CityBus and the Purdue Airport are included as well.

2. The trial projects in the TIP are all paved. Right now the "biggest" trial project is construction of the Sagamore Parkway Trail in West Lafayette. The city will be building a trail along Sagamore Parkway and connect it's trail system to the recently built bridge over the Wabash River. Eventually Lafayette will connect the other side of the trail on the bridge so a cyclist can cross the river and utilize all of the cities trails. Since all local government jurisdictions adopted a complete street policy, all local projects using federal gas tax funds must include some type of pedestrian and bicycle component. The two cities and county generally build a trail on one side of the road and a sidewalk on the other side. I would also like to mention that Lafayette is looking to do something on South Street between Sagamore Parkway and I-65 but right now it's just in the concept phase.

3. I looked at the Greenway Foundation web site and only see West Lafayette's bike friendly designation. As for future trails, there are plans in the works and these are not shown in the TIP. First, we may have an official US Bike Route come through Lafayette later this year. Work has been going on behind the scenes for the past two years to establish a route between Indianapolis and Chicago and it's in the late stage of development. The City of West Lafayette was awarded funding from the Indiana Department of Health to study and determine where the Big 4 Trail will run through Tippecanoe County. A lot of work has been happening to develop this trail from Lafayette to Indianapolis. You can nearly travel to Indy via the trail starting from Colfax. If I'm not mistaken, IDNR just awarded Next Level trail money to build the missing pieces in Boone County. Another trail in the works is building a trail along North 9th Street north of the City of Lafayette. The County was awarded funds to build a small portion of it. The long-range plan is to connect Lafayette's trail system to Prophetstown State Park and to Battle Ground and the Battlefield.

I hope this answers your questions. If not, please feel free to ask more.

Doug

March 10, 2021

Received an email from Jason Pruitt and it was:

Doug,

Thanks for your quick responses. I just had a few quick follow-up questions/comments:

1. Regarding the Tippecanoe County unfunded projects #5 and 6 (North 9th Street Trail and sidewalk): I believe you mentioned this project in your response to Jason. Do you have more information ons the scope of these projects and how will these projects impact the current "no bicycles" status of the Heritage Trail north of Sagamore parkway? Will development to Heritage Trail include expansion of trail uses to include bicycles in previously undesignated locations?

I for one am very excited of the prospect of bicycle trails connecting Lafayette/west Lafayette and Prophets Town. One of the major barriers to mountain bike access is transportation to trail systems. To that end, our organization is interested in ways we can promote interconnectedness between trail systems. For example, the most popular natural surface trail in the county, The Tippecanoe Amphitheater is only accessible by bicycle via N. River Road. This presents a significant barrier to cyclists looking to cycle to a trail system. The Heritage trail runs within 100 yards of the Amphitheater but that section of the trail is closed to bicycle traffic. Expanding bicycle access to the existing natural surface trail of the heritage trail north of Lafayette would do wonders to promote non-motorized access to our local mountain bike trails.

An additional access issue is presented for our trail system at the Hoffman nature preserve. Access to the Hoffman trails is only possible via Old State road 25. Very few cyclists ride to this trail due to concerns for rider safety along old 25. *I'd welcome your thoughts on how we can get involved with planning projects to promote bicycle trail interconnectedness.*

2. Regarding funds for non-motorized projects (tables 13 and 14 of the TIP): With the inclusion of funds for the Sagamore parkway trail, will further funds be allocated to non-motorized projects in the 2022-26 timeframe? Will the 2022 Sagamore Parkway trail be the only funded non-motorized project? Just looking for clarification on this point.

-Jason Ackerson
Vice President Tippecanoe Mountain Bike Association

The APC response was:

Greetings Jason,

I think I can help answer your questions.

Beginning with the first one, the current Wabash Heritage Trail north of Sagamore Parkway is located on property which the current landowners have allowed the trail. The Parks Department does not own the property nor has any easements. Some of the property owners did not want bicycles so the agreement was made to allow the trail and not allow bicycles. At this time there is no interest in letting bicycles on that section of trail. Several property owners still are still against it.

Building a hard surface trail north of Sagamore Parkway was identified back in 2017 when the APC adopted the 2045 Metropolitan Transportation Plan. A need was recognized, and the route was proposed. There have been several requests for outside funding to start building the trail but neither the city or county have received funds.

For the North 9th Street project in the draft TIP, this is a new project. The County received notice that INDOT will give them federal funds outside of our federal funding allocation. The funding will let the county replace the bridge deck on the bridge over the Wabash River, rehabilitate the road and construct the sidewalk from Davis Ferry Park to the Wabash Heritage Trail on the north side of the river. I'm not sure if the county received enough funds to build the trail to the Community Correction Facility and am waiting for an answer from the County Highway Director. I would like to point out that the County is proposing only a six-foot-wide sidewalk on the bridge and both north or south of the bridge. If you feel that this is not wide enough, then the persons to contact are the County Highway Director and County Commissioners.

Several years ago, I heard a presentation from WREC about connecting the Amphitheater with other trails. To connect it to the Wabash Heritage Trail would require a massive bridge. In the meantime, WREC is slowly acquiring property along North River Road. When all the property is purchased, they will be building a trail along the east side of the road.

As for future input, the APC is developing a new 20-25-year plan. In the future there will be public meetings and your input would be most welcome then. Sometime this year there will be discussion of the Big 4 Trail and that group will look at how to route the trail in the County and Lafayette. Input would be most welcome then.

For your second question, you are right in that the Sagamore Parkway Trail is the only non-motorized federally funded project. Lafayette just finished the trail lighting along Concord Road which was funded with eighty percent federal funds. Looking to the future, I suspect the project on South Street will end up focusing on sidewalks and trails.

Back in 2012, the APC and all local jurisdictions adopted a policy to spend ten percent of our federal road money on non-motorized projects. So far, we have been successfully doing that. After this TIP is adopted, the next one will be developed in two years. I suspect a project or two will come forward before the next TIP is developed. We have limited funds and I think the local jurisdictions have figure out this is a good way to get the limited funding.

I hope this answers your questions. If not please feel free to ask more.

Doug

March 10, 2021, *Citizens Participating Committee (Public Hearing)*

APC staff presented the draft TIP which included why we develop the document, what time frame it covers, the amount of federal funding expected to be received, development timeline, important elements such as public input, ADA, environmental justice, how projects are selected especially for federal funds, and both local and INDOT projects,

Comments from those attending:

1) This is Steve Clevenger; at the beginning of your presentation you had some benchmark information for fatalities and injuries. Like 800 some fatalities and I don't remember the number of injuries. What time frame is that over?

The APC response was:
It is for a year and for the whole state.

2) That is for the whole state then?

The APC response was:
Yes, it's for the whole state.

3) I would also like to say that I'm glad the US 231 extension north of US 52 is still on the table.

The APC response was:
We will probably hear more information about the study in a couple months. We are at the early stages of it right now. This is a joint participation study.

4) Sounds Good. (no APC response)

5) As we know with the previous US 231 project. (no APC response)

6) With all of the collaborative efforts, this county has invested in promoting recovery and resilience opportunities for individuals struggling with mental health and/or substance use issues is City Bus considering creating a bus route that transports individuals to and from Tippecanoe County Community Corrections? Many of these individuals end up in the justice system and find it very difficult to obtain

gainful employment as well as counseling and recovery support when there is no public transportation available to them from TCCC.

The APC response was:
The response is yes. Looking at the document and in the transit section, one project they (CityBus) will implement this year is providing servers to the TCCC and also to the Wabash Avenue area. At this time, we do not know when this will start but it will sometime this year.

7) Just curious, has Covid had any impacts on federal appropriations or in the future?

The APC response was:
That's a good question. What we have been told for this year and for future years we are told to use the current federal funding targets. We suspect there will be changes each year and when they do occur, we will look at the years and make adjustments. With this document we are directed to use the current federal fund estimate for future years.

***March 11, 2021**, Policy Board*

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

No comments or questions were received from the public.

***March 17, 2021,** Technical Transportation Committee*

The Committee was presented information about the Coronavirus Response and Relief Supplemental Act Funding. Discussion followed and the Committee allocated the funds to West Lafayette's Soldiers Home Road project. Because of this, the funding allocation for the following years was discussed year by year. The Committee was also given a status report of the development, waiting for INDOT's review, and the timeline for the next two months.

No comments or questions were received from the public

***April 8, 2021,** Policy Board*

The Committee was presented a status report, including information regarding the distribution of CRRSAA funding. They were also informed of what the next steps will be in developing and approving the document.

No comments or questions were received from the public

***April 14, 2021:** Technical Transportation Committee*

The Committee visited the federal funding allocation again due to a request for CRRSAA funds for an FY 2021 need and 2022 sharing agreement information. Members were informed that INDOT and FHWA have not officially submitted their comments and questions. APC did receive FHWA's comments unofficially and adjusted the TIP accordingly. It was then announced that APC staff desired to follow the TIP development schedule that was provided by INDOT and proceed with the adoption process. Staff also stated that if there are any substantial changes made when the INDOT comments are officially received, the document will go through the adoption process again.

One comment was received, and it was:
Where can I find more information about the proposed Soldiers Home Road project?

The APC response was:
The information can be found the draft document.

April 30, 2021

Response to Nextdoor Notice:

a) ENGLISH please !
b) At the top of the post is an english link.
c) I tried that. It said I was not authorized to use that link.
d) I got that too, but was able to read the post anyway.
e) English version below, regarding funding transportation projects.

APC response: None given because the 5th comment points out where the English version is. The link comment was checked.

May 3, 2021

The draft TIP document was presented at the Hanna Community Center. The presentation included information about the federal gas tax, how much gas tax we receive and how road projects receive it. Transit (CityBus) as well as INDOT projects were presented. Other information such as the public participation process, environmental justice were presented.

Comments:

a) Good morning everyone enjoy your day God blessed stay staff
APC Response
None given.

b) On the trails, are they going to be an overpass over the river to connect the trail?
APC Response:
Doug presented the new trail on the Sagamore Parkway bridge and its connections. He then mentioned the two trail bridge the Wabash River Enhancement Corporation.

c) Are they going to put two laned on I-65 and have it done in five years?
APC Response:
Doug then reviewed the timeline for the next widening project.

d) In five years like the Lebanon south it took more than five years. I don't know how far north it goes – I-94?
APC Response:
Doug then reviewed the location of the current projects

e) I thinking and putting the whole thing in my head. It will take more than five years to widen it to I-65 to northwest Indiana. Probably more like 20 or 25 years.
APC Response:
Doug explained more about how projects are developed and their cost.

f) On Federal Funds, Lafayette and West Lafayette are two separate cities. Is the federal money different for West Lafayette, Lafayette and Tippecanoe County?
APC Response:
Doug explained the different type of federal funds and who can receive them.

g) Those small towns like Battle Ground get federal money and connect into Lafayette.
APC Response:
Doug explained that the small towns are treated equally and mentioned one project that occurred in Battle Ground

h) They can apply for their own funds?
APC Response:
Doug explained they have to go through APC and then explained the funding allocation process.

i) Thank you so much for the information
APC Response
None given.

May 4 & 5, 2021

Received an email from Albert Urazaev and it was:

Dear Mr. Poad,

My name is Albert Urazaev and I own a house in Tippecanoe County, off Morehouse Road. I've just read your post on Nextdoor website about upcoming transportation projects, including the one concerning Morehouse Rd. The back of my property faces that road and I would want to learn the details about the project. On the TC website, I could only find out that the road will be made wider and more urban. Are there any documents where I could learn details of the project? I would want to know if and how it would affect my property or the areas adjacent to it.

Thank you in advance,

Albert Urazaev
1802 Chenango Place

The APC response was:
Greetings,

The Morehouse Road project is a Tippecanoe County project and currently an engineering firm is designing the construction plans that show all of the improvements. I asked the County Highway Director for a copy of the part that will be improved behind your house and will forward it to you when I receive it. It's my understanding that the road will be reconstructed to what they call an urban cross section with curbs and storm drains. The improvements also include a sidewalk on one side of the road and a trail on the other. I think the trail will be located along the west side of the road.

Right now the project is in the later stage of it being designed and a public meeting should be held sometime later this year.

The construction plans will show the current property lines and also if any additional property is needed for the improvements. When I received the plan sheets, we can they review them together and figure out what is proposed behind your house.

Follow up email:
Thank you, Doug. I have many questions, but I will wait until you receive the plan sheets.
Albert

The APC response was:
Greetings,

I received word from the County Highway Director that the plans are available on the County's Highway Department main web page. Here is a link to the plans.

http://www.tippecanoe.in.gov/DocumentCenter/View/35349/Morehouse-Road-Reconstruction-Plans

Pages 18 and 19 show your property and the road improvement details. Where you are at, the road will be three lanes with the center lane a shared left turn lane. The trail will be on the west side of the road.

Please feel free to email any and all your questions. If you would like to speak by phone tomorrow, the best time would be before 10:00 and after 3:00. I'm in the office till 4:00. I'll be free most of the day on Thursday if you would like to call then.

I hope this helps,
Doug

Follow up email:
Doug,

Thank you for the link. The document is very confusing and I would like to learn the details, in particular, whether (and how) that project would affect my property (including if my trees would be cut, whether I will lose part of my yard, etc). I will call you tomorrow morning, at 9am, if you wouldn't mind.

Thank you,
Albert

The APC response was:
Mr. Urazaev called May 5th and his questions were answered by APC staff.

Follow up email:
Doug,

I want to thank you for your time explaining the Morehouse Rd. Project to me. I have one follow up question and I wonder if you could answer it? I am trying to calculate the distance from the center lane of the Morehouse Rd. and my new proposed property line (in plan - bold line, dot, dot, dot, bold line..). The plan doesn't seem to have all measurements that I would need to calculate this distance (besides of the width of the road and trail, and also 5' between the road and the trail that appear to overlap with the trail measurement in the plan). Is it possible that you or somebody else would give me that exact number? I would like to see how deep this project will dig into my property and how it would affect my plants.

Thank you,
Albert Urazaev
1802 Chenango Place

The APC response was:
Greetings,

Using a print image of the plans, I was able to estimate the distance at approximately five feet. This is only an estimated measurement. I don't have an original scalable engineer plan.

Doug

***May 13, 2021**, Policy Board*

APC staff reviewed the most recent updates to the draft document including the additional performance measure information that was recently provided by INDOT. The Policy Board adopted the document.

Comments:

a) *When is the proposed funding for phase 1 of the Soldiers Home rd project to begin?*

Response: Greetings. The City of West Lafayette is in the process of hiring an engineering firm to develop the engineering plans for the improvements. This work should begin later this calendar year. Constructing the improvements is estimated to begin in late calendar year 2025 or 2026.

May 19, 2021

The document was submitted to INDOT.

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		
South 9th Street *Brick" N" Wood to Veterans Memorial Parkway*	Widening & Urbanization	1900482	2045 MTP, FY '20 TIP
Park East Boulevard *McCarty to Haggerty*	New Road Construction	---	2045 MTP, FY '20 TIP
South Street *East of Sagamore to I-65*	Pedestrian, Safety & Landscaping	---	2045 MTP
	City of West Lafayette		
Cherry Lane Extension Ph 2 *West of McCormick to Northwestern Ave*	Road Reconstruction/Trail	---	2045 MTP, FY '20 TIP
Cumberland Ave, Ph 4 *Sagamore Parkway to ½ mi west of Sagamore Parkway*	Road Widening	---	2045 MTP, FY '20 TIP
Lindberg Road *Northwestern to Salisbury*	Road Reconstruction & Complete Streets	---	2045 MTP, FY '20 TIP
Sagamore Parkway Trail *Happy Hollow to Wabash River Bridge*	New Trail Construction	1401287	2045 MTP, FY '20 TIP
Soldiers Home Road, Ph 1 *Sagamore Pkwy to Kalberer*	Road Reconstruction & Urbanization	1401291	2045 MTP, FY '20 TIP
	Tippecanoe County		
County Bridge Inspection *Various Bridges in County*	Inspection Program	1382591	Annual Inspection, FY '20 TIP
McCutcheon Ped Safety *Old US 231 & CR 500S*	Safety Improvements	1601028	Road Safety Audit, FY '20 TIP
Morehouse Road *Sagamore Pkwy to CR 500N*	Road Reconstruction & Widening	1401280	2045 MTP, FY '20 TIP
Yeager Road *City Limits to CR 500N*	Road Realignment	1401281	2045 MTP, FY '20 TIP
Bridge #64 *over Branch of Wea Creek*	Bridge Replacement	1802905	County Inspection, FY '20 TIP
Bridge #65 *over Wea Creek*	Bridge Replacement	1802907	County Inspection, FY '20 TIP
Bridge #527 *over Wea Creek*	Bridge Replacement	1902754	County Inspection, FY '20 TIP
North 9th Street Trail *existing trail to Community Corrections*	New Trail Construction	---	2045 MTP

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
	Tippecanoe County continued		
North 9th Street Trail Davis Ferry Park to Wabash Heritage Trail	New Sidewalk Construction	---	---
North 9th Street Road N of Sagamore Parkway to N of Burnetts Road	Road Rehabilitation	---	2045 MTP
North 9th Street Bridge over Wabash River	Bridge Deck Overlay	---	County Inspection
Bridge Replacement ***Various Locations***	Replacement	---	County Bridge Program, FY '20 TIP
	CityBus		
CityBus	Operating Assistance & Capital Assistance	Various	TDP, SP, CHSTP, FY '20 TIP
	Purdue University Airport		
Aircraft Rescue/Fire Fighting	New Vehicle	---	AMP
Rehabilitate Runway 05/23	Reconstruction	---	AMP, FY '20 TIP
& Connector Taxiway		---	
Construct East Parallel Taxiway "C"	Reconstruction		AMP, FY '20 TIP
Snow Removal Equipment	New Equipment	---	AMP

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

INDOT Projects

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
SR 25 *3.70 mi N of I-65*	Bridge Thin Deck Overlay	2000412	INDOT Review, FY '20 TIP, STIP
SR 25 *Over Flint Creek*	Scour Protection	2001069	INDOT Review, FY '20 TIP, STIP
SR 25 *Over Wea Creek*	Bridge Painting	2001070	INDOT Review, FY '20 TIP, STIP
SR 26 *5.75 mi. W of US 231*	Small Structure Replacement	1500121	INDOT Review, FY '20 TIP, STIP
SR 26 *0.33 to 8.57 mi. E of SR 55*	HMA Overlay Structural	1700114	INDOT Review, FY '20 TIP, STIP
SR 26 *8.7 mi. E of SR 55*	Bridge Replacement	1800130	INDOT Review, FY '20 TIP, STIP
SR 26 *At CR 900E*	New Signal Installation	1800215	INDOT Review, FY '20 TIP, STIP
SR 26 *Over Goose Creek*	New Bridge Construction	1900333	INDOT Review, FY '20 TIP, STIP
SR 28 *Over Little Wea Creek*	Bridge Deck Overlay	1800670	INDOT Review, FY '20 TIP, STIP
SR 38 *1.07 mi. E of I-65 to US 421*	Full Depth Reclamation	1601074	INDOT Review, FY '20 TIP, STIP
SR 38 *WB Bridge, Elliott Ditch*	Bridge Deck Overlay	1701561	INDOT Review, FY '20 TIP, STIP
SR 38 *EB Bridge, Elliott Ditch*	Bridge Deck Overlay	1701562	INDOT Review, FY '20 TIP, STIP
SR 38 *Southfork Wildcat Creek*	Scour Protection	2000519	INDOT Review, FY '20 TIP, STIP
SR 38 *EB Bridge over NS Railroad*	Bridge Painting	2001073	INDOT Review, FY '20 TIP, STIP
SR 38 *WB Bridge over NS Railroad*	Bridge Painting	2001074	INDOT Review, FY '20 TIP, STIP
SR 43 *I-65 NB Ramp*	Intersection Improvement	1700188	INDOT Review, FY '20 TIP, STIP
SR 43 *I-65 SB Ramp*	Intersection Improvement	1700189	INDOT Review, FY '20 TIP, STIP
SR 43 *Bridge over Walter Ditch*	Bridge Replacement	1800076	INDOT Review, FY '20 TIP, STIP
SR 43 *Bridge over Burnett Creek*	Bridge Thin Deck Overlay	2000871	INDOT Review
US 52 *Over Indian Creek*	Bridge Replacement	1701596	INDOT Review, FY '20 TIP, STIP
US 52 *0.08 mi S of SR 26*	Bridge Thin Deck Overlay	1900666	INDOT Review, FY '20 TIP, STIP
US 52 *CR 450S, CR 800S, SR 28*	Auxiliary Lanes	1902679	INDOT Review, FY '20 TIP, STIP
US 52 *Over Little Pine Creek*	Scour Protection	2000103	INDOT Review, FY '20 TIP, STIP
US 52 *Over NS Railroad*	Bridge Deck Overlay	2002033	INDOT Review, FY '20 TIP, STIP
US 52 *Over Gaylord Branch*	Replace Superstructure	2002042	INDOT Review, FY '20 TIP, STIP

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
US 52 WB bridge *Wabash River*	Bridge Thin Deck Overlay	2002143	INDOT Review, FY '20 TIP, STIP
US 52 *EB Bridge Wabash River*	Bridge Thin Deck Overlay	2002144	INDOT Review, FY '20 TIP, STIP
US 52 *CR 400S to CR 700S*	Auxiliary Lane	2002394	INDOT Review, FY '20 TIP, STIP
US 231 *I-74 to N of SR 28*	Auxiliary Passing Lanes	1700190	INDOT Review, FY '20 TIP, STIP
US 231 *Over Little Pine Creek*	Bridge Thin Deck Overlay	2000117	INDOT Review, FY '20 TIP, STIP
US 231 *Over O'Neal Ditch*	Bridge Thin Deck Overlay	2000126	INDOT Review, FY '20 TIP, STIP
US 231 *4.27 to 0.66 mi S of SR 28*	HMA Overlay	2000867	INDOT Review, FY '20 TIP, STIP
SR 225 *0.1 mi. N of SR 25*	Small Structure Replacement	1800149	INDOT Review, FY '20 TIP, STIP
SR 225 *0.6 mi. N of SR 25*	Bridge Rehabilitation/Repair	2002077	INDOT Review, FY '20 TIP, STIP
I-65 *NB Bridge, SR 43*	Bridge Deck Replace/Widen	1601088	INDOT Review, FY '20 TIP, STIP
I-65 *SB Bridge, SR 43*	Bridge Deck Replace/Widen	1601090	INDOT Review, FY '20 TIP, STIP
I-65 *At SR 38 Interchange*	Concrete Pavement Resto	1900647	INDOT Review, FY '20 TIP, STIP
I-65 *CR 100W to US 24*	Plant & Shrub Windbreak	1902678	INDOT Review, FY '20 TIP, STIP
I-65 *N of Wabash River to N of SR 43*	Added Travel Lanes	2001172	INDOT Review, FY '20 TIP, STIP
I-65 *SB Bridge over NS Railroad*	Bridge Deck Overlay	2001743	INDOT Review, FY '20 TIP, STIP
I-65 *CR 680S over Ditch*	Small Structure Pipe Lining	2001932	INDOT Review, FY '20 TIP, STIP
I-65 *NB Bridge over NS Railroad*	Bridge Deck Overlay	2002107	INDOT Review, FY '20 TIP, STIP
I-65 *NB Bridge over SR 38*	Bridge Deck Overlay	2002108	INDOT Review, FY '20 TIP, STIP
I-65 *SB Bridge over SR 38*	Bridge Deck Overlay	2002109	INDOT Review, FY '20 TIP, STIP
I-65 *NB Bridge over SR 26*	Bridge Deck Overlay	2002110	INDOT Review, FY '20 TIP, STIP
I-65 *SB Bridge over SR 26*	Bridge Deck Overlay	2002111	INDOT Review, FY '20 TIP, STIP
I-65 *NB Bridge over Wildcat Cr.*	Bridge Deck Overlay	2002112	INDOT Review, FY '20 TIP, STIP
I-65 *SB Bridge over Wildcat Cr.*	Bridge Deck Overlay	2002113	INDOT Review, FY '20 TIP, STIP
I-65 *NB Bridge over CSX, N 9th St*	Bridge Deck Replacement	2002114	INDOT Review, FY '20 TIP, STIP
I-65 *SB Bridge over CSX, N 9th St*	Bridge Deck Replacement	2002115	INDOT Review, FY '20 TIP, STIP
I-65 *NB Bridge over Prophets Rock*	Bridge Deck Replacement	2002116	INDOT Review, FY '20 TIP, STIP

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
I-65 *SB Bridge over Prophets Rock*	Bridge Deck Replacement	2002117	INDOT Review, FY '20 TIP, STIP
I-65 *CR 725N*	Bridge Deck Replacement	2002364	INDOT Review, FY '20 TIP, STIP
I-65 *0.8 to 2.43 mi N of SR 43*	Added Travel Lanes	2100049	INDOT Review, FY '20 TIP, STIP
Statewide	On-Call Service	1802826	INDOT Review, FY '20 TIP, STIP
Districtwide	Traffic Signal Modernization	2001146	INDOT Review, FY '20 TIP, STIP
Districtwide	Bridge Maintenance	2001644	INDOT Review, FY '20 TIP, STIP
Districtwide	Rumble Strips	2002396	INDOT Review, FY '20 TIP, STIP
Districtwide	ITS Program Equipment	2002493	INDOT Review, FY '20 TIP, STIP
Greater Lafayette Northern Connectivity Study	Planning and Environmental Linkages Study	2001532	2045 MTP, FY '20 TIP, STIP

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

Appendix 9: CityBus CY 2017, 2018, 2019 & 2020
Capital and Operating Project Lists

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Previous TIP Year
CityBus						
Financial information shown is calendar year beginning January 1st)						
Operating Assistance (Sec. 5307)	OP	S7O,L1,3,10				
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			2,100,000	10,628,374	12,728,374	CY 2020
Capital Assistance (Sec. 5307)	CA	S7C, L3				
Des numbers for individual projects			1,926,500	481,625	2,408,125	CY 2017
are shown on the following pages.			1,926,466	481,617	2,408,083	CY 2018
			1,491,200	372,800	1,864,000	CY 2019
			2,418,400	388,600	1,943,000	CY 2020
Planning Assistance (Sec. 5307)	PL	S7P, L3				
Bus Stop Evaluation (des # 1700070)			8,000	2,000	10,000	CT 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
Engineering CNG (des # 2001176)			280,000	70,000	350,000	CY 2020
Strategic Plan Ph 2 (des # 1700412)			72,000	18,000	90,000	CY 2020
Section 5310 Funds	OP/CAP	S10, L3				
Route 9 Continuation (des #1700781)			96,984	96,984	193,968	CY 2017
2A/2B Evening Service (des # 1700781)			25,000	32,928	57,928	CY 2020
Travel Training (des # 1700781)			52,038	13,010	65,048	CY 2020
Paratransit Buses (des # 2002549)			133,260	33,315	166,575	CY 2020
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
Bus Replacement (des # 1900471)			400,076	100,019	500,095	CY 2019
Ranger Upgrade (des #1900471)			42,400	10,600	53,000	CY 2019
Bus Equipment (des # 1700413)			75,241	18,810	94,051	CY 2020
Bus Replacement (des #1700413)			440,000	110,000	550,000	CY 2020
Other Projects	CA	STBG				
Route Planning SW (des #2001609)			36,000	9,000	45,000	FY 2020
Bus Stop Improvements (des #1801629)			290,266	72,567	362,833	FY 2019
			104,198	26,049	130,247	FY 2020

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 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 were constructed in 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 the 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 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 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 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, $607,290 *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.

Section 5307 Capital and Operating Expenditures 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 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: *Des #1500399*
   Perimeter Gates, $45,000

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.

	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 Expenditures for FFY 2018 & CY 2020

1. Bus Replacement, $500,095 *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 *Des #1900471*

In-vehicle mobile data terminals for use with the CAD/AVL system using the 2G/3G wireless network will no longer have 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 *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 *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 and Operating Expenditures 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 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 camera system for new vehicles.

	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

Engineering Services CNG, $350,000 *Des #2001176*

CityBus will invest $280,000 (federal funds) in engineering services for the expansion of the CNG fueling station.

Strategic Plan Ph. 2, $90,000 *Des #1700412*

This amendment implements the second phase in developing the strategic plan. A consulting firm will be hired to conduct five tasks including: 1) rider and non-rider surveying throughout the community; 2) boundary and taxation review and analysis; 3) focus groups of business and elected leaders and non-profit organizations; 4) researching new technology for use in public transit, and; 5) a mobility study. CityBus will use $60,000 in residual funds form the initial study and $30,000 in 2020 funds for a total of $90,000.

Bus Stop Improvements, $362,833 (FY 2019) & $130,247 (FY 2020) *Des #1801629*
CityBus will use the transferred federal funds for sidewalk improvements, bus shelters, ADA facilities, and other transit related infrastructure.

Route Planning Software, $45,000 *Des #2001609*
CityBus will procure transit planning software to better understand and plan bus routes. The software will help CityBus plan route changes by analyzing ridership, origin-destination data, collisions, GIS information, change in miles, and associated cost for every route change, including all changes from temporary detours to a full system redesign.

Section 5310 Capital and Operating Expenditures for CY 2020, Des #1700413

1. Route Operating Service Extension, $57,928

Operating assistance for extension for evening service of 4 hours 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.

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

December 11, 2020
Ref. No. 2020-310

Mr. Mike Holowaty, Manager, Office of Traffic Safety
Mr. Louis Feagans, Statewide Technical Services Director
Mr. Roy Nunnally, Director, Technical Planning & Programming Division
Indiana Department of Transportation
100 Senate Street N755
Indianapolis, IN 46204

RE: 2021 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 2021 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 2021 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2021 safety targets based on five-year rolling averages are:

Number of fatalities – 817.3 or fewer
Rate of fatalities per 100 million miles traveled – 1.006 or less
Number of serious injuries – 3,311.4 or fewer
Rate of serious injuries per 100 million miles traveled – 4.088 or less
Number of non-motorist fatalities and serious injuries – 393.6 or fewer

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 December 10, 2020. The approved minutes of that meeting will be available upon request and on our website after January 15, 2021.

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
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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

March 25, 2021
Ref. No. 2021-071

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 2022 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 2022 statewide pavement targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2022 statewide pavement condition targets based on a certified Transportation Asset Management Plan are:

2022 Percent of Interstate pavements in Good condition – 50.00%
2022 Percent of Interstate pavements in Poor condition – 0.80%
2022 Percent of non-Interstate NHS pavements in Good condition – 40.00%
2022 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 will vote to affirm this support letter at its regularly scheduled meeting on April 8, 2021. The approved minutes of that meeting will be available upon request and on our website after May 13, 2021.

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

March 25, 2021
Ref. No. 2020-072

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: Bridge Condition Target Performance Measures

Dear Gentlemen,

The Area Plan Commission of Tippecanoe County (APCTC) has elected to support the state towards the accomplishment of the Indiana Department of Transportation's 2022 statewide bridge condition targets for the performance measures listed below. All NHS bridges – 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 bridge condition.

1) Percent of NHS bridges by deck area classified as in Good condition
2) Percent of NHS bridges by deck area classified as in Poor condition

The APCTC agrees to support the 2022 statewide bridge condition targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2022 statewide bridge condition targets based on a certified Transportation Asset Management Plan are:

2022 Percent of NHS bridges by deck area classified in Good condition – 47.20%
2022 Percent of NHS bridges by deck area classified in Poor condition – 3.1%

APCTC will support the bridge condition targets by asking INDOT to include the MPO in early coordination and scoping of NHS bridge planning activities, programs and projects within the MPA. The MPO Policy Board will affirm this support letter at its regularly scheduled meeting on April 8, 2021. The approved minutes of that meeting will be available upon request and on our website after May 13, 2021.

Sincerely,

Sallie Dell Fahey

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

THE Area Plan Commission

20 NORTH 3RD STREET
LAFAYETTE, INDIANA 47901-1209

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SALLIE DELL FAHEY
EXECUTIVE DIRECTOR

March 25, 2021
Ref. No. 2021-073

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 2022 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 2022 statewide Interstate freight reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2022 statewide Interstate freight reliability targets based on a certified Transportation Asset Management Plan are:

2022 Truck travel time reliability index – 1.30

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 will affirm this support letter at its regularly scheduled meeting on April 8, 2021. The approved minutes of that meeting will be available upon request and on our website after May 13, 2021.

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
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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

December 21, 2020

Funding Transportation Projects Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2022–2026 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.

Because our metropolitan area receives a limited share of Indiana's federal funds, the Technical Transportation Committee reviews, discusses and then financially constrains the requests to match our yearly federal funding. This will be done during the Committee's January 20, 2021 meeting at 2:30 p.m. This process is open for public input either by email before the meeting or during the meeting using YouTube or Facebook chat.

After the January meeting, the APC staff will prepare the draft TIP for review by citizens and the Technical Transportation and Citizen Participation Committees prior to adoption by the Policy Board on May 13, 2021. All meetings may be virtual and will be 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: 2020-315

December 21, 2020

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 2022-2026 que abarca el área de Lafayette, West Lafayette y el Condado de Tippecanoe. Este comunicado informa al público en general que un TIP se está desarrollando y solicita sus comentarios e inquietudes sobre su contenido.

El TIP hizo una lista de todos los proyectos de transporte locales y estatales sugeridos 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"- su nombre en inglés) 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 está en las enmiendas y nuevas normas relacionadas. Este comunicado de actividades de participación pública, en el cronograma de tiempo establecido para la revisión del público y sus comentarios sobre el TIP cumplirá con los requisitos del proyecto del Programa. El programa presentado será el último, a menos que se enmiende y se publique un aviso final.

Puesto que nuestra área metropolitana recibe un aporte determinado de los fondos federales de Indiana, el Comité de Transporte Técnico analiza, dialoga y luego limita financieramente las solicitudes para que concuerden con nuestro fundo federal anual. Esto se llevará a cabo durante la reunión del Comité del 20 de enero de 2021 a las 2:30 p.m. Este proceso está abierto a la opinión pública ya sea por medio de correo electrónico antes de la reunión, o durante la reunión por medio del chat de YouTube o Facebook.

Después de la reunión de enero, el personal del APC preparará un borrador del TIP para revisión de los ciudadanos de transporte técnico y participación del comité de ciudadanos antes que la Junta de Normas lo adopte el 13 de mayo de 2021. Todas las reuniones podrían ser virtuales y abiertas al público; animamos su participación.

Toda la información disponible sobre el proyecto puede ser leída 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 Plan de Transporte en: http://www.tippecanoe.in.gov/apc. Si tiene preguntas o comentarios concernientes al Programa de Mejoras de Transporte (TIP), por favor diríjalas al señor:

Doug Poad
Planificador Principal de Transporte
Comité de Planificación Regional del Condado de Tippecanoe
20 North 3rd Street
Lafayette, IN 47901
(765) 423-9242
Correo electrónico: dpoad@tippecanoe.in.gov

Número de Referencia: 2020-315

February 24, 2021

Transportation Improvement Program
Funding Transportation Projects
Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2022–2026 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and Tippecanoe County area. This posting invites citizens to an on-line 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 10th at 6:00 p.m. The meeting is virtual and can be joined through Tippecanoe County's Facebook or YouTube web pages.

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. The draft document can be found on the APC's Transportation Improvement Program web page: http://www.tippecanoe.in.gov/679/Transportation-Improvement-Program. Please contact us if you would like a paper copy.

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 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.

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: 2021-038

Febrero 24, 2021

Programa de Mejoras de Tránsito
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 2022-2026 que comprende el área de Lafayette, West Lafayette y el Condado de Tippecanoe. Este comunicado invita a los ciudadanos a una reunión pública y en línea para revisar, presentar comentarios y formular preguntas sobre este documento y el proyecto que se anexa para la financiación.

El borrador del documento se presentará durante la reunión del Comité de Participación de Ciudadanos (CPC siglas en inglés) el 10 de marzo a las 6:00 p.m. La reunión se hará virtual y las personas podrán unirse a ella a través de las páginas web de Facebook del Condado o por nuestro canal de YouTube.

El documento contiene una lista de todas las propuestas de proyectos para peatones, ciclovías, tránsito, carreteras estatales y calles locales en el Condado de Tippecanoe para los próximos cinco años. Ya que Lafayette, West Lafayette y el área del Condado de Tippecanoe reciben una cantidad limitada de fondos federales, por lo cual una lista prioritaria de proyectos sugeridos ha sido desarrollada. El TIP incluye una discusión completa de calles, leyes medioambientales, minuta del plan financiero y un informe sobre adelantos de los proyectos. El borrador de este documento se puede encontrar en la página web del Programa de Mejoras de Transporte del APC:

http://www.tippecanoe.in.gov/679/Transportation-Improvement-Program.

Póngase en contacto con nosotros si desea una copia en papel.

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, incluida en las leyes relacionadas y sus enmiendas. Este comunicado de actividades de participación pública, en el tiempo establecido para la revisión del público y los comentarios sobre el Programa de Mejoras de Transporte (TIP) satisface los requisitos de los proyectos del Programa FTA. El programa presentado será el último, a menos que se presenten modificaciones y se publique un aviso final.

Toda la información disponible, que incluye también el borrador del documento, 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.

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

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

Número de Referencia: 2021-038

April 29, 2021

Transportation Improvement Program
Funding Transportation Projects
Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2022-2026 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 the time allotted for public review and comment 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 13, 2021, at 2:00 p.m., the Policy Board of the Metropolitan Planning Organization for Lafayette, West Lafayette and Tippecanoe County will review and act on the Fiscal Year 2022-2026 TIP. The Policy Board meeting is virtual and can be joined through Tippecanoe County's Facebook and YouTube web pages.

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: 2021–077

April 29, 2021

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

El personal del Comité de Planificación Regional (APC por sus siglas en inglés) está desarrollando un Programa de Mejoras de Transporte (TIP por sus siglas en inglés) para el año fiscal 2022-2026 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 revisar el documento, brindar observaciones y plantear preguntas sobre los proyectos que se incluyen para obtener financiación.

El anteproyecto del TIP está ahora finalizado y disponible para su revisión y comentarios. Este documento contiene una lista de proyectos de carreteras estatales y calles locales, proyectos de tránsito, y prioridades de la comunidad. Este documento también identifica qué proyectos de transporte recibirán nuestros fondos federales de transporte a nivel local.

El 13 de mayo de 2021 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 2022-2026 del TIP. La reunión del Consejo de Políticas será virtual y las personas tendrán acceso remoto a la reunión a través de las cuentas de Facebook y YouTube del Condado de Tippecanoe.

Toda la información disponible, que incluye también el anteproyecto 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: http://www.tippecanoe.in.gov/679/Transportation-Improvement-Program. Si tiene preguntas o comentarios concernientes al Programa de Mejoras de Transporte TIP, por favor diríjalos al señor:

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

Número de Referencia: 2021-077

Appendix 12, Facebook and Nextdoor Public Notices

Funding Transportation Projects

Wonder where your Federal gas tax dollars go? Are they only used for new roads? Can they be used to build sidewalks or trails? All good questions.

Every time you buy gas, a portion of the total sale goes to the Federal Highway Trust Fund. The federal government collects 18.4¢ for every gallon of gas sold. Most of the money collected, 15.4¢ goes to road improvements. A small amount, 2.86¢, goes to transit and an even smaller amount, .01¢ goes to clean up leaking underground storage tanks. There has been no increase since 1993.

So, how does the gas tax come back to us?

The Transportation Improvement Program, or TIP, determines which projects will use our returned gas tax dollars. All major transportation projects sponsored by Lafayette, West Lafayette, Tippecanoe County, Clarks Hill, Dayton, Battle Ground, CityBus, the Purdue University Airport and INDOT are eligible.

The Area Plan Commission creates a TIP every other year. The process has just started to develop the 2022- 2026 TIP. Local governments submit requests for federal funds during a call for projects. All requests are then assembled with a summary expected to be released on December 9, 2020.

Because our metropolitan area receives a limited share of Indiana's federal funds, the Technical Transportation Committee reviews, discusses and then financially constrains the requests to match our yearly federal funding. This will be done during the Committee's January 20, 2021 meeting at 2:30 p.m. This process is open for public input either by email before the meeting or during the meeting using YouTube or Facebook chat.

All available information can be viewed at the Area Plan Commission web page:
https://www.tippecanoe.in.gov/679/Transportation-Improvement-Program

Please direct your questions or comments pertaining to the TIP to:

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

Funding Transportation Projects

Would you like to know which road projects will be using our gas tax funds over the next five years? That information can be found in the draft Fiscal Year 2022-2026 Transportation Improvement Program (TIP) and it's available on the Area Plan Commission's Transportation Improvement Program web page:

http://www.tippecanoe.in.gov/679/Transportation-Improvement-Program

The draft TIP 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 TIP also includes a discussion of complete streets, environmental justice, a financial summary and plan and a project status report.

The draft document will be presented at our on-line Citizen Participation Committee meeting on March 10th at 6:00 p.m. You can join the meeting through Tippecanoe County's Facebook or YouTube web pages. The meeting is open to the public and your comments are welcomed and encouraged.

Please direct your questions or comments pertaining to the TIP to:

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

Funding Transportation Projects

Our gas tax funds for the next five years have been allocated to various road projects in Lafayette, West Lafayette and Tippecanoe County. You can find out which projects will be receiving them in a document called the Transportation Improvement Program. The draft document is available on the Area Plan Commission's Transportation Improvement Program web page:

https://www.tippecanoe.in.gov/DocumentCenter/View/30343/FY-2022-2026-Draft-TIP

The draft TIP shows all the major local road, state highway, transit, bicycle and pedestrian, and airport projects proposed within Tippecanoe County over the next five years. Not only does the document show where our gas taxes are going, it also includes a discussion of fair treatment of all people in the development of transportation projects, an early environmental review for local projects, a financial summary and plan, how projects are selected and prioritized, and an evaluation of system performance. The draft document has been completed and is available for review and comment.

On May 13, 2021, at 2:00 p.m., the Policy Board will review and act on the document. The board meets virtually and can be joined through Tippecanoe County's Facebook and YouTube web pages. The meeting is open to the public and your comments are welcomed and encouraged.

Please direct your questions or comments pertaining to the TIP to:

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

Financiación de Proyectos de Transporte

Nuestros fondos de impuestos sobre la gasolina para los próximos cinco años ya han sido asignados a varios proyectos de carreteras en el área de Lafayette, West Lafayette y el Condado de Tippecanoe. Usted podrá averiguar qué proyectos recibirán los fondos en un documento llamado "Programa de Mejoras de Transporte". El anteproyecto de este documento está disponible en el sitio web del Programa de Mejoras de Transporte del Comité de Planificación Regional en:

https://www.tippecanoe.in.gov/DocumentCenter/View/30343/FY-2022-2026-Draft-TIP

El anteproyecto del TIP (por sus siglas en inglés) muestra todos los proyectos importantes de calles locales, carreteras estatales, vías peatonales, ciclovías, tránsito y aeropuerto, propuestos en el Condado de Tippecanoe para los próximos cinco años. No solamente este documento muestra a dónde van a ir los impuestos sobre la gasolina, pero también incluye una discusión sobre el trato justo a todas las personas en el desarrollo de proyectos de transporte, una revisión ambiental temprana para los proyectos locales, un resumen financiero y su plan, cómo estos proyectos se seleccionan y se les dan prioridad, y una evaluación de la ejecución del sistema. El anteproyecto del documento está finalizado y disponible para su revisión y comentarios.

El 13 de mayo de 2021 a las 2:00 p.m., el Consejo de Políticas revisará y tomará acción sobre este documento. La reunión del Consejo de Políticas será virtual y las personas podrán tener acceso remoto a la reunión a través de las cuentas de Facebook y YouTube del Condado de Tippecanoe. Esta reunión está abierta al público y sus comentarios serán siempre bienvenidos.

Por favor dirija sus preguntas o comentarios concernientes al Programa de Mejoras de Transporte (TIP) a:

Doug Poad, Planificador Principal de Transporte
Comité de Planificación Regional del Condado de Tippecanoe
20 North 3rd St.
Lafayette, IN 47901
(765) 423-9242
Correo electrónico: apc@tippecanoe.in.gov

Appendix 13, Legal Notices and Press Release

CONFIRMATION

JOURNAL & COURIER
MEDIA GROUP
A GANNETT COMPANY

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823 Park Eastt Blvd Suitte C
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	0004483413	Kathy Lind	$0.00	$75.70	Invoice	$0.00	$75.70

Sales Rep: FGrade **Order Taker:** FGrade **Order Created** 11/24/2020

Product	Placement	Class	# Ins	Start Date	End Date
LAF-JCOonline.com	LAFW-Public Notices	Legal Notices	1	11/30/2020	11/30/2020
LAF-The Journal and Courier	LAF-Public Notices	Legal Notices	1	11/30/2020	11/30/2020

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

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 #:0004598192
# of Affidavits: 1

Total Amount of Claim:$55.50
This is not an invoice

AREA PLAN COMM. OF TIPPECAN
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 o: 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 02/13/2021

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.

Date: 2-13, 2021 Title: Clerk

Subscribed and sworn to before me this 13 day of February, 2021

Notary Public

Notary Expires: 9.19.21

VICKY FELTY
Notary Public
State of Wisconsin

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 #:0004690319
# of Affidavits: 1

Total Amount of Claim:$43.29
This is not an invoice

AREA PLAN COMM. OF TIPPECAN
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 o: 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 04/17/2021

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.

Dana Kanitz

Date: April 19, 2021 Title: Clerk

Subscribed and sworn to before me this 17 day of April, 2021

Kathleen Allen
Notary Public

Notary Expires: 1-7-25

KATHLEEN ALLEN
Notary Public
State of Wisconsin

Media Release

For Immediate Release
March 5, 2021

The Area Plan Commission of Tippecanoe County will present the draft Fiscal Year 2022-2026 Transportation Improvement Program at the on-line March 10th Citizen Participation Committee meeting. The meeting is open to the public and an opportunity for citizens to review, comment and ask questions about transportation improvements scheduled in the next five years. You can join the meeting through Tippecanoe County's Facebook page: https://www.facebook.com/TippecanoeCountyIndiana, or YouTube page: https://www.youtube.com/channel/UCJleeA9ZQo9EllGdZTdjurQ).

The Indiana Department of Transportation will also give a presentation of its own projects.

The TIP 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 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/679/Transportation-Improvement-Program.

Meeting details:
When: 6:00 pm, March 10, 2021
Where: On-Line Tippecanoe County's Facebook or YouTube web Page

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 14, 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 14, 2020
Ref. No. 2020-299

Emily Blue
Valley Center Neighborhood
110 Digby Drive
Lafayette, IN 47905

Dear Ms. Blue:

The staff of the Area Plan Commission of Tippecanoe County is developing the FY 2022-2026 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 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 20, 2021 on-line meeting, at 2:30 p.m. 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. 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 24, 2021
Ref. No. 2021-051

Amanda Estes
Bicycle Lafayette
1209 Center Street
Lafayette, IN 47905

Dear Ms. Estes:

Development of the FY 2022-2026 Transportation Improvement Program (TIP) for Tippecanoe County continues and we would like to invite you to an on-line public meeting regarding the draft document. It will be presented at the Citizen Participation Committee on March 10th, at 6:00 p.m. You can join the meeting through Tippecanoe County's Facebook page (https://www.facebook.com/TippecanoeCountyIndiana) or YouTube page (https://www.youtube.com/channel/UCJleeA9ZQo9EllGdZTdjurQ). The meeting is open to the public and your comments are welcomed and encouraged. I recommend you email your comments prior to the meeting so they can be read by staff at the meeting. Alternatively, you can send comments during the meeting using the chat function of Facebook or YouTube.

The TIP lists funded 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 TIP also includes a discussion of complete streets, environmental justice, the financial summary and plan and a project status report. The draft document can be found on the Area Plan Commission's Transportation Improvement Program web page: http://www.tippecanoe.in.gov/679/Transportation-Improvement-Program. Please contact us if you would like a paper copy.

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 satisfies FTA's Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published.

The Indiana Department of Transportation will also give a presentation of its own projects.

All available information in print form can be viewed or obtained 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. 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
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

DAVID HITTLE
EXECUTIVE DIRECTOR

April 29, 2021
Ref. No. 2021-079

Tom Derhammer, Office Manager
Hi-Tech Trucking
3691 S 500E
Lafayette, IN 47905

Dear Mr. Derhammer:

The 2022-2026 Transportation Improvement Program (TIP), the document that guides near-term transportation improvements in the Lafayette, West Lafayette, and Tippecanoe County area, is nearing completion and we would like to provide you, as a community stakeholder, this brief status report.

Local government agencies and the Indiana Department of Transportation have submitted their lists of proposed transportation projects. The Metropolitan Planning Organization's (MPO's) Technical Transportation Committee has reviewed those requests and developed a prioritized project list. The resulting draft TIP document 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: https://www.tippecanoe.in.gov/DocumentCenter/View/30343/FY-2022-2026-Draft-TIP.

On May 13, 2021, at 2:00 p.m., the Policy Board of the Metropolitan Planning Organization will review and take action on the TIP. The board meets virtually and can be joined through Tippecanoe County's Facebook or YouTube web pages. The meeting is open to the public and we 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 email: dpoad@tippecanoe.in.gov

Sincerely,

David Hittle
Executive Director

Appendix 15, CPC Agendas

The
AREA PLAN COMMISSION
of Tippecanoe County

Citizens Participation Meeting

Date.....December 09, 2020
Time.....6:00 PM
Place.....Tippecanoe Room
County Office Building
20 North 3rd Street
Lafayette, Indiana

Due to the public health emergency, public comment on agenda items may be submitted prior to the meeting at apc@tippecanoe.in.gov. Comments must include name and address to be heard. Comments may also be made live on the streaming platforms. Members of the public may watch the livestream of the meeting at
https://www.facebook.com/TippecanoeCountyIndiana and
https://www.youtube.com/channel/UCJIeeA9ZQo9EllGdZTdjurQ

AGENDA

I. APPROVAL OF MINUTES FROM SEPTEMBER 30, 2020

Documents:

CPC Minutes 09.30.2020.pdf

II. PROGRAM

A. Transportation Improvement Program development timeline
B. Local and INDOT project lists
C. Thoroughfare Plan Update
D. Metropolitan Transportation Plan Survey Update
1. English Survey
2. Spanish Survey

Documents:

TIP Adoption Schedule 2022 TIP.pdf
Transportation Objectives Survey Results.pdf

III. QUESTIONS, COMMENTS AND SUGGESTIONS

IV. ADJOURNMENT
Meeting Dates for 2021:

- March 10
- June 09
- September 08
- December 08

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

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Area Plan Commission of Tippecanoe County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. For more information visit www.tippecanoe.in.gov/ada

The
AREA PLAN COMMISSION
of Tippecanoe County

Citizens Participation Meeting

Date.....March 10, 2021
Time.....6:00 PM
Place.....Tippecanoe Room
County Office Building
20 North 3rd Street
Lafayette, Indiana

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https://www.facebook.com/TippecanoeCountyIndiana and
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AGENDA

I. MINUTES FROM DECEMBER 09, 2020

   A. https://www.youtube.com/watch?v=7kaKMhRfB2k

II. PROGRAM

   A. Draft FY 22-26 TIP Status Update (link)
   B. Draft FY 22-26 STIP Presentation - INDOT
   C. New Executive Director Hire

III. QUESTIONS, COMMENTS AND SUGGESTIONS

IV. ADJOURNMENT
   Meeting Dates for 2021:

   - June 09
   - September 08
   - December 08

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Appendix 16, Stakeholder Mailing List

Name	Organization
Al Ballantini	Venture Logistics
Amanda Estes	Bicycle Lafayette
Amanda Florian	Lafayette Limo
Amish Patel	Heartland Ambulance Service
Arturo Rodrigues II	Rodriguez Law
Ben Zumdahl	Highland Park
Beth Winstead	Winstead Enterprise
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
Carina Olaru	Latino Cultural Center
Cassandra Salazar	Latino Center for Wellness & Education
Chris Brock	Necessitates Transportation
Chris Mankovich	Precision Motor Transport Group
Chuck Ryan	CSX Railroad
Cindy Good	Vinton Highlands
Dave Ferney	Transport Service Co.
David Dorsett	Edgelea Neighborhood Watch
David Meadows	Hodson's Bay Company
Donna Brassie	Columbian Park Neighborhood
Donnie Allen	AMT Trucking Inc
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
Gary Brouillard	Wabash River Runners Club
Ivy Meyer	St Mary's Neighborhood
Jason Jordon	Cassens Transport
Jason McManus	Wabash Center
Jason Pruitt	Tippecanoe Mountain Bike Association
Jason Spurlock	Spurlock Bud Enterprise Inc
Jeff Marti	Stockton Crossing
Jennifer Layton	LTHC Homeless Services
Jerri Parks	Glenn Acres
Jesus De Santiago	Jalisco Grocery

Name	Organization
Jim Branham	Reindeer Shuttle
Jim Calloway	Imperial Travel Service
Jo Wade	Visit Lafayette – West Lafayette
Joey Wright	Lincoln Neighborhood
John Budzynski	Lone Star Logistics
John Fassnacht	Jesco Hills Neighborhood Association
John Zartman	Tippecanoe County Emergency Ambulance
Jose Del Real	Del Real Auto Sale
Joseph Hapac	Greyhound
Josh Greiner	Faith Community Center West
Josh Karshen	Faith Church and Community Center
Julie Ginn	Neighborhood Action Committee
Karen Moyars	Purdue International Center
Kathy Peck	Star Ambulance
Kay Stephens	Lafayette Senior Transport and Concierge
Ken McCammon	Centennial Neighborhood
Kitty Campbell	Leadership Lafayette
Laster Chaney	Magic Cab
Laura Bartrom	St Lawrence-McAllister
Laurie Earnst	Tippecanoe Senior Center
Lee Goudy	Homecare by Design
Linda Shaw	Wabash Avenue Neighborhood
Lisa Minier	BrightStar
Lynn Nelson	South Oakland Neighborhood
Manuel Gaeta	Manolo Auto Sales
Grane Transportation	Grane Transportation
Michael B Cline	Purdue University Physical Facilities
Michael Budd	United Way
Michelle Smith	Ability Services Inc
Natalia Sanchez	Wabash River Runners Club
Nathan Metz	Phoenix Paramedics Solutions
Nicole Sally	Spirit EMS
Pam Biggs-Reed	Bauer Family Resources
Paul Davis	Express Air Coach INC
Paul Hensley	Mono Neigborhood
Randy Anderson	St Lawrence-McAllister
Renee Thomas	Black Cultural Center PU
Rev. Wes Tillett	Lafayette Urban Ministry
Richard Michal	Purdue Research Foundation
Rod Hutton	Northend Community Center
Rosemarie Evers	Historic Jefferson
Sadie Harper-Scott	NAACP Branch 3056
Sandy Brettnacher	Mid-Land Meals

Name	Organization
Sandy Cornell	Brady Lane/Pipers Glen
Scott Skinner	Comfort Keepers
Shelly Opperman	Historic Ninth Street Hill
Stan Lambert	WREC
Steve Fleming	GC3 Logistics
Tammy Kennedy	Liquid Transport Corp
Tom Derhammer	High Tech Trucking
Tracy Fuller	Hanna Community Center
Troy Chairez	Velo Wrench Mobile Bicycle Repair
Tyler Stroo	KB&S Railroad
William Jenkins	Locomotive Taxi
Zoe Neal	Virtuous Cycles