The Fiscal Year 2024-2028 Transportation Improvement Program

The Area Plan Commission of Tippecanoe County

20 North 3rd Street
Lafayette, IN 47901
www.tippecanoe.in.gov/apc

Fiscal Year 2024 - 2028
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
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***Amendment No. 1**, June 14, 2023*
Requested by: INDOT
Project: INDOT Wrong Way Ramp Entrance Project
Details: This modification programs the project. Construction is in FY 2024.

***Amendment No. 2**, July 13, 2023*
Requested by: CityBus
Project: Bus Stop Improvement Project
Details: This modification changes the scope to include replacement shelters, amenities and spare parts.

***Amendment No. 3**, August 10, 2023*
Requested by: CityBus
Project: Low- and No- Emission Grant Funding
Details: This amendment programs funding for CityBus to purchase additional CNG buses, hydrogen fuel cell buses, hydrogen fueling station, related components and training.

***Amendment No. 4**, September 7, 2023*
Requested by: Tippecanoe County
Project: Tippecanoe County bridges #80 and #83
Details: This modification changes the right-of-way year from 2024 to 2025.

***Amendment No. 5**, September 11, 2023*
Requested by: APC Staff
Project: Reallocate residual FY 2023 federal funds
Details: This modification reallocates the federal funds from the Yeager Road project to the South 9th Street and to CityBus paratransit van projects.

***Amendment No. 6**, September 13, 2023*
Requested by: APC Staff
Project: Reallocate residual FY 2023 federal funds
Details: This modification reallocates the federal funds from the CityBus paratransit van project to the Sagamore Trail project.

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: State Fiscal Years 2024 through 2028. The 2024 State fiscal year begins on July 1st, 2023.

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. This Act 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. 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 IIJA.

This document assumes that all requirements in the IIJA will continue in fiscal years 2027 and 2028.

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 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 $434 million is programmed over the next five years, with the majority (73%) being allocated to locally initiated projects. This community proposes to spend over $318.0 million for locally initiated projects and over $116.3 million in State initiated projects between FY 2024 and FY 2028. The Federal share for these projects is just over $244.9 million ($149.6 million for and $95.3 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 2024, local jurisdictions requested over $32.0 million in Federal Funds. These funds will be used to reconstruct roads, improve intersections, construct trails, operating and capital transit projects, and an airport project. These projects are shown in **Table 4, Funded Local Projects**.

All federally funded projects in the TIP are limited by the funds available at all levels of government (local, state, and federal). These projects 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, 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 IIJA 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 IIJA 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 2022, which is available at the APC office and on the APC web site at: https://www.tippecanoe.in.gov/DocumentCenter/View/38924/2022-Annual-Listing.

1. Public / Private Participation Process

The IIJA 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 IIJA, the Area Plan Commission of Tippecanoe County, a stand-alone organization/body, 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 Citizens 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 virtually 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.

Citizens Participation Committee. The Citizens 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 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 the local newspaper concerning the TIP development process, project lists, prioritization, and adoption of the TIP. The first notice (December1, 2022) announced that the TIP was being developed and when the Technical Transportation Committee would review and prioritize local projects requesting federal funds. The second notice (February 17, 2023) advised the public when the hearing would take place. The final notice (*place date here*) 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 (March 6, 2023) 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 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 the interest of 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 ***2050 Metropolitan Transportation Plan, Protecting The Future of Transportation for Everyone*** and the ***FY 2022-2026 Transportation Improvement Program***. If a project is shown in either document 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:

a) *South 9th St, widening (2-lane to3-lane) & reconstruct to urban cross section with a trail*
b) *Soldiers Home Rd, reconstruct & urbanization (reconstruct to an urban cross section with sidewalk, trail and improved drainage*
c) *Morehouse Rd, road reconstruction & widening (2-lane to 3-lane)*
d) *Bridge #527, bridge replacement*
e) *Bridges #80 & #83, bridge replacement*
f) *Bridges #64 & #65, bridge replacement*
g) *N. 9th St Bridge, bridge deck replacement*
h) *CR 150W, road and intersection reconstruction*

INDOT Projects:

a) *SR 26, bridge over Goose Creek, new bridge construction*
b) *SR 225, bridge over Wabash River, truss rehabilitation and repair*
c) *US 52, bridge over Gaylord Branch, replace superstructure*

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***. Specifically, outreach involves posting notices at various locations around the community as well are direct mailing to individuals and community organizations.

One technique used to engage these community members involved direct communication to them through posting public notices at specific locations. Copies of the notices can be found in **Appendix 11**. Of all the locations where the notices were posted, certain locations targeted minority and low-income populations. Four locations were chosen specifically as an outreach to the Hispanic community, and they were at two Hispanic auto dealers, an Hispanic grocery store and an attorney's office whose cliental are mainly Hispanic. Other locations where these populations are present include the CityBus transfer station, Senior Center, Lafayette Transitional Housing, the Hanna Center, and the Tippecanoe County Corrections building.

The secondary outreach method involved sending letters to individuals, organizations, groups, and businesses who work with and are involved with these populations. By notifying them of the various stages of TIP development, they will be able share the information to those they work with. Organizations as part of the outreach to the Hispanic community included: Rodriguez Law, Latino Cultural Center, Latino Center for Wellness & Education, Jalisco Grocery, Del Real Auto Sale, and Manolo Auto Sales. The Black Cultural Center, and the NAACP Branch 3056 were the two organizations tapped as the outreach to the African American community. The Purdue International Center is an organization on the Purdue campus that works with international facility, staff and students. Seven agencies were sent letters who work specifically with the elderly and disabled populations, and they include: Home Instead Senior Care, Area IV Agency on Aging and Community Services, Tippecanoe Senior Center, Hoosiers at Home, Home Care by Design, Caregiver Companion, Wabash Center, and Comfort Keepers. Specifically targeting our low-income community, letters were sent to the Lafayette Transitional Housing Center, United Way and Lafayette Urban Ministry. Letters were also mailed to local community centers and organizations including Faith Church and Community Center, Faith Community Center West, Northend Community Center, Hanna Community Center, and the Bauer Family Resource Center.

Copies of the three letters can be found in **Appendix 14.**

A third outreach method involved disseminating information through community representatives during the December and March Citizen Participation Committee meetings. Members of the committee include representatives of various 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	October 2021
City of Lafayette	Updated	March 6, 2017
City of West Lafayette	Updated	December 14, 2021
Town of Battle Ground	Updated	November 1, 2018
Town of Clarks Hill	Adopted	December 3, 2012
Town of Dayton	Adopted	December 19, 2013
INDOT	Updated	June 2021

Through the "Call for Projects", all LPAs were asked if their proposed projects meet ADA requirements. All local projects, except for the Veterans Memorial Parkway project, have been or will be designed to meet PROWAG standards. The Veterans Memorial Parkway project is anticipated to be constructed in two phases with road construction first and the trail later. The trail will be constructed to ADA 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. 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 and the NEPA review has not yet started. 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
Big 4 Trail	On 9th and Kossuth Streets	Lafayette
Yeager Road Ph. 5	Kalberer Rd to Cumberland Ave.	West Lafayette
CR 150W	CR 50N to CR 600W	Tippecanoe Co.
CR 600N	At CR 50N	Tippecanoe Co.
Harrison Trail	On CR 600N and CR 50W	Tippecanoe Co.
Bridge #80	Over the Flint Creek	Tippecanoe Co.
Bridge #83	Over the Flint Creek	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				
		SL	IN	WR	M	HC
Big 4 Trail	4	✓	✓	✓		✓
Yeager Road Ph. 5	4	✓	✓	✓		✓
CR 150W	3	✓	✓	✓		
CR 600N	4	✓	✓	✓		✓
Harrison Trail	4	✓	✓	✓		✓
Bridge #80	5	✓	✓	✓	✓	✓
Bridge #83	3	✓		✓	✓	

Recommendation Codes: Site Location (SL), Infrastructure (IN), Water Resources (WR), Mining/Mineral Exploration (M), Hazmat Concerns (HC).

In reviewing the individual reports, the most prevalent recommendation is coordination with other agencies regarding the site location, underground infrastructure, railroads, flood plains, wetlands, and drainage ponds. 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 2022. 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 (December 14, 2023).
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, projects, funding allocation and other details regarding the document are presented at the March CPC on-line meeting. Attendees are also informed of the date when the document will be reviewed and possibly adopted by the Policy Board. This meeting is the formal public hearing. Notifications of the meeting, including the legal ad, public notices, contact letters, and social media notices follow the procedures that are outlined in the Public / Private Participation Process.
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 18, 2023 meeting, adopted the FY 2024-2028 Transportation Improvement Program with the concurrence of the CityBus Board of Directors (April 26, 2023) 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 $434.3 million for the five-year period. In FY 2024, over $99.5 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 $64.1 million with locally initiated projects programmed for $32.0 million and state projects programmed for $31.6 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 Year 2028 are shown for illustrative purposes only.

Key to Abbreviations

ARP 2021 – American Rescue Plan 2021

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

CR - Carbon Reduction Program

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act

CY - Calendar Year

DES # - 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

FED - The amount of Federal funds, or Federal share, 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.

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

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

HSIP - Highway Safety Improvement Program funds

IDEM - Indiana Department of Environmental Management

IIJA - Infrastructure Investment and Jobs Act

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

MOU - Memorandum of Understanding

MPO - Metropolitan Planning Organization

MTP - Metropolitan Transportation Plan for 2050

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
EA or Environmental Assessment
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.

PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds.

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
CR	Carbon Reduction Program
FF	Federal Funds Not Specified
FLAP	Federal Lands Access Program
HSIP	Highway Safety Improvement Program / Section 164 Penalty Funds
IM	Interstate Maintenance
NHS	National Highway System
NHPP	National Highway Performance Program
PL	Federal Metropolitan Planning Funds
PNRS	Projects of National and Regional Significance
PR	PROTECT Program
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	Section 5310 FTA Funds
S11	Section 5311 FTA Funds
S39C	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 2024 through 2028

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	City of Lafayette						
1	**3rd and 4th Streets**	PE	L13	0	235,000	235,000	2024
	Alabama Street to Fannon Drive	RW					
	One-Way to Two-Way Conversion	CN	L13	0	1,765,000	1,765,000	2024
	P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*2,000,000*	
2	**Big 4 Trail, Des # 2301192**	PE	L4,5	0	600,000	600,000	2024
	Along 9th Street & Kossuth Street	RW	L4,5	0	400,000	400,000	2026
	New Trail Construction	CN	STBG,L4,5	2,886,432	721,608	3,608,040	2027
	P.M.: System Performance		TA,CR&PR				
		Total Cost (includes costs prior to SFY 2024)				*4,608,040*	
3	**Emergency Vehicle Preemption**	PE	HSIP,L4,5,13	183,000	20,333	203,333	2025
	Signals in Lafayette/West Lafayette	RW					
	Traffic Signal Preemption	CN	HSIP,L4,5,13	1,080,000	120,000	1,200,000	2026
	P.M.: Safety	CN	HSIP,L4,5,13	750,000	83,333	833,333	2027
		Total Cost (includes costs prior to SFY 2024)				*2,233,333*	
4	**McCarty Lane**	PE	L4,5,13	0	350,000	350,000	2026
	at Creasy Lane	RW	L4,5,13	0	500,000	500,000	2027
	Intersection Improvement	CN	L4,5,13	0	3,000,000	3,000,000	2028
	P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*3,850,000*	
5	**Park East Boulevard Extension**	PE					
	McCarty Lane to Haggerty Lane	RW	L13	0	1,600,000	1,600,000	2024
	New Road Construction	CN					
	P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*23,300,000*	
6	**South 9th Street, Des # 1900482**	PE	STBG	79,800	19,950	99,750	2024
	Brick 'N' Wood to Veterans	RW	STBG	320,000	80,000	400,000	2024
	Widening (2-lane to 3-lane) &	CN	STBG	5,091,456	1,272,864	6,364,320	2026
	Reconstruct to Urban Cross		TA,CR&PR				
	with a Trail						
	P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*7,468,070*	
7	**Veterans Memorial Parkway**	PE					
	US 52 to Railroad Overpass	RW					
	Road Widening (added travel lane	CN	L13	0	2,300,000	2,300,000	2024
	in each direction)						
	P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*2,500,000*	

Table 4: Funded Local Projects: Fiscal Years 2024 through 2028, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	City of West Lafayette						
8	**Cherry Lane Extension Ph. 2**	PE	L16	0	1,400,000	1,400,000	2026
	1000' west of McCormick to	RW					
	Northwestern Avenue	CN					
	Reconstruction, P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*1,400,000*	
9	**Cumberland Avenue, Ph 4**	PE	L13	0	430,000	430,000	2024
	US 52 to ½ mi west of Sagamore	RW	L13	0	350,000	350,000	2025
	Reconstruction with Improved	CN	L13	0	4,050,000	4,050,000	2028
	Sidewalk, Trail, and Drainage, P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*4,830,000*	
10	**Soldiers Home Rd, Ph 1**	PE					
	Des # 1401291, Phase 1	RW	STBG,L16	256,536	64,134	320,670	2025
	Sagamore Pkwy to Hamilton St	RW	STBG,L16	456,000	114,000	570,000	2026
	Reconstruction & Urbanization	CN	STBG,L16	7,380,000	1,845,000	9,225,000	2028
	(reconstruct to an urban cross section		TA,CR&PR				
	with sidewalk, trail, and improved drainage)						
	Des # 2201253, Phase 1	PE					
	Westbound Ramp Roundabout	RW					
	Roundabout Conversion	CN	STBG,L16	828,480	207,120	1,035,600	2028
	Des # 2210256, Phase 2	PE					
	Hamilton St to Kalberer Rd	RW	STBG,L16	774,304	193,576	967,880	2025
	Reconstruction & Urbanization	CN		*Construction Funding is Shown in Table 5*			
	(reconstruct to an urban cross section						
	with sidewalk, trail and improved drainage)						
	P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*22,658,750*	
11	**Sagamore Parkway Trail**	CN	STBG	61,443	15,361	76,804	2024
	Des #1401287, New Trail Construction						
		Total Cost (includes costs prior to SFY 2024)				4,748,278	
	Tippecanoe County						
12	**County Bridge Inspection**	IN	BRIS,L2	15,977	3,994	19,971	2024
	Des # 2101033	IN	BRIS,L2	318,638	79,659	398,297	2025
	Various Bridges in County						
	P.M.: Bridge Condition						
		Total Cost (includes costs prior to SFY 2024)				*858,761*	
13	**Bridge #64, Des # 1802907**	PE					
	Lilly Rd over Branch of Wea Creek	RW					
	Bridge Replacement	CN	Group IV,L2	3,060,000	765,000	3,825,000	2028
	P.M.: Bridge Condition						
		Total Cost (includes costs prior to SFY 2024)				*3,980,640*	

Table 4: Funded Local Projects: Fiscal Years 2024 through 2028, continued

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
Tippecanoe County, continued						
14 **Bridge #65, Des # 1802905**	PE					
Lilly Rd over Wea Creek	RW					
Bridge Replacement	CN	Group IV,L2	4,986,000	1,386,500	6,372,500	2028
P.M.: Bridge Condition						
	Total Cost (includes costs prior to SFY 2024)				*6,291,700*	
15 **Bridge #80, Des # 2101724**	PE					
CR 700W over Flint Creek	RW	Group IV,L2	96,000	24,000	120,000	2025
Bridge Replacement	CE	Group IV,L2	190,800	47,700	238,500	2027
P.M.: Bridge Condition	CN	Group IV,L2	2,190,468	547,617	2,738,085	2027
	Total Cost (includes costs prior to SFY 2024)				*3,096,585*	
16 **Bridge #83, Des # 2101726**	PE					
CR 510S over Flint Creek	RW	Group IV,L2	144,000	36,000	180,000	2025
Bridge Replacement	CE	Group IV,L2	355,600	88,900	444,500	2027
P.M.: Bridge Condition	CN	Group IV,L2	2,966,263	741,566	3,707,829	2027
	Total Cost (includes costs prior to SFY 2024)				*4,332,329*	
17 **Bridge #527, Des # 1902754**	PE					
Over the Wea Creek	RW					
Bridge Replacement	CN	Group IV,L2	2,160,000	540,000	2,700,000	2025
P.M.: Bridge Condition						
	Total Cost (includes costs prior to SFY 2024)				*3,050,000*	
18 **North 9th Street Road Bridge**	PE					
Des # 2003019	RW					
Bridge over the Wabash River	CN	Group IV,L2	5,998,736	1,499,684	7,498,420	2026
Bridge Deck Replacement						
P.M.: Bridge Condition						
	Total Cost (includes costs prior to SFY 2024)				*8,164,950*	
19 **Morehouse Road**	PE					
Des # 1401280, **Phase 2**	RW					
210' North of CR 350N to just North Mason Dixon Road	CN	STBG,L9,15 TA,CR & PR	6,867,944	1,716,986	8,584,930	2025
Road Reconstruction & Widening (2-lane to 3-lane), Sidewalk & Trail						
Des # 2101125, **Phase 1**	PE					
Sagamore Pkwy to 210' north of	RW					
CR 350N	CN	STBG,L9,15 TA,CR & PR	2,348,100	587,025	2,935,125	2024
Road Reconstruction & Widening (2-lane to 3-lane), Sidewalk & Trail						
P.M.: System Performance						
	Total Cost (includes costs prior to SFY 2024)				*13,774,314*	

Table 4: Funded Local Projects: Fiscal Years 2024 through 2028, continued

	Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	Tippecanoe County, continued						
20	**County Bridge Replacement Projects**						
A	Bridge 7 (CR 900S)	CN	L2,4	0	753,584	753,584	2024 – 2028 Dependent on Funding
B	Bridge 73 (CR 600W)	CN	L2,4	0	352,000	352,000	
C	Bridge 111 (CR 300W)	CN	L2,4	0	502,000	502,000	
D	Bridge 115 (CR 750N)	CN	L2,4	0	507,000	507,000	
E	Bridge 122 (Cedar Lane)	CN	L2,4	0	350,000	350,000	
F	Bridge 173 (CR 600N)	CN	L2,4	0	980,000	980,000	
G	Bridge 190 (CR 1200S at 450W)	CN	L2,4	0	395,000	395,000	
H	Bridge 243 (CR 350N)	CN	L2,4	0	347,000	347,000	
I	Bridge 501 (CR 300S)	CN	L2,4	0	482,000	482,000	
	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						
	CityBus						
	Financial information shown is calendar year beginning January 1st.						
	All project listed below, P.M.: Transit Asset Management Plan						
21	**Operating Assistance (Sec. 5307)**	OP	S7O				
	Des # 1900478, LAF-23-001			0	16,446,104	16,446,104	CY 2023
	Des # 1900481, LAF-24-001			3,200,000	14,890,714	18,090,714	CY 2024
	LAF-25-001			3,665,291	14,968,145	18,633,436	CY 2025
	LAF-26-001			5,800,426	11,831,969	17,632,395	CY 2026
	LAF-27-001			4,877,487	12,122,513	17,000,000	CY 2027
	LAF-28-001			5,038,079	11,961,921	17,000,000	CY 2028
22	**Capital Assistance (Sec. 5307)**	CA	S7C,L3				
	FY 2019 Project Program			2,518,947	629,737	3,148,684	FY 2024
	FY 2020 Project Program			3,609,650	902,413	4,512,063	FY 2024
	FY 2022 Project Program			5,004,917	1,251,229	6,256,146	FY 2024
	FY 2023 Project Program			6,147,056	1,536,764	7,683,820	CY 2023
	Des # 1900479			4,520,000	1,130,000	5,650,000	CY 2024
				2,877,109	719,277	3,596,386	CY 2025
				2,209,450	552,362	2,833,527	CY 2026
				1,917,108	479,277	2,396,385	CY 2027
				3,386,406	846,602	4,233,008	CY 2028
23	**Capital/Operating (Sec. 5310)**		S10				
	No Projects at This Time						
24	**Capital (Sec. 5339)**	CA	S39C				
	Fixed Route Bus Replacement LAF-22-012			1,005,777	251,444	1,257,221	CY 2022
	Bus Rep. ('22), LAF-24-107			1,215,998	304,000	1,519,998	FY 2024

Table 4: Funded Local Projects: Fiscal Years 2024 through 2028, continued

	Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	CityBus, continued						
25	**Planning (Sec. 5307)**	PL	S7P				
	No Projects at This Time						
26	**Other Projects**	CA	STBG				
	Bus Stop Improvements (des #1801629)			290,266	72,567	362,833	FY 2024
	Six stops, replacement shelters, amenities & spare parts			104,198	26,049	130,247	FY 2024
	Route Planning SW (des #2001609)			36,000	9,000	45,000	FY 2024
27	**Low- & No- Emission Grant LAF-24-120**	CA	5339(c)	7,598,425	1,271,408	8,869,833	FY 2024
	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						
	Purdue University Airport						
28	**East Parallel Taxiway "C"** Environmental Assessment, ph. 1	EA	AIP	204,000	0	204,000	2025
29	**East Parallel Taxiway "C"** Ph. 2 Design	PE	AIP	132,600	0	132,600	2026
30	**East Parallel Taxiway "C"** Ph. 2 Design & Construction	CN	AIP,L15	1,697,603	89,347	1,786,950	2027
31	**Snow Removal Equipment**	EQ	AIP,L15	567,000	31,500	630,000	2027
32	**North Parallel Taxiway "B"** Environmental Assessment, ph. 2	EA	L15	0	175,000	175,000	2028
	Wabash Center						
33	**Low Floor Minivan and Small Transit Van**	EQ	S10	198,877	49,719	248,596	2023
			Total	119,668,647	127,019,555	246,719,702	

Figure 1: Location of Funded Local Projects, FY 2024 - 2028

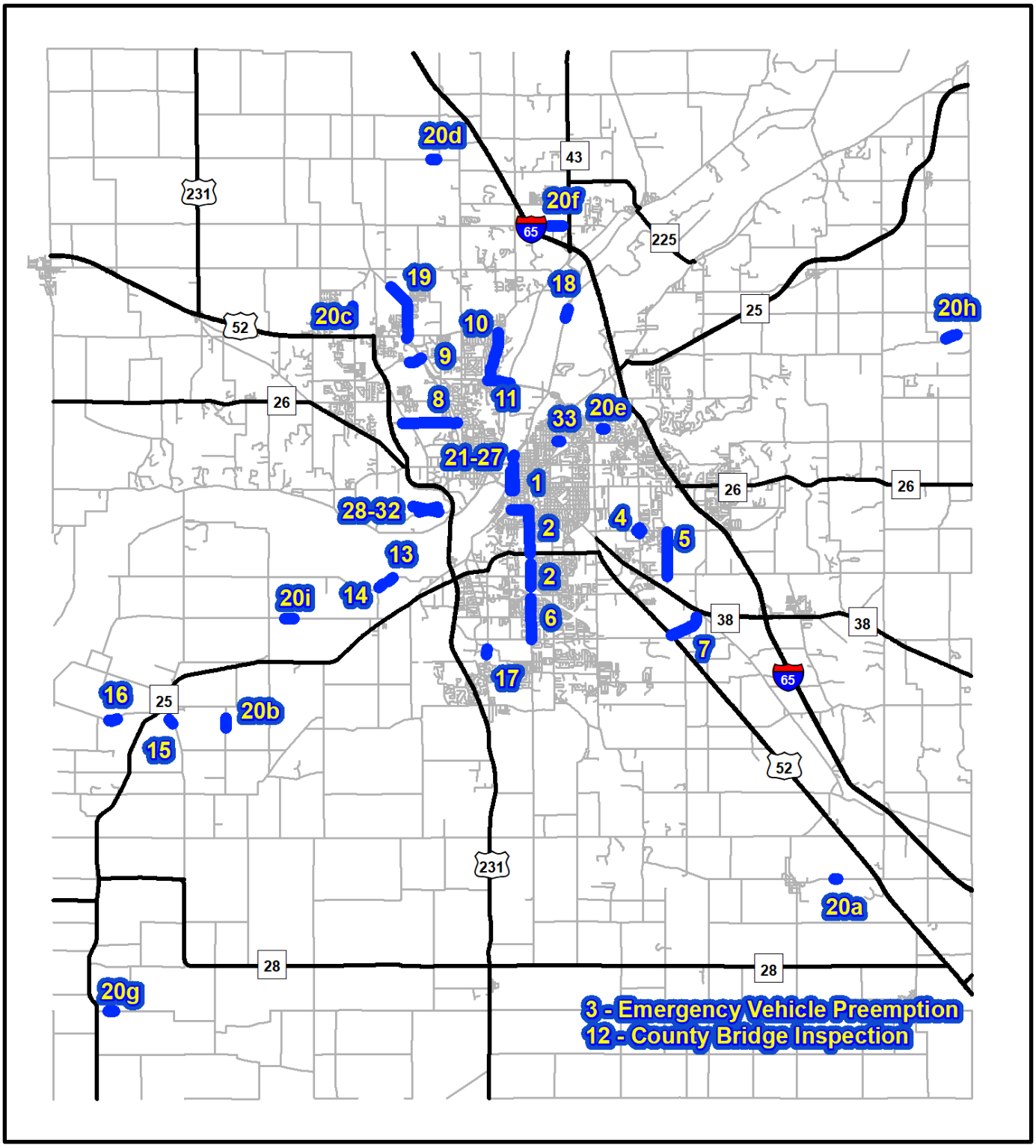


Table 5: Unfunded Local Projects: Fiscal Years 2024 through 2028

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	City of Lafayette						
1	**South Street**	PE	---	---	---	1,500,000	---
	Sagamore Pkwy to I-65	RW	---	---	---	250,000	---
	Pedestrian, Safety & Complete St.	CN	---	---	---	10,750,000	---
	P.M.: Safety						
		Total Cost (includes costs prior to SFY 2024)				*12,500,000*	
2	**Park East Boulevard Extension**	PE					
	McCarty Lane to Haggerty Lane	RW					
	New Road Construction	CN	L13	0	20,500,000	20,500,000	---
	P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*23,300,000*	
	City of West Lafayette						
3	**Soldiers Home Road**						
	Des # 2210256, Phase 2	PE					
	Hamilton St to Kalberer Road	RW					
	Reconstruction & Urbanization	CN	STBG,L16	6,889,640	1,722,410	8,610,050	2029
	Des # 2201257, Phase 3						
	Eastbound Ramp Intersection	PE					
	Roundabout Conversion	RW					
	P.M.: System Performance	CN	L16	0	871,800	871,800	2030
		Total Cost (includes costs prior to SFY 2024)				*22,658,750*	
4	**Yeager Road ph. 5**	PE	STBG,L13	400,000	100,000	500,000	2024
	CR 50N to CR 600N	RW	STBG,L13	32,000	8,000	40,000	2025
	Road & Intersection Reconstruction	CN	STBG,L13	2,400,000	600,000	3,000,000	2026
	Cumberland Ave to Kalberer Road						
		Total Cost (includes costs prior to SFY 2024)				*3,540,000*	
	Tippecanoe County						
5	**Harrison Trail**	PE	STBG	320,000	80,000	400,000	2024
	On CR 600N & CR 50W	RW	STBG	80,000	20,000	100,000	2024
	Trail, HAWK & Rapid Flash Beacon	CN	STBG	2,080,000	520,000	2,600,000	2025
	P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*3,100,000*	
6	**CR 150W**	PE	STBG,L9,18	760,000	190,000	950,000	2025
	CR 500N to CR 600N	RW	STBG,L9,18	720,000	180,000	900,000	2026
	Road & Intersection Reconstruction	CN	STBG,L9,18	5,760,000	1,400,000	7,200,000	2028
	P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*9,050,000*	

Table 5: Unfunded Local Projects: Fiscal Years 2024 through 2028, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
	Tippecanoe County, continued						
7	**CR 600N**	PE	STBG,L9	720,000	180,000	900,000	2025
	at CR 50W	RW	STBG,L9	200,000	50,000	250,000	2026
	Intersection Improvements	CN	STBG,L9	4,800,000	1,200,000	6,000,000	2027
	P.M.: System Performance						
		Total Cost (includes costs prior to SFY 2024)				*7,150,000*	
	CityBus						
8	**Capital/Operating (Sec. 5310)**	OP	S10				
	Travel Training			42,400	10,600	53,000	2023
	Route 9th St./Wabash Avenue			197,600	49,400	247,000	2023
	Travel Training			42,400	10,600	53,000	2024
	Route 9th St./Wabash Avenue			197,600	49,400	247,000	2024
	Travel Training			42,400	10,600	53,000	2025
	Route 9th St./Wabash Avenue			197,600	49,400	247,000	2025
	Travel Training			42,400	10,600	53,000	2026
	Route 9th St./Wabash Avenue			197,600	49,400	247,000	2026
	Travel Training			42,400	10,600	53,000	2027
	Route 9th St./Wabash Avenue			197,600	49,400	247,000	2027
	Travel Training			42,400	10,600	53,000	2028
	Route 9th St./Wabash Avenue			197,600	49,400	247,000	2028
9	**Capital (Sec. 5339)**	CA	S39C				
	Bus Replacement			1,040,000	260,000	1,300,000	2024
	Bus Replacement			1,120,000	280,000	1,400,000	2026
	Bus Replacement			1,200,000	300,000	1,500,000	2028
	Wabash Center						
	No Projects at this Time						
			Total	29,961,640	28,822,210	71,321,850	

Figure 2: Location of Unfunded Local Projects Shown for Informational Purposes Only, FY 2024 - 2028

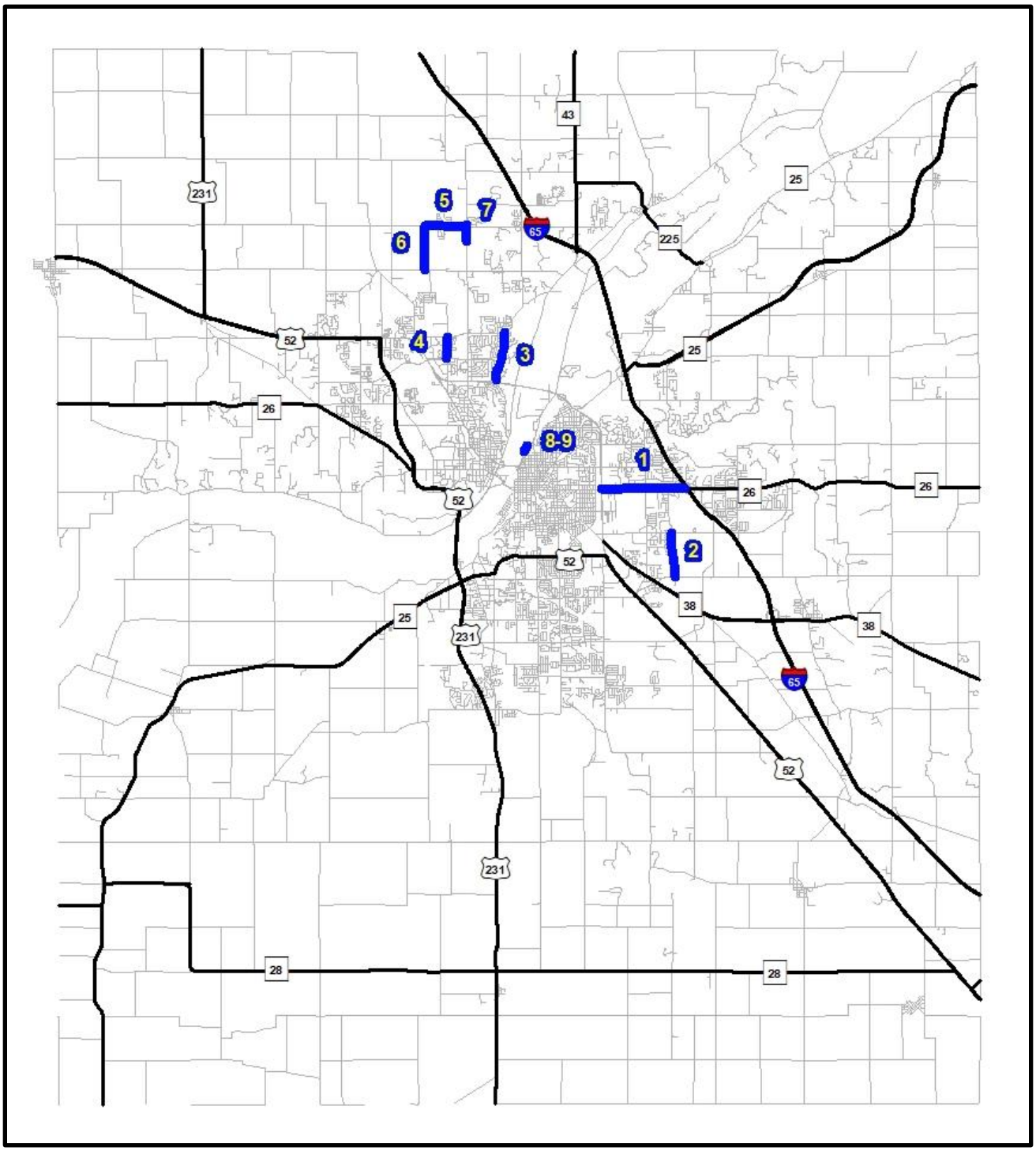


Table 6: Funded Indiana Department of Transportation Projects

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
1	**SR 25 & SR 28, Contract # R-42955, Lead Des # 2000390**						P.M.: Bridge Condition
	SR 25, Des # 2000412	PE					
	3.70 mi N of I-65	RW					
	Bridge Thin Deck Overlay	CN	STBG	154,400	38,600	193,000	2024
	SR 28, Des # 1800670	PE					
	Over Little Wea Creek	RW					
	Bridge Deck Overlay	CN	STBG	163,294	40,823	204,117	2024
	Contract Total Cost (includes costs prior to SFY 2024)			*461,551*			
2	**SR 26, Contract # R-41617, Des # 1800215**						P.M.: Safety
	at CR 900E	PE					
	New Signal Installation	RW	STBG	36,000	9,000	45,000	2024
		CN	STBG	732,000	183,000	915,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*1,179,211*			
3	**SR 26, Contract # R-42243, Des # 1900333**						P.M.: Bridge Condition
	Bridge over Goose Creek	RW					
	New Bridge Construction	RW					
		CN	STBG	4,250,400	1,062,600	5,313,000	2024
	Contract Total Cost (includes costs prior to SFY 2024)			*5,012,326*			
4	**SR 26, Contract # R-44397, Des # 2200569**						P.M.: Bridge Condition
	Bridge over S. Fork Wildcat Creek	PE					
	Bridge Thin Deck Overlay	RW					
		CN	NHPP	366,400	91,600	458,000	2027
	Contract Total Cost (includes costs prior to SFY 2024)			*508,217*			
5	**SR 26, Contract # T-44819, Des # 2300086**						P.M.: Safety
	at McCarty Lane	PE	HSIP	90,000	10,000	100,000	2024
	New Signal Installation	RW					
		CN	HSIP	180,000	20,000	200,000	2025
	Contract Total Cost (includes costs prior to SFY 2024)			*300,000*			
6	**SR 28, Contract # R-44386, Des # 2101796**						P.M.: Pavement Condition
	3.82 mi E of SR 25 East Junction	PE					
	Drainage Ditch Correction	RW	STBG	100,000	25,000	125,000	2026
		CN	STBG	20,000	5,000	25,000	2026
		CN	STBG	396,000	99,000	495,000	2027
	Contract Total Cost (includes costs prior to SFY 2024)			*745,305*			

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
7	**SR 38, Contract # B-42148, Lead Des # 1701561**						P.M.: Pavement Condition
	Bridges over Elliott Ditch	PE					
	WB bridge, Des # 1701561	RW					
	EB bridge, Des # 1701562	CN	NHPP	1,160,273	290,068	1,450,341	2024
	Bridge Deck Overlay						
	Contract Total Cost (includes costs prior to SFY 2024)			*1,567,555*			
8	**SR 38, Contract # B-42951, Des # 2000519**						P.M.: Safety
	South Fork Wildcat Creek	PE					
	Scour Protection (Erosion)	RW					
	P.M.: Safety	CN	STBG	395,200	98,800	494,000	2024
	Contract Total Cost (includes costs prior to SFY 2024)			*664,355*			
9	**US 52 & I-65, Contract # B-43441, Lead Des # 2002033**						P.M.: Bridge Condition
	US 52, Des # 2002033	PE					
	Bridge over NS Railroad	RW					
	Bridge Deck Overlay	CN	STBG	966,000	215,000	1,181,000	2025
	I-65, Des # 2001743	PE					
	SB Bridge over NS Railroad	RW					
	Bridge Deck Overlay	CN	NHPP	827,100	91,900	919,000	2025
	I-65, Des # 2002107	PE					
	NB Bridge over NS Railroad	RW					
	Bridge Deck Overlay	CN	NHPP	821,100	91,200	912,000	2025
	I-65, Des # 2002108	PE					
	NB Bridge over SR 38	RW					
	Bridge Deck Overlay	CN	NHPP	942,300	104,700	1,047,000	2025
	I-65, Des # 2002109	PE					
	SB Bridge over SR 38	RW					
	Bridge Deck Overlay	CN	NHPP	942,300	104,700	1,047,000	2025
	I-65, Des # 2002110	PE					
	NB Bridge over SR 26	RW					
	Bridge Deck Overlay	CN	NHPP	321,300	35,700	357,000	2025
	I-65, Des # 2002111	PE					
	SB Bridge over SR 26	RW					
	Bridge Deck Overlay	CN	NHPP	321,200	35,700	357,000	2025
	I-65, Des # 2002112	PE					
	NB Bridge over Wildcat Creek	RW					
	Bridge Thin Deck Overlay	CN	NHPP	502,200	55,800	558,000	2025

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
9	**US 52 & I-65, Contract # B-43441, Lead Des # 2002033, continued**						
	I-65, Des # 2002113	PE					
	SB Bridge over Wildcat Creek	RW					
	Bridge Thin Deck Overlay	CN	NHPP	502,200	55,800	558,000	2025
	Contract Total Cost (includes costs prior to SFY 2024)			*9,182,201*			
10	**US 52, Contract # B-43441, Des # 2002042**						P.M.: Bridge Condition
	Bridge over Gaylord Branch	PE					
	Replace Superstructure	RW					
		CN	STBG	816,000	204,000	1,020,000	2025
	Contract Total Cost (includes costs prior to SFY 2024)			*1,189,533*			
11	**US 52, Contract # B-43450, Lead Des #2002143**						P.M.: Bridge Condition
	Bridges over Wabash River	PE					
	Bridge Thin Deck Overlay	RW					
	WB Bridge: Des # 2002143	CN	NHPP	2,320,000	580,000	2,900,000	2025
	EB Bridge: Des #2002144						
	Contract Total Cost (includes costs prior to SFY 2024)			*2,900,000*			
12	**US 52, Contract # T-42602, Des #2002394**						P.M.: System Performance
	CR 400S to CR 700S (Clinton Co)	PE	STBG	4,000	1,000	5,000	2024
	Auxiliary Lanes	RW					
		CN	STBG	1,380,800	345,200	1,726,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*1,735,860*			
13	**US 52, Contract # R-44116, Des # 2101617**						P.M.: Bridge Condition
	1.74 miles east of US 52/231	PE					
	Small Structures & Drain CN	RW					
		CN	STBG	401,600	100,400	502,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*653,470*			
14	**US 52, Contract # R-44722, Des # 2201174**						P.M.: System Performance
	5.17 to 5.42 miles north of SR 25	PE					
	Other Project Type	RW					
		CN	STBG	400,000	100,000	500,000	2024
	Contract Total Cost (includes costs prior to SFY 2024)			*500,000*			
15	**US 52, Contract # T-44382, Des # 2200795**						P.M.: Pavement Condition
	From SR 352 to US 231 W Junction	PE					
	HMA Overlay Minor Structural	RW	STBG	240,000	60,000	300,000	2026
		CN	STBG	120,000	30,000	150,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*28,013,000*			

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
16	**US 52, Contract # B-44428, Des # 2200993**						P.M.: Bridge Condition
	WB bridge over Wabash River	PE					
	Superstructure Repair/Rehab	RW					
		CN	STBG	242,400	60,600	303,000	2024
	Contract Total Cost (includes costs prior to SFY 2024)			*352,662*			
17	**SR 225, Contract # B-43431, Des # 2002077**						P.M.: Bridge Condition
	0.6 mi N of SR 25	PE					
	Truss Rehabilitation or Repair	RW	STBG	32,000	8,000	40,000	2024
		CN	STBG	3,995,200	998,800	4,994,000	2025
	Contract Total Cost (includes costs prior to SFY 2024)			*352,662*			
18	**I-65, Contract # R-42039, Des # 1900647**						P.M.: Pavement Condition
	At SR 38 Interchange	PE					
	Concrete Pavement Restoration	RW					
		CN	NHPP	2,898,234	322,026	3,220,260	2024
	Contract Total Cost (includes costs prior to SFY 2024)			*3,236,164*			
19	**I-65, Contract # R-43447, Des # 2001932**						P.M.: Safety
	CR 680S over Ditch	PE					
	Small Structure Pipe Lining	RW	NHPP	108,000	12,000	120,000	2024
		RW	NHPP	27,000	3,000	30,000	2025
		CN	NHPP	13,500	1,500	15,000	2024
		CN	NHPP	1,738,800	193,200	1,932,000	2025
	Contract Total Cost (includes costs prior to SFY 2024)			*2,097,000*			
20	**I-65, Contract # B-43680, Lead Des # 2100720**						P.M.: Bridge Condition
	I-65, Des # 2100720	PE					
	CR 600N bridge over I-65	RW					
	Bridge Thin Deck Overlay	CN	NHPP	274,500	30,500	305,000	2026
	I-65, Des # 2100678	PE					
	CR 900E bridge over I-65	RW					
	Bridge Thin Deck Overlay	CN	NHPP	167,400	18,600	186,000	2026
	I-65, Des # 2100719	PE					
	Swisher Road bridge over I-65	RW					
	Bridge Thin Deck Overlay	CN	NHPP	225,000	25,000	250,000	2026
	I-65, Des # 2101091	PE					
	East County Line Road over I-65	RW					
	Bridge Thin Deck Overlay	CN	NHPP	146,700	16,300	163,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*1,095,400*			

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
21	**I-65, Des # 2101774 & Contract # R-44356**						P.M.: Safety
	at SR 43 and SR 38	CN	NHPP	182,029	20,225	202,254	2024
	Wrong Way Ramp Entrance Int.						
	Contract Total Cost (includes costs prior to SFY 2024)			*231,286*			
22	**Institutional Road Maintenance, Contract # R-44226, Des # 2200164**						P.M.: Pavement Condition
	Indiana Veterans Home						
	DNR/INST Construction	CN	STBG	0	100,000	100,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*100,000*			
23	**CR 550S & Wabash Avenue, Contract # R-44226, Des # 2000835**						P.M.: Safety
	CSX Railroad						
	Railroad Crossing Protection	CN	SAFETY	1,100,000	0	1,100,000	2025
	Contract Total Cost (includes costs prior to SFY 2024)			*1,100,000*			
24	**Various Locations, Contract # T-44387, Des # 2200001**						P.M.: Safety
	Within Crawfordsville District	PE					
	Signing Installation / Repair	RW					
		CN	STBG	452,000	113,000	565,000	2027
	Contract Total Cost (includes costs prior to SFY 2024)			*565,000*			
25	**Various Statewide Locations, Des # 1801113 (FY 2024); Des # 2002554 (FY 2025); & Des # 2002952 (FY 2026)**						P.M.: System Performance
	ITS Program Contracted Service	CN	STBG	720,000	80,000	800,000	2024
	Software License, Statewide ATMS	CN	STBG	720,000	80,000	800,000	2025
		CN	STBG	720,000	80,000	800,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*2,400,000*			
26	**Various Statewide Locations, Des # 1801115 (FY 2024); Des # 2002555 (FY 2025) & Des # 202953 (FY 2026)**						P.M.: System Performance
	ITS Program Contracted Service	CN	STBG	1,620,000	180,000	1,800,000	2024
	TMC Dispatcher Operations	CN	STBG	1,350,000	150,000	1,500,000	2025
		CN	STBG	1,350,000	150,000	1,500,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*4,800,000*			
27	**Various Statewide Locations, Des # 1801117 (FY 2024): Des # 2002556 ((FY 2025) & Des # 2002955 (FY 2026)**						P.M.: System Performance
	ITS Program Contracted Services	CN	STBG	400,000	100,000	500,000	2024
	O&M fee for C.A.R.S.	CN	STBG	400,000	100,000	500,000	2025
		CN	STBG	400,000	100,000	500,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*1,500,000*			

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
28	**Various Statewide Locations, Des # 1801118 (FY 2024); Des # 2002557 (FY 2025) & Des # 2002956 (FY 2026)**					P.M.: System Performance	
	ITS Operations & Maintenance	CN	STBG	450,000	50,000	500,000	2024
	INRIX Traffic Data	CN	STBG	450,000	50,000	500,000	2025
		CN	STBG	450,000	50,000	500,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*1,500,000*			
29	**Various Statewide Locations, Des # 1801233 (FY 2024); Des # 2101121 (FY 2025) & Des # 2201180 (FY 2026)**					P.M.: System Performance	
	ITS Program Equipment	CN	STBG	280,000	70,000	350,000	2024
	ITS Field Device Cell Hardware	CN	STBG	280,000	70,000	350,000	2025
		CN	STBG	280,000	70,000	350,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*1,050,000*			
30	**Various Statewide Locations, Des # 1801227 (FY 2024); Des # 2101120 (FY 2025) & Des # 2201179 (FY 2026)**					P.M.: System Performance	
	ITS Operations & Maintenance	PE	STBG	1,000,000	250,000	1,250,000	2024
	Cell Service for Communications	PE	STBG	1,000,000	250,000	1,250,000	2025
		PE	STBG	1,000,000	250,000	1,250,000	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*3,750,000*			
31	**Various Statewide Locations, Des # 2201205**					P.M.: System Performance	
	Other Type Project (Miscellaneous) Purchase Contract for NEPA Support	PE	STBG	100,000	25,000	125,000	2024
	Contract Total Cost (includes costs prior to SFY 2024)			*125,000*			
32	**Various Statewide Locations, Des # 2300274 (FY 2024); Des # 2300274 (FY 2025) & Des #2300274 (FY 2026)**					P.M.: Emissions Reduction	
	Other Type Project (Miscellaneous)	CN	STBG	16,972,536	4,243,134	21,215,670	2024
	Electric Vehicle Charging	CN	STBG	16,972,550	4,243,137	21,215,687	2025
	Infrastructure throughout State	CN	STBG	16,972,586	4,243,146	21,215,731	2026
	Contract Total Cost (includes costs prior to SFY 2024)			*99,650,738*			
			Total	95,362,303	20,991,759	116,354,062	

Figure 3: Location of Funded INDOT Projects

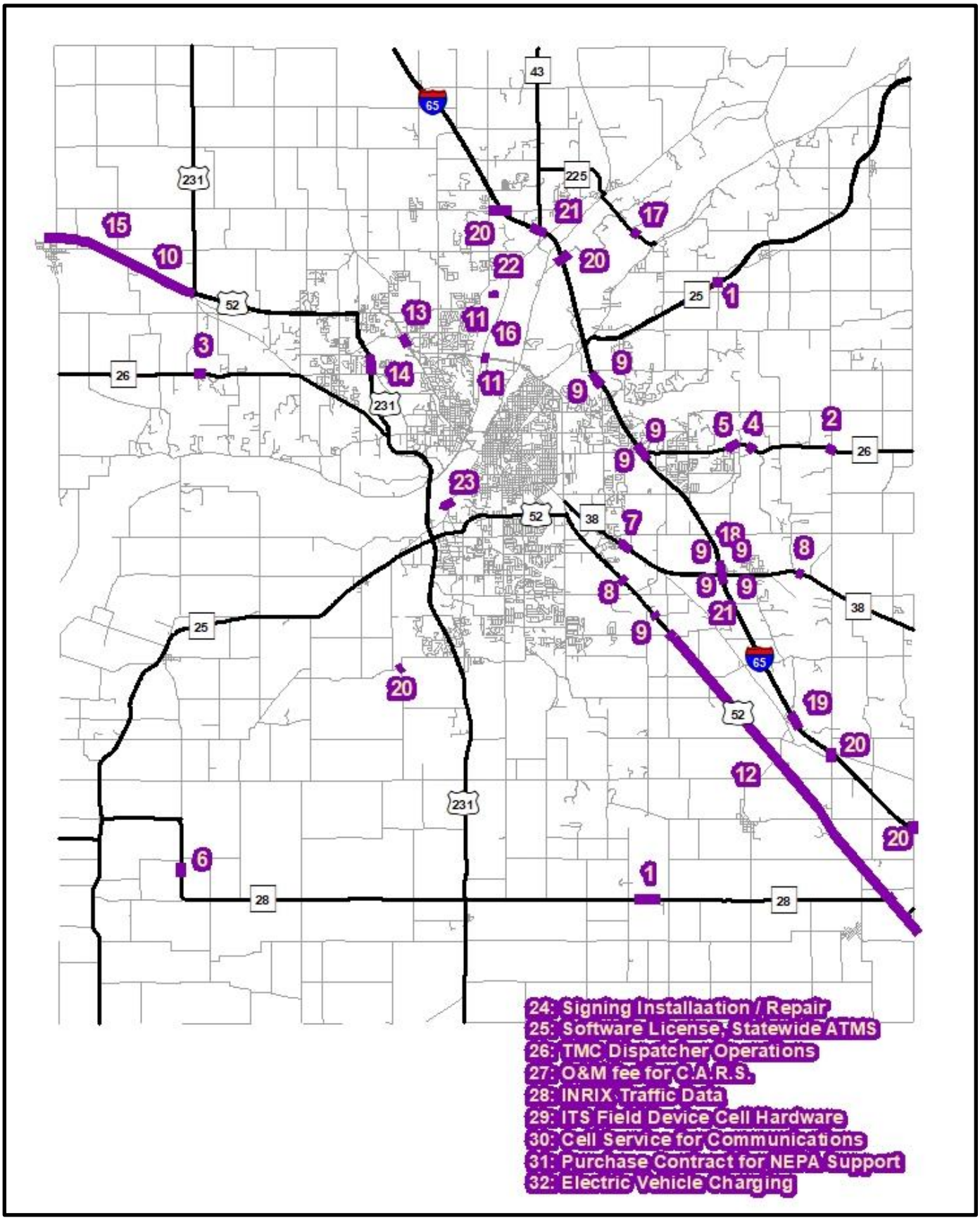
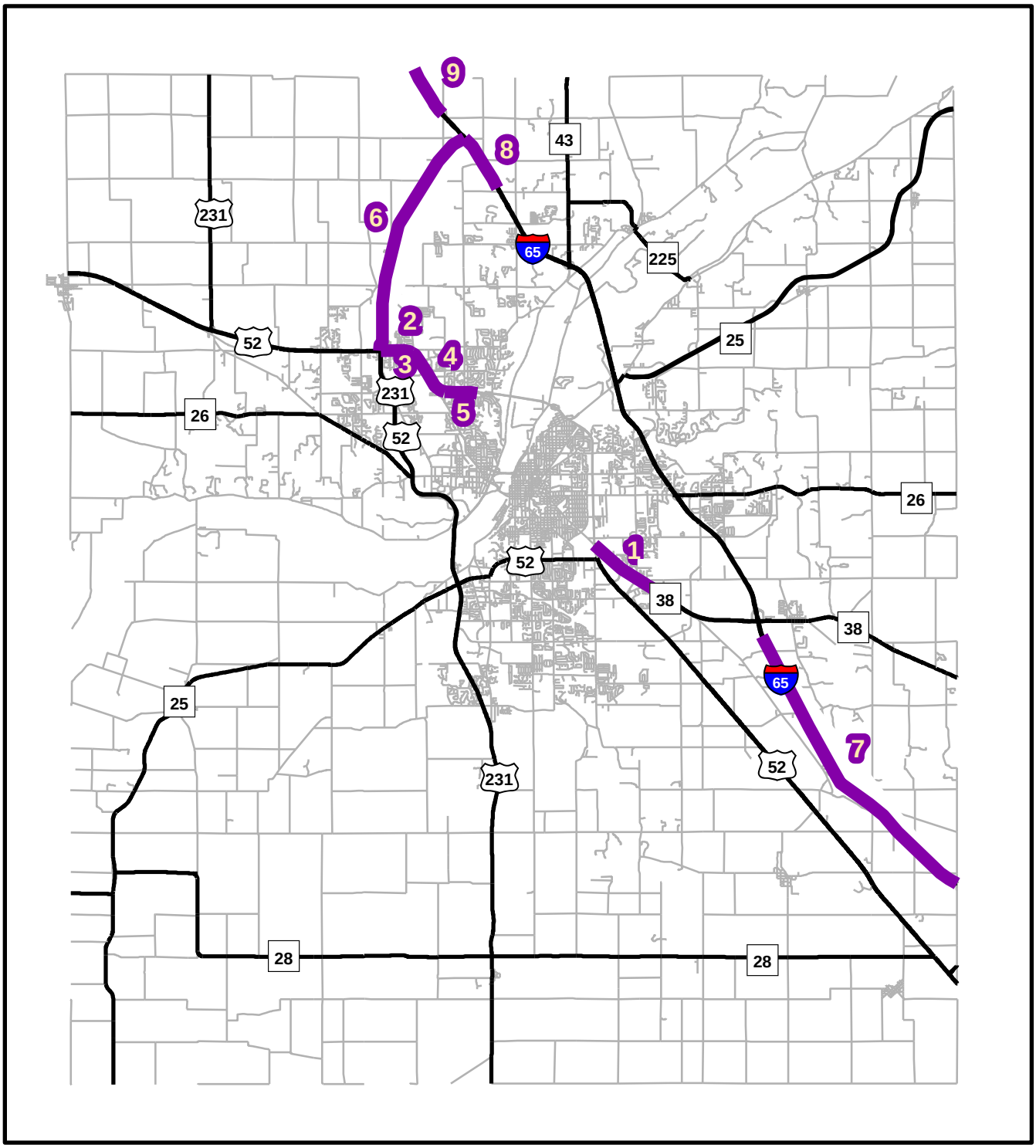


Table 7: Identified Unmet Needs/Improvements on INDOT Roads that are a High Priority to the Community and Recommended by the MPO*

	Road	Location & Description	Project Status
1	**SR 38**	Sidewalk Construction, Sagamore Parkway to Park East Blvd	----
2	**US 52**	Sidewalk Construction, Klondike Road to Morehouse Road	---
3	**Special US 52**	Rural to Urban Design, Klondike Rd to Morehouse Rd	----
4	**Special US 52**	Rural to Urban Design, Morehouse Rd to Yeager Rd	----
5	**Special US 52**	Per US 52 Corridor Study, Yeager Rd to Nighthawk Dr	----
6	**Northern Connector**	New Road Construction, US 52 to I-65	----
7	**I-65**	Six Lane Widening, E. County Line to SR 38	----
8	**I-65**	Six Lane Widening, CR 725N to Proposed Northern Connector	----
9	**I-65**	Windbreak Project	----

*Note: The MPO recommends that INDOT consider further analysis of the unmet need/improvement for a northern connector road from US 52 to I-65.

Figure 4: Location of Unfunded INDOT Projects Recommended by MPO
(for informational purposes only)



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. It must demonstrate how projects are implemented within budget and identify 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 six types of federal funds within the urban area. STBG, Highway Safety Improvement Program (HSIP), Section 164, Transportation Alternatives (TA), Carbon Reduction (CR) and Promoting Resilient Operation for Transformative, Efficient and Cost-Savings Transportation (PROTECT) 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 requests are capped at the requested amount. If a project needs additional federal funding, the TIP can either be amended (if there are still federal funds available), unused funds from another project can be transferred or the jurisdiction 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 MPO planning area which encompasses nearly all of Tippecanoe 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 $4,189,095 for FY 2024, $4,270,432 for FY 2025, and $4,353,402 for FY 2026. The estimates for FY 2027 and 2028 are to be the same amount as the 2026 estimate. 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.

Due to increasing project costs, several local projects in this TIP were split into multiple construction phases. While this solution helps, several projects still needed additional federal funds. To address this need, and keep the TIP fiscally constrained, the APC employs an INDOT allowed practice which involves trading federal funds with another MPO. This practice has been utilized in previous TIPs.

In Tables 8, 9, 11, 12, 30 and 33, there are federal funds shown as either "Borrowed" or "Trade For." This indicates when the APC will be swapping federal funds with another MPO.

"Borrowed" indicates the year and amount of federal funds needed from another MPO and "Trade For" indicates when these funds will be repaid to the other MPO.

An example of a trade can be found in Tables 8, 9 and 30. Additional federal funds are needed in FY 2025, Table 9. At the top of the table are two lines that state "Borrowed from FY 2024." These federal funds are from another MPO. Those federal funds are repaid in FY 2024, which is shown in Tables 8 and 30. The repayment is shown in the bottom portion of the table and is titled "Trade for FY 2025 Funds." Thus, we will be giving a portion of our FY 2024 federal funds to another MPO in exchange for their FY 2025 federal funds.

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 in FY 2019 federal funds from the Area Plan Commission in exchange for the same amount from the Evansville MPO in FY 2025.

The Area Plan Commission also borrowed $1,220,000 in STBG funds from the NIRPC MPO to construct Tippecanoe County's Yeager Road project. These funds will be repaid in FY 2024.
The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 18, 2023. **Tables 8** through **12** show those projects that were chosen along with the amount of federal funds allocated to each project. Each table shows a zero balance in STBG funds, demonstrating that this TIP is fiscally constrained. This TIP complies with INDOT's and FHWA's policies.

Table 8: STBG Funding, Fiscal Year 2024

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,189,095**
		Total	**4,189,095**
Repaid back to NIRPC	---	---	1,220,000
Morehouse Road ph. 1	CN	2101125	1,200,413
South 9th Street	RW	1900482	320,000
Trade for FY 2025 Funds	---	---	1,448,682
		Total	**4,189,095**
		Balance	**0**

Table 9: STBG Funding, Fiscal Year 2025

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,270,432**
		From Evansville Trade	**616,477**
		Borrowed from FY 2024 (STBG)	**1,448,682**
		Borrowed from FY 2024 (Flexed HSIP)	**203,776**
		Flexed HSIP	**188,776**
		Total	**6,728,143**
Morehouse Road ph. 2	CN	1401280	5,697,303
Soldiers Home Road ph. 1	RW	1401291	256,536
Soldiers home Road ph. 2	RW	2201256	774,304
		Total	**6,728,143**
		Balance	**0**

Table 10: STBG Funding, Fiscal Year 2026

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,353,402**
		Total	**4,353,402**
South 9th Street	CN	1900482	3,897,402
Soldiers Home Road ph. 2	RW	2201256	456,000
		Total	**4,353,402**
		Balance	**0**

Table 11: STBG Funding, Fiscal Year 2027

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,353,402**
		Total	**4,353,402**
Big 4 Trail	CN	---	1,692,378
Trade for FY 2028 Funds	---	---	2,661,024
		Total	**4,353,402**
		Balance	**0**

Table 12: STBG Funding, Fiscal Year 2028, *Informational Purposes Only*

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,353,402**
		Borrowed from FY 2027 (STBG)	**2,661,024**
		Total	**7,014,426**
Soldiers Home Road ph. 1	CN	1401291	6,185,946
Soldiers Home Rd ph. 1 RB	CN	2201253	828,480
		Total	**7,014,426**
		Balance	**0**

Non-Motorized Project Identification and Summary

In June of 2012, the Area Plan Commission adopted the ***2040 MTP***. It recommends that 10% of this community's Surface Transportation Program funds go to independent non-motorized projects that are not part of a larger road project. The policy was affirmed in the ***2050 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 $2,151,973 over the five fiscal years. **Table 13** shows the STBG amounts allocated to road projects and to non-motorized projects.

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

Fiscal Year	STBG Funds	Bike & Ped
2024	4,189,095	418,909
2025	4,270,432	427,043
2026	4,353,402	435,340
2027	4,353,402	435,340
2028	4,353,402	435,340
Total	***21,519,733***	***2,151,973***

The STBG financially constrained tables (**Tables 8-12**) include one independent non-motorized projects that will use our STBG funds, and the project involves constructing a portion of the Big 4 Trail in Lafayette.

Comparing the ten percent target amount to the amount allocated, we are close in meeting the target. The allocation equates to 7.9% of our five-year allocation. **Table 14** summaries the information.

Table 14: Non-Motorized Projects, Fiscal Years 2024 - 2028

Project	Phase	Des #	STBG Allocation	Fiscal Year
STBG Funds				
Big 4 Trail	CN	---	1,692,378	2027

It should be noted that Carbon Reduction and PROTECT funding are new funding categories and these funds came from the STBG program. If these funds are included in the ten percent calculation and compared to the Big 4 Trail allocation, the percentage increases to 9.5%.

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 six 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, the North 9th Street bridge over the Wabash River, on CR 700W over the Flint Creek and on CR 510S also over the Flint Creek.

Carbon Reduction Funds

The purpose of the Carbon Reduction Program is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. The one pollutant targeted is carbon dioxide (CO2) emission from on-road highway sources. These funds can be used for public transportation projects such as bus rapid transit corridor or dedicated bus lanes, both on- and off- road trail facilities for pedestrians, bicyclists and other nonmotorized forms of transportation, a project for the deployment of infrastructure-based intelligent transportation systems, and certain improvements to improve traffic flow that do not involve construction of new capacity.

INDOT published a draft strategy report in December 2022. Three pathways that can help reduce emissions from on-road highway sources were identified: reduce total fuel consumption, switch to low/zero emission fuels, and reduce vehicle miles traveled. Additionally, INDOT and the Indiana MPOs identified five activity categories that can support carbon reduction: alternative fuels/energy efficiency, active modes, transportation demand management, technology solutions, and an unspecified category which includes projects or programs that can demonstrate a reduction of carbon emissions.

On January 18, 2023, The Technical Transportation Committee compared the local project scopes to the five activity categories and found that all local projects requesting federal funds are eligible for Carbon Reduction funds. Specifically, the projects have either an active mode component to it (sidewalk and/or trail) or have a technological solution. The following lists the projects that were allocated Carbon Reduction funds and the activity category each project scope supported.

Project	Scope Component	Activity Category
Morehouse Road ph. 1	Sidewalk & Trail	Active Mode
Morehouse Road ph. 2	Sidewalk & Trail	Active Mode
South 9th Street	Trail	Active Mode
Big 4 Trail	Trail	Active Mode
Soldiers Home Road ph.1	Sidewalk & Trail	Active Mode

Based on current information from INDOT, we have been directed to use an estimated $456,113 in Carbon Reduction funding for FY 2024, $465,235 in FY 2025 and $474,540 in FY 2026 through FY 2028. Detailed information can be found in **Appendix 3**.

The Technical Transportation Committee reviewed and financially constrained the LPA project requests and **Tables 15** through 1**9** show those projects that were chosen along with the amount of federal funds allocated to them over the five years. Each table shows a zero

balance, demonstrating that this TIP is fiscally constrained. This TIP complies with INDOT's and FHWA's policies.

Table 15: Carbon Reduction Funding, Fiscal Year 2024

Project	Phase	Des #	TA Allocation
Carbon Reduction Funds			**456,113**
Morehouse Road ph. 1	CN	2101125	456,113
		Total	**456,113**
		Balance	**0**

Table 16: Carbon Reduction Funding Fiscal Year 2025

Project	Phase	Des #	TA Allocation
Carbon Reduction Funds			**465,235**
Morehouse Road ph. 2	CN	1401280	465,235
		Total	**465,235**
		Balance	**0**

Table 17: Carbon Reduction Funding, Fiscal Year 2026

Project	Phase	Des #	TA Allocation
Carbon Reduction Funds			**474,540**
South 9th Street	CN	1900482	474,540
		Total	**474,540**
		Balance	**0**

Table 18: Carbon Reduction Funding, Fiscal Year 2027

Project	Phase	Des #	TA Allocation
Carbone Reduction Funds			**474,540**
Big 4 Trail	CN	---	474,540
		Total	**474,540**
		Balance	**0**

Table 19: Carbon Reduction Funding, Fiscal Year 2028
Informational Purposes Only

Project	Phase	Des #	TA Allocation
Carbon Reduction Funds			**474,540**
Soldiers Home Road ph. 1	CN	1401291	474,540
		Total	**474,540**
		Balance	**0**

PROTECT Funds

The purpose of this program is to help make surface transportation more resilient to natural hazards, including climate changes, seal level rise, flooding, extreme weather events, and other natural disasters. This is done through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. Resilience improvement activities must improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters. Eligible activities can include: resurfacing, restoration, rehabilitation, reconstruction, replacement, improvements or realignment of an existing transportation facility, incorporate natural infrastructure, upgrade an existing facility to meet or exceed a design standard adopted by the FHWA, strengthening system that remove rainwater from surface transportation facilities, relocating roadways in a base floodplain to high ground above projected flood elevations levels, lengthening or raising bridges to increase waterway openings, and increase the size and number of drainage structures.
On January 18, 2023, The Technical Transportation Committee compared the project scopes to the eligibility activities and found that all local projects requesting federal funds are eligible for PROTECT funds. The projects chosen supported the following activities:

- Strengthening system that remove rainwater from facilities,
- Upgrades to and installation of structural stormwater controls, and
- Evacuation routes

Morehouse Road between Sagamore Parkway and Mason Dixon Road is currently a rural road and drainage is handled through side ditches. There are locations where the topography is completely flat and rainwater ponds. Land uses in the corridor include businesses, a cemetery, and residential housing. Hadley Lake is located near the project's northern termini.

The reconstruction project involves rebuilding the road to an urban cross section and includes new stormwater drainage. This new drainage controls where the stormwater goes and reduces the impacts to adjacent land uses and especially Hadley Lake.

Morehouse Road is also a main north/south road in this part of the city and county. If an emergency would arise in the Purdue Research Park and/or the businesses along Sagamore Parkway, Morehouse Road would be used as an evacuation route.

South 9th Street is another rural road that is in the developed urban area and side ditches currently handle stormwater. The improvements planned for this project included new drainage structures that will direct stormwater. This is especially important because stormwater from the road flows into the Elliott Ditch during heavy rain events. The Elliott Ditch is at the low point in the project area.

While most of the land uses adjacent to the road improvements are residential homes, Amelia Earhart Elementary School is located at the northern end of the project. Central

Catholic Junior/Senior High School is located just to the north. If an emergency arises at either or both schools, South 9th Street is the evacuation route.

Soldiers Home Road is a mixture of urban and rural road design. Some locations have curbs and storm drains, but other locations utilize ditches to handle stormwater. The improvements include a new drainage system throughout the project area.

Located just north of the project is the Indiana Veterans' Home. If an evacuation is called for at the Home, Soldiers Home Road would be one of the evacuation routes.

The Big 4 Trail project involves constructing a new trail along South 9th and Kossuth Streets. It also includes improving five intersections. As part of the project, the reconstruction includes installing a new stormwater drain system. The current system along these two roads and at the intersections is old and there are a limited number of inlet drains. The new system upgrades the existing system.

Based on current information from INDOT, we have been directed to use an estimated $168,5820 in PROTECT funding for FY 2024, $172,197 in FY 2025 and $176,641 in FY 2026 through FY 2028. Detailed information can be found in **Appendix 3**.

Tables 20 through **34** show those projects that were chosen along with the amount of federal funds allocated to each project over the five-year period. 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

Table 20: PROTECT Funding, Fiscal Year 2024

Project	Phase	Des #	TA Allocation
PROTECT Funds			**168,820**
Morehouse Road ph. 1	CN	2101125	168,820
		Total	**168,820**
		Balance	**0**

Table 21: PROTECT Funding Fiscal Year 2025

Project	Phase	Des #	TA Allocation
PROTECT Funds			**172,197**
Morehouse Road ph. 2	CN	1401280	172,197
		Total	**172,197**
		Balance	**0**

Table 22: PROTECT Funding, Fiscal Year 2026

Project	Phase	Des #	TA Allocation
PROTECT Funds			**175,641**
South 9th Street	CN	1900482	175,641
		Total	**175,641**
		Balance	**0**

Table 23: PROTECT Funding, Fiscal Year 2027

Project	Phase	Des #	TA Allocation
PROTECT Funds			**175,641**
Big 4 Trail	CN	---	175,641
		Total	**175,641**
		Balance	**0**

Table 24: PROTECT Funding, Fiscal Year 2028, *Informational Purposes Only*

Project	Phase	Des #	TA Allocation
PROTECT Funds			
Soldiers Home Road ph. 1	CN	1401291	175,641
		Total	**175,641**
		Balance	**0**

Transportation Alternatives 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 goal is to help communities provide transportation choices.

The IIJA 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 Fixing America's Surface Transportation Act (FAST Act) under Transportation Enhancements, Recreational Trails, and Safe Routes to School are 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 $522,754 in TA funding for FY 2024, $533,209 in FY 2025 and $543,873 in FY 2026 through FY 2028. Detailed information can be found in **Appendix 3**.

All four projects, Morehouse Road, South 9th Street, Soldiers Home Road and the Big 4 Trail, are eligible for Transportation Alternative funds. The Morehouse Road, South 9th Street, and Soldiers Home Road projects include constructing new sidewalks and trails. The Big 4 Trail project involves construction on the first section of regional trail in Tippecanoe County. When fully constructed, the trail connects the cities and towns in Tippecanoe County to Indianapolis and to the other cities and towns that are in between.

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 18, 2023. **Tables 25** through **29** show the chosen projects along with the amount of federal funds allocated to each one. 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.

Table 25: Transportation Alternative Funding, Fiscal Year 2024

Project	Phase	Des #	TA Allocation
Transportation Alternative Funds			**522,754**
Morehouse Road ph. 1	CN	2101125	522,754
		Total	**522,754**
		Balance	**0**

Table 26: Transportation Alternative Funding Fiscal Year 2025

Project	Phase	Des #	TA Allocation
Transportation Alternative Funds			**533,209**
Morehouse Road ph. 2	CN	1401280	533,209
		Total	**533,209**
		Balance	**0**

Table 27: Transportation Alternative Funding, Fiscal Year 2026

Project	Phase	Des #	TA Allocation
Transportation Alternative Funds			**543,873**
South 9th Street	CN	1900482	543,873
		Total	**543,873**
		Balance	**0**

Table 28: Transportation Alternative Funding, Fiscal Year 2027

Project	Phase	Des #	TA Allocation
Transportation Alternative Funds			**543,873**
Big 4 Trail	CN	---	543,873
		Total	**543,873**
		Balance	**0**

Table 29: Transportation Alternative Funding, Fiscal Year 2028
Informational Purposes Only

Project	Phase	Des #	TA Allocation
Transportation Alternative Funds			**543,873**
Soldiers Home Road ph. 1	CN	1401291	543,832
		Total	**543,832**
		Balance	**0**

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 $751,244 for FY 2024, $$767,903 for FY 2025, and $784,895 for FY 2026. The estimates for FY 2027 and 2028 are to be the same amount as the 2026 estimate. Detailed information can be found in **Appendix 3**. Unlike STBG funds, the MPO can transfer up to 50% ($375,622, $383,952, and $392,448) of its HSIP funds to STBG funds.

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. They cannot be flexed to STBG funds. Our Penalty funding allocation is $179,027 in FY 2024, $182,609 in FY 2025, and $186,261 for FY 2026. These funds cannot be flexed to STBG funds.

Combining our HSIP allocation and Section 164 Penalty funds, we have $930,271 (FY 2024), $950,5122 (FY 2025) and $971,156 (FY 2026-2028) to allocate toward safety projects.

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 18, 2023. The Emergency Vehicle Preemption project scope is one of INDOT's 25 eligible systemic programmatic improvements. **Tables 30** through **34** show the project that was chosen along with the amount of federal funding. 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.

Table 30: Safety Funding, Fiscal Year 2024

Project	Phase	Des #	HSIP Allocation
HSIP/Penalty Funds			**930,271**
Trade Back to NIRPC	---		727,183
Trade for FY 2024 Funds (to STBG funds)			203,088
		Total	**930,271**
		Balance	**0**

Table 31: Safety Funding, Fiscal Year 2025

Project	Phase	Des #	HSIP Allocation
HSIP/Penalty Funds			**950,512**
Emergency Veh. Preemption	PE	---	183,000
Flex to STBG funds	---	---	188,776
		Total	**371,776**
		Balance	**578,736**

Table 32: Safety Funding, Fiscal Year 2026

Project	Phase	Des #	HSIP Allocation
HSIP/Penalty Funds			**971,156**
	Borrowed from FY 2027		**108,844**
			1,080,000
Emergency Veh. Preemption ph. 1	CN	---	1,080,000
		Total	**1,080,000**
		Balance	**0**

Table 33: Safety Funding, Fiscal Year 2027

Project	Phase	Des #	HSIP Allocation
HSIP/Penalty Funds			**971,156**
Trade for FY 2026 Funds			108,844
Emergency Veh. Preemption ph. 2	CN	---	750,000
		Total	**858,844**
		Balance	**112,312**

Table 34: Safety Funding, Fiscal Year 2028, *Informational Purposes Only*

Project	Phase	Des #	HSIP Allocation
HSIP/Penalty Funds			**971,156**
No Project Requests			0
		Total	**0**
		Balance	**971,156**

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 is one project in Tippecanoe County that will be using these funds. The CSX Railroad crossings at CR 550S and at Wabash Avenue will be improved. Constructed is anticipated to be in FY 2025.

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 2024 through FY 2028. A summary of these sources and amounts is shown in **Table 35** and **36**. The City of Lafayette anticipates using various local funds for its projects: Tax Increment Financing (TIF), Economic Development Income Tax (EDIT), and General Funds (GF). The City of West Lafayette anticipates using Tax Increment Financing (TIF) and Motor Vehicle Highway Account Funds (MVHA). The County anticipates using 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 35: Source of Local Funds for Funded Local Projects

Project	Anticipated Local funds
3rd and 4th Street	TIF
Big 4 Trail	EDIT & GF
Emergency Vehicle Preemption	EDIT, GF & TIF
McCarty Lane	EDIT, GF & TIF
Park East Extension	TIF
South 9th Street	TIF
Veterans Memorial Parkway	TIF
Cherry Lane Ext. Ph 2	MVHA
Cumberland Avenue	TIF
Soldiers Home Road	MVHA
Morehouse Road	LR&S, MVHA

Table 36: Amount of Local Funds for Funded Local Projects

Jurisdiction	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Lafayette	6,599,950	20,333	2,142,864	1,304,941	3,000,000
West Lafayette	445,361	607,710	1,514,000	0	6,102,120
Tippecanoe County	591,019	2,396,645	1,499,684	1,425,783	2,151,500
CityBus	20,487,117	15,687,422	12,384,331	12,601,790	12,808,523

INDOT Funding

INDOT uses a variety of federal and state funds for its road and bridge programs. **Table 37** summarizes that information by source and year. INDOT is responsible for fiscally constraining its project list.

Table 37: INDOT Project Expenditures by Fund and Year

FY 2024

Funding Type	Federal	State	Total
STBG	24,430,230	6,107,557	30,537,787
NHPP	7,152,036	955,819	8,107,855
HSIP	90,000	10,000	100,000
Total	**31,672,266**	**7,073,376**	**38,745,642**

FY 2025

Funding Type	Federal	State	Total
STBG	24,429,751	6,080,937	30,510,688
NHPP	11,785,300	1,631,700	13,417,000
HSIP	180,000	20,000	200,000
Pro 130	1,100,000	0	1,100,000
Total	**37,495,051**	**7,732,637**	**45,227,688**

FY 2026

Funding Type	Federal	State	Total
STBG	21,646,986	5,511,746	27,158,732
NHPP	3,333,600	370,400	3,704,000
Total	**24,980,586**	**5,882,146**	**30,862,732**

FY 2027

Funding Type	Federal	State	Total
STBG	848,000	212,000	1,060,000
NHPP	366,400	91,600	458,000
Total	**1,214,400**	**303,600**	**1,518,000**

FY 2028

Funding Type	Federal	State	Total
STBG	0	0	0
NHPP	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 2018 to 2021. Information for 2022 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 but with a few exceptions.

Comparing cash and investments at the beginning and end of the year, the ending balances are always positive even in the two years when the cities disbursements were more than receipts. Over the four-year period, the ending balances incrementally increased except for only one year for one LPA.

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 38

City of Lafayette
Operating and Maintenance History, 2018 - 2021

	2018	2019	2020	2021
Cash and Investments as of January 1				
Balance	**Not Shown**	**1,337,059.30**	**1,935,816.37**	**2,232,318.25**
Annual Information				
Receipts				
MVH	6,498,321.04	4,374,148.85	6,009,256.30	4,798,151.43
MVH Restricted	---	1,444,889.58	2,081,307.49	1,408,346.28
LRS	1,005,112.73	1,051,119.86	1,005,121.96	1,101,556.85
LH	921,540.31	---	---	'---
Other	0.00	896,839.24	974,258.72	995,583.08
Total	**8,424,974.08**	**7,768,997.35**	**10,069,944.47**	**8,303,637.64**
Disbursements				
MVH	6,230,046.79	4,567,684.31	5,499,062.51	4,791,003.04
MVH Restricted	---	1,444,889.58	2,688.658.04	1,002,147.94
LRS	1,072,679.83	632,735.86	605,724.81	1,027,889.88
Cum. Bridge	1,770,167.56	0.00	0.00	0.00
Other	426,016.71	902,598.59	979.997.23	1,012,409.55
Total	**9,498,910.89**	**7,547,908.34**	**9,773,442.59**	**7,833,450.41**
Total Receipts	8,424,974.08	7,768,997.35	10,069,944.47	8,303,637.64
Total Disbursements	9,498,910.89	7,547,908.34	9,773,442.59	7,833,450.42
Difference	**-1,073,936.81**	**219,089.19**	**296,501.88**	**470,187.23**
Cash and Investments as of December 31				
Balance	**Not Shown**	**1,561,907.66**	**2,118,130.14**	**2,702,505.48**

Table 39

City of West Lafayette
Operating and Maintenance History, 2018 - 2021

	2018	2019	2020	2021
Cash and Investments as of January 1				
Balance	**4,773,193.26**	**6,194,324.52**	**7,526,126.66**	**8,625,435.54**
Annual Information				
Receipts				
MVH	2,585,278.52	1,628,877.45	4,902,792.45	2,285,721.92
MVH Restricted	0.00	909,143.48	800,019.67	882,604.62
LRS	585,908.07	595,833.97	565,868.82	619,485.20
Other Funds	---	---	179,742.00	167,713.06
Total	**3,171,186.59**	**3,131,854.90**	**6,448,422.94**	**3,955,524.80**
Disbursements				
MVH	1,444,133.52	1,406,621.91	4,528,050.36	2,044,459.13
MVH Restricted	0.00	95,547.67	385,686.85	189,246.82
LRS	305,921.81	297,883.18	256,341.09	191,085.07
Other	---	---	179,742.00	2,922,066.74
Total	**1,750,055.33**	**1,800,052.76**	**5,349,820.30**	**5,346,857.76**
Total Receipts	3,171,186.59	3,131,854.90	6,448,422.94	3,955,524.80
Total Disbursements	1,750,055.33	1,800,052.76	5,349,820.30	5,346,857.76
Difference	**1,421,131.26**	**1,331,802.14**	**1,098,602.64**	**-1,391,332.96**
Cash and Investments as of December 31				
Balance	**6,194,324.52**	**7,526,126.66**	**8,624,729.30**	**7,234,102.58**

Table 40

Tippecanoe County
Operating and Maintenance History, 2018 - 2021

	2018	2019	2020	2021
Cash and Investments as of January 1				
Balance	**6,003,337.09**	**6,003,445.09**	**7,966,087.40**	**8,875,653.47**
Annual Information				
Receipts				
MVHs	5,969,983.04	2,881,965.97	2,676,039.24	2,953,380.25
MVH Restricted	0.00	2,865,275.80	3,197,391.23	3,343,375.70
LRS	1,497,922.16	1,595,159.09	1,550,662.68	1,610,504.11
Cum. Bridge	2,801,189.52	3,305,952.80	3,002,733.35	3,226,404.19
Other	3,555,768.32	---	7,076,998.14	6,461,546.65
Total	**13,824,863.04**	**10,648,353.66**	**17,503,824.64**	**17,595,210.90**
Disbursements				
MVH	4,818,470.80	2,511.088.90	2,462,361.71	2,726,785.69
MVH Restricted	0.00	2,563,293.16	3,043,852.01	1,644,015.93
LRS	1,020,854.41	1,023,534.58	1,310,801.93	1,313,297.34
Cum. Bridge	1,924,596.44	2,285,812.07	2,758,162.98	2,315,220.15
Other	3,824,298.73	---	4,500,497.71	4,584,608.08
Total	**11,588,220.38**	**8,383,728.71**	**14,075,676.34**	**12,583,927.19**
Total Receipts	13,824,863.04	10,648,353.66	17,503,824.64	17,595,210.90
Total Disbursements	11,588,220.38	8,383,728.71	14,075,676.34	12,583,927.19
Difference	**2,236,642.66**	**2,264,624.95**	**3,428,148.30**	**5,011,283.71**
Investments				
Cash and Investments as of December 31				
Balance	**8,239,979.75**	**8,268,070.04**	**8,826,869.95**	**12,027,682.47**

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 IIJA 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 12, 2022.

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 the projects involve reconstructing the road. The exception involves construction a new trail. All the reconstruction projects will be built 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. The project involves adding an emergency vehicle preemption system to Lafayette's and West Lafayette's traffic signal system. Signal preemption is listed as one of INDOT programmatic safety projects. A programmatic application must still be submitted to the INDOT/FTA Safety review committee for approval before federal funds can be officially used.

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 2022 through 2027 targets on December 21, 2022. Details of the most recent TAM plan can be found in the Performance Measure and Target Achievement chapter. The Safety Plan was adopted on October 26, 2022.

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 fixed routes buses over the next five years. Detailed project information by calendar year can be found on pages 70 through 81.

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 2050 MTP?
b) Is the project in the 2050 MTP financially constrained list?
c) Was the project previously programmed and is it advancing?
d) How far has the project advanced?
e) Does the project include sidewalks, bike lanes or trails?
f) Is the project complete street compliant?
g) Will the project be designed to meet ADA standards?
h) 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 18, 2023.

Project Selection Priority Review

The funding priorities in this TIP and the FY 2022 - 2026 TIP are 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.

New to the priority review are two projects. The City of Lafayette will use federal funds to construct a portion of the Big 4 Trail, and the two cities will use safety funds to implement an emergency vehicle preemption traffic signal system. Residual federal funds that were not allocated to the Morehouse Road, South 9th Street and Soldiers Home Road projects are being used for the new projects. Furthermore, programming the new projects did not alter the priorities of the three ongoing projects.

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. The Policy continues to be in effect with the adoption of the ***2050 MTP***.

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 new local road and trail projects seeking Group II Federal funds were reviewed. Projects that have already received federal funds were found compliant in previous TIP review.

The Technical Transportation Committee determined all the new projects were compliant.

The following projects were reviewed:

- City of Lafayette: Big 4 Trail
- City of West Lafayette: Yeager Road Ph. 5
- Tippecanoe County: Harrison Trail, CR 150W & CR 600N

The emergency vehicle preemption project was not included in the review. It does not involve constructing, reconstructing, widening, or converting roads from a rural to urban cross section, thus the policy is not applicable.

INDOT Projects

The Technical Transportation Committee identified unmet transportation needs and improvements that are located on various INDOT roads and identified them as a high priority. Currently, INDOT has not committed to funding them and the MPO is recommending INDOT start their development. All the unmet needs and improvements were identified in various Metropolitan Transportation Plans, Coordinated Human Services Transportation Plans, and individual studies conducted by both local agencies and INDOT. **Table 40** shows the recommended improvements.

Table 41: Recommended Unmet Needs/Improvements on INDOT Roads*

Road	Location	Description
Northern Corridor**	US 52 to I-65	New Road Construction
I-65	CR 725N to Northern Corridor	Six Lane Widening
I-65	SR 38 to SR 28	Six Lane Widening
I-65	CR 100W to US 24	Wind Break Planting
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
US 52	Klondike Road to Morehouse Road	Sidewalk Construction

*Note: The MPO recommends that INDOT consider further analysis of the unmet need/improvement for a northern connector road from US 52 to I-65.

**Note: Currently INDOT does not recognize the proposed Norther Corridor as a future INDOT road.

Federal Transportation Regulations require State DOT's to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. Details of this requirement, INDOT review and location identification can be found in **Appendix 17**.

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*** *(June 2022)* 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 chose to support the 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 2023 and are based on an anticipated five-year rolling average (2019-2023). To support progress towards approved highway safety targets, a total of $5.2 million has been programmed in the FY 2024-2028 TIP to improve highway safety. **Table 42** 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.

As permitted by regulation, INDOT revisited the four-year targets and submitted revised targets prior to the deadline.

Table 42: INDOT Performance Measures by the Number of Projects and Funding

		2021	2022 Targets	2023 Targets	TIP Support (FY 2024-2028)
Safety	Number of Fatalities	876.2	877.2	894.2	5 TIP Projects, $5.2 Million in funding
	Rate of Fatalities (per million VMT)	1.074	1.072	1.088	
	Number of serious injuries	3,295.5	3,307.6	3,348.1	
	Rate of serious injuries (per million VMT)	4.034	4.037	4.068	
	Number of non-motorized fatalities and serious injuries.	391.4	398.6	399.6	
		Baseline	2-Year Target	4-Year Target	
Pavement	Interstate System - % of pavements in Good condition	74%	60.0%	62.0%	5 TIP Projects, $5.1 Million in funding
	Interstate System - % of pavements in Poor condition	1%	1.0%	1.0%	
	Non-Interstate NHS System - % of pavements in Good conditions	58%	50.0%	48.0%	
	Non-Interstate NHS System - % of pavements in Poor condition	1%	1.5%	1.5%	
Bridge	% of NHS Bridges, by deck area in Good condition	50.0%	49.0%	47.5%	22 TIP Projects, $23.7 Million in funding
	% of NHS Bridges, by deck area in Poor condition	2.4%	3.0%	3.0%	
System Performance & Freight	Interstate System - % of person-miles traveled that are reliable Level of Travel time reliability (LOTTR)	93.8%	93.0%	93.5%	8 TIP Projects, $16.9 Million in funding
	Non-Interstate NHS - % of person-miles traveled at are reliable Level of Travel time reliability (LOTTR)	N/A	93.0%	93.5%	
	Interstate System – Level of truck travel time reliability (TTTR)	1.23	1.32	1.30	

The Area Plan Commission moved to support INDOT targets at the December 8, 2022, 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 $5.1 million and $23.7 million respectively has been programmed in the FY 2024-2028 TIP to improvement pavement and bridge conditions. **Table 42** 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. INDOT revisited the four-year targets and submitted revised targets prior to the 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 December 8, 2022 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 INDOT STIP. To support progress towards approved freight movement performance targets, a total of $16.9 million has been programmed in the FY 2024-2028 TIP to system performance. **Table 42** 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 8, 2022, and the adoption letter can be found in **Appendix 10**. The safety targets are as follows.

Safety Performance Measure	*Target*
• Number of Fatalities	894.2 or fewer
• Rate of Fatalities	1.088 or less
• Number of Serious Injuries	3,348.1 or fewer
• Rate of Serious Injuries per 100 million miles traveled	4.068 or less
• Number of Non-Motorists Fatalities and Serious Injuries	399.6 or fewer

Data for Tippecanoe County	*2022 Data*
• Number of Fatalities	12
• Number of Serious Injuries	89
• Number of Non-Motorists Fatalities	3
• Number of Non-Motorists Serious Injuries	8

Looking at the local projects for which federal funds are allocated to, the emergency vehicle preemption project specifically addresses safety. This system will reduce travel time to an event location and transport to hospital facilities.

The Morehouse Road, South 9th Street and Soldiers Home Road projects involve road reconstruction. Roundabouts will be constructed within the Morehouse Road and Soldiers Home Road project. The South 9th Street project improves a critical arterial due to the proximity of a fire station located at the southern point of the project.

All three local road projects as well as the Big 4 and Harrison Trail projects will improve the safety of pedestrians, bicyclists, and bus patrons with the construction of sidewalks and/or trails.

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 Public Transportation Agency Safety Plan (PTASP). 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 2022 through 2027 TAM on December 21, 2022. The Area Plan Commission adopted the TAM performance measures with adoption of the FY 2024-2028 TIP.

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

Performance Measure	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
Articulated Bus	60 %	50 %	50 %	50 %	50 %	50%
Bus (BU)	20 %	20 %	20 %	20 %	20 %	20%
Cutaway (CU)	17 %	10 %	10 %	10 %	10 %	10%

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

Performance Measure	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
Automobiles	40 %	25 %	25 %	25 %	25 %	25%

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

Performance Measure	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
Administration / Maintenance Facilities	0 %	10 %	10 %	10 %	10 %	10%
Passenger Facilities	0 %	10 %	10 %	10 %	10 %	10%

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

FTA's PTASP is an approach to detect and correct safety problems earlier, share and analyze data more effectively and measure safety performance more carefully. The rule became effective on July 19, 2019. The plan must be certified by the transit agency annually.

CityBus developed and adopted a PTASP with Safety Performance Targets (SPTs) on October 26, 2022. The Area Plan Commission adopted the SPT performance measures with adoption of the FY 2024-2028 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.

2050 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 IIIJA 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 2050 MTP.

The goals, objectives, and performance measures in the 2050 MTP address nine areas of importance to the community. The nine goals are as follows:

Goal 1: Improve Safety for All Users,
Goal 2: Enhance Transportation Options and Accessibility for All Users,
Goal 3: Improve, Expand, and Connect Sidewalks, Trails and Bike Lanes,
Goal 4: Improve Infrastructure Resilience,
Goal 5: Improve and Expand Transit Service,
Goal 6: Improve the Transportation Network to Promote Climate Sustainability,
Goal 7: Reduce Traffic Congestion
Goal 8: Improve Regional Infrastructure, and
Goal 9: Improve Delivery of Freight and Goods.

The 2050 MTP evaluates each proposed project to the nine goals by using a scoring matrix. If a proposed project meets an objective, it receives a point. The total number of points for all the objectives met are then added which produces an overall score. The overall score for each proposed project is shown in Table 61 in the MTP.

Goal 1: Improve Safety for All Users

As stated in the MTP, improving safety for all users will allow for a multimodal transportation network with low risk for everyone. To meet this goal, unsafe intersections will be redesigned, new infrastructure will be created for bicyclists, pedestrians and transit users and regulation and enforcement measures will be implemented.

Applicable Performance Measures under this Goal:

a) Crashes per million entering vehicles for intersections,
b) Number of added and repaired miles of ADA compliant trails and sidewalks,
c) Number of bus stops with safety and ADA amenities,
d) Number of pedestrian and bicyclist crashes, and
e) Number of crashes whose primary cause was speeding.

Project Review:

- Constructing the local federally aided projects (Morehouse Road, South 9th Street, and Soldiers Home Road) involve reconstructing the corresponding intersections with

several being rebuilt as roundabouts (Morehouse Road and Soldiers Home Road). When completed, the roads will have improved road geometrics, should be safer and thus reduce crashes.

- These same road projects as well as the trail projects (Big 4 and Harrison Trails) will include new sidewalks, trails and ramps and will be ADA compliant.
- Bus stops within the project areas will be improved.
- The local projects will include new signage, crossing improvements and non-motorized facilities.

Goal 2: Enhance Transportation Options and Accessibility for All Users

This performance measure aims to give transportation users options when making their trip. Achieving this goal will be done by adding sidewalk ramps where they are missing, eliminating sidewalk trip hazards, adding pedestrian crossing or similar measures to ensure safe road crossings, and making bus stops accessible for all users.

Applicable Performance Measure under this Goal:

a) Number of added and reconstructed sidewalks with ADA compliant ramps,
b) Number of miles of repaired and reconstructed sidewalks,
c) Number of crossings with pedestrian signals or similar regulatory measures, and
d) Number of bus stops with safety and ADA amenities.

Project Review:

- Constructing all the local federally added projects included reconstructing or constructing sidewalks and/or trails and ADA compliant ramps.
- These same projects will include updated and upgraded pedestrian signals and signage.
- Bus stops within the project area will be improved.

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

These types of improvements will allow people, by either walking or riding a bicycle, the ability to make longer trips; giving them the ability to travel to a greater number of destinations. This promotes an individuals' health and reduces their carbon footprint.

Applicable Performance Measures under this Goal:

a) Number of added miles of sidewalks along roads with a Thoroughfare Plan classification of major collector or higher,
b) Number of missing miles of trails identified in this plan,
c) Number of missing miles of sidewalks identified in this plan, and
d) Number of added miles of bicycle lanes identified in adopted plans.

Project Review:

- Constructing the local federally aided projects included constructing new sidewalks and trails. South 9th Street, Morehouse Road and Soldiers Home Road currently have very limited sidewalks and no trails.
- These projects as well as the Harrison and Big 4 Trail projects will reduce the miles of missing trails and sidewalks.

Goal 4: Improve Infrastructure Resilience
As stated in the **2050 MTP**, improving infrastructure resilience will ensure that the transportation network is able to function regardless of external circumstances. Emphasis is placed on maintaining current roads. Installing green infrastructure is also encouraged. The strategy behind the improvements is to avoid disruptions to transportation in the event of a natural or man-made disaster.

Applicable Performance Measures under this Goal:

a) Average pavement condition ratings,
b) Number of miles of added and reconstructed roads with green infrastructure that improves drainage, and
c) Number of missing miles and reconstructed deficient roads identified in the ring and spoke network map.

Project Review:

- Reconstructing Morehouse Road, South 9th Street and Soldiers Home Road brings their pavement rating to ten when construction is completed. This will increase the overall pavement ratings for the three local governments.
- Constructing all three projects improve the road conditions of the ring and spoke network.

Goal 5: Improve and Expand Transit Service.
Improving transit service through accessible bus stops, additional service either through more routes and/or service hours and increasing the number of shelters, are all important steps needed to meet this goal. A more robust transit system offers more options and allows users to travel to even more possible destination. It also makes the transition for those of us who normally uses a vehicle to a bus much easier.

This goal also includes improving non-vehicle intercity travel by adding passenger rail service.

Applicable Performance Measures under this Goal:

a) Number of bus stops with safety and ADA amenities,
b) Number of miles of bus routes,
c) Number of bus shelters,
d) Number of hours when buses are operating, and
e) Frequency of service to listed major cities.

Project Review:

- Bus stops are currently located within the areas where the three local road projects will occur. The projects provide an opportunity to increase bus stop safety, improve ADA amenities, and possibly add additional amenities such as shelters.

Goal 6: Improve the Transportation Network to Promote Climate Sustainability.
Improving the transportation network by incorporating various techniques will contribute to minimize the transportation sector's impact on the environment. Those techniques vary and include improved storm drainage, and planting street trees and other non-invasive

vegetation. Certain project types, specifically installing electric or hybrid refueling stations and preparing for autonomous vehicles, also promote climate sustainability.

Applicable Performance Measures under this Goal:

a) Number of street flooding events,
b) Number of miles of road with new tree and non-invasive vegetation planting that reduce carbon footprint,
c) Number of electric vehicle/hybrid vehicle refueling stations, and
d) Number of traffic signals that can connect to autonomous vehicles.

Project Review:

- The three local projects include improved drainage and will reduce the number of street flooding events. Morehouse Road and South 9th Street currently have open drainage ditches. Soldiers Home Road currently has curbing but no underground drainage piping and drain inlets.
- The three local projects are being designed to accommodate tree planting between the curb and sidewalk/trail.

Goal 7: Reduce Traffic Congestion on Roads.

Improving traffic flow can be done through various means including reconstructing existing roads and constructing new roads that provide critical connections between major road corridors. The focus on the road itself is not the only means to reduce congestions. Target improvements for other travel modes gives motorists options so they can leave their vehicle parked and walk, bike or use transit. Using these modes reduces the number of vehicles traveling and therefore reduces congestion.

Applicable Performance Measures under this Goal:

a) Number of miles of reconstructed roads; number of traffic signals added to the traffic management systems,
b) Number of missing miles of new roads identified in this plan,
c) Number of reconstructed roads with a Thoroughfare Plan classification of "major collector" or higher.
d) Number of added and repaired miles of ADA compliant trails, sidewalks and bicycle facilities; number of hours of transit service and microtransit service, and
e) Number of traffic signals that can connect to autonomous vehicles.

Project Review:

- All three local road projects will increase the mileage of reconstructed roads. Roundabouts will be constructed in the Morehouse Road and Soldiers Home Road projects.
- All three local projects are on roads classified as either a primary or secondary arterial.
- The projects will increase the miles of ADA compliant sidewalks and trails.

Goal 8: Improve Regional Infrastructure.

Not all trips taken are within our local cities and towns. There are trips that have destinations to surrounding communities or locations elsewhere in the state or the country. They can either

begin or end here or even pass through our community. Many of these trips are transporting various goods and commodities. This goal recognizes that need/demand.

Applicable Performance Measures under this Goal:

a) Number of additional Interstate miles in Tippecanoe County with six lanes,
b) Number of missing miles of new roads identified in this plan, and
c) Number of miles of new roads and reconstructed roads with a functional classification of "secondary arterial" or higher.

Project Review:

- The South 9th Street in the Thoroughfare Plan is classified as a primary arterial. Morehouse Road and Soldiers Home Road are classified as secondary arterial. Improvements to all three will increase the miles of reconstructed roads.

Goal 9: Improve Delivery of Freight and Goods.

Delivery of freight and goods are vitally important and need to be done in the shortest time possible. This can be accomplished through improving traffic flow, constructing new connecting road corridors, reducing traffic disruption, creating specific delivery locations, and making sure freight vehicles are accommodated when roads are reconstructed.
Road reconstruction needs to accommodate freight vehicles.

Applicable Performance Measures under this Goal:

a) Number of miles or reconstructed roads,
b) Number of missing miles of new roads identified in this plan,
c) Number of dedicated delivery zones,
d) Number of dedicated zones for ride sharing and food/package delivery,
e) Number of miles of reconstructed road with a Thoroughfare Plan classification of "major collector" or lower.

Project Review:

- The Morehouse Road, South 9th Street and Soldiers Home Road are reconstruction projects and when complete will increase the number of miles of reconstructed roads.

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 43** and **44**. Projected revenue (**Table 45**) from bus passes, local taxes, and state Public Mass Trans Funds (PMTF) in conjunction with federal assistance will mostly meet future operating and capital needs.

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 43**. Generally, CityBus has experienced an increase in federal funding over the past five years. A significant increase was seen in 2022 due to the passage of the IIJA.

Additionally, CityBus has received special federal funds, as shown in **Table 43**. 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. Except for 2019, CityBus met five of the six criteria every year. In 2019 they met four.

Table 43: Federal Funds Available to CityBus

CY Year	Total Apportionment	Percent Change	STIC funds
2018	$3,077,152		
2019	$3,560,147	15.7%	$1,047,645
2020	$3,937,650	10.6%	$1,372,289
2021	$3,954,466	0.4%	$1,380,267
2022	$6,004,917	51.9%	$2,687,632

Funding from the State's PMTF has fluctuated over the years, (**Table 44**) 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 44: CityBus Financial Condition
(Information is shown by Calendar Year)

	2018	2019	2020	2021	2022
Operating Expenses by Revenue Source					
Operating [1]	3,821,007	4,363,689	3,500,690	3,544,488	3,174,212
% Change		*12.4%*	*-24.7%*	*1.2%*	*-11.7%*
Local [2]	3,250,701	3,543,424	3,539,920	3,979,618	3,367,783
% Change		*8.3%*	*-0.1%*	*11.0%*	*-18.2%*
State (PMTF)	4,239,824	4,206,508	4,251,974	3,687,937	4,308,802
% Change		*-0.8%*	*1.1%*	*-15.3%*	*14.4%*
Federal	3,077,152	3,560,147	3,937,650	3,954,466	3,414,685
% Change		*13.6%*	*9.6%*	*0.4%*	*-15.8%*
Section 5309	0	0	0	0	0
Section 5310	0	0	391,038	178,988	314,000
Section 5316	0	0	0	0	0
Section 5339	0	0	0	0	0
Total Operating Expenses	14,388,684	15,673,768	15,621,272	15,345,497	14,579,482
% Change		*8.9%*	*-0.3%*	*-1.8%*	*-5.0%*
Capital Expenses by Revenue Source					
Local [3]	780,631	357,052	429,086	569,072	709,659
Federal	3,122,523	1,428.206	1,716,343	4,257,652	5,418,961
Total Capital Expenses	3,903,154	1,785,258	2,145,429	4,826,724	6,128,620

Source: Indiana Public Transportation Annual Report: 2018, 2019, 2020 & 2021
FY 2022-2026 Transportation Improvement Program
Greater Lafayette Public Transportation Corporation: 2022
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*

Funds received through fares, bus passes, tokens, and advertising (listed under operating revenues in **Table 44**) fluctuated over the past five year and have remained consistently over three million even with a decrease in ridership due to the COVID-19 pandemic.

Revenues generated from local taxes (listed under local revenue) have fluctuated too. 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 enough funding to continue operating the system through the next five years (**Table 45**). However, additional revenue will be needed in the later years to maintain current service and continue a robust bus replacement schedule. Operating costs are anticipated to increase every year. Projected revenues are anticipated to increase and should be more than sufficient to meet projected expenses. Comparing projected operating and capital costs to total projected revenue, **Table 45** clearly shows there will be adequate funds available. These projections include all local, state PMTF, and federal assistance funds. The table also shows that beginning in 2026 there will be a need for additional revenue.

With the passage of an extension to the IIJA, CityBus foresees that federal Section 5307 funds will remain constant with a slight increase. It is also anticipated that Section 5310 and 5339 funds will be requested.

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

	2023	2024	2025	2026	2027	2028
Projected Revenues						
Operating [1]	3,456,688	3,525,822	3,596,338	3,668,265	3,741,630	3,816,463
% Change		*2.0%*	*2.0%*	*2.0%*	*2.0%*	*2.0%*
Local [2]	4,000,000	4,080,000	4,161,600	4,244,832	4,329,729	4,416,323
% Change		*2.0%*	*2.0%*	*2.0%*	*2.0%*	*2.0%*
State (PMTF)	4,353,657	4,397,194	4,441,166	4,485,577	4,530,433	4,575,737
% Change		*1.0%*	*1.0%*	*1.0%*	*1.0%*	*1.0%*
Federal	6,000,000	6,120,000	6,242,400	6,367,248	6,494,593	6,624,485
Section 5307		*2.0%*	*2.0%*	*2.0%*	*2.0%*	*2.0%*
%Change						
Section 5310	300,000	300,000	300,000	300,000	300,000	300,000
Section 5339	0	1,300,000	0	1,400,000	0	1,500,000
Cares Act	3,662,658	0	0	0	0	0
Carry Over	8,679,117	10,006,016	6,824,111	2,188,805	-1,207,423	-4,672,371
Total	30,446,104	29,729,032	24,379,822	20,465,922	19,396,385	21,233,008
Projected Operating Costs						
	16,446,104	18,090,714	18,633,436	17,632,395	17,000,000	17,000,000
Projected Capital Costs						
	6,500,000	5,650,000	3,596,386	2,761,812	2,396,385	4,233,008
Projected Operating and Capital Costs [3]						
Total	22,946,104	23,740,714	22,229,822	20,394,207	19,396,385	21,233,008

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]: At the funding level identified, CityBus needs to reduce services and equipment replacement starting in 2025. Additional funding needed to support consistent service.

FY 2019 Section 5307 Capital Expenditure, Justification & Summary

7. Bus Replacement, $1,663,688 *LAF-24-101*

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.

9. Paratransit Bus Replacements, $859,996 *LAF-24-102*

CityBus is in the process of procuring six (6) CNG paratransit vehicles to replace the following paratransit vehicles: 2009 Ford 450 #425, 2015 Starcraft CND (#444-447), 2017 Starcraft CNG #448, and 2019 Elkhart CNG #449. These vehicles are being purchased through a combination of grants from different years. Due to delays in delivery and inflation, the cost per vehicle has increased and CityBus needs additional funds. This request covers the additional funds needed.

10. Facility Rehabilitation, $625,000 *LAF-24-103*

CityBus will use the funds to rehab/replace garage and do rehab projects for the administration/maintenance facility, including facility fixtures and furniture.

Table 46: Updated FY 2019 Section 5307 Capital Grant Projects

	Federal Share	Local Share	Total Cost
Bus Replacement	1,330,950	332,738	1,663,688
Paratransit Bus Replacement	687,997	171,999	859,996
Facility Rehabilitation	500,000	125,000	625,000
TOTAL	2,518,947	629,737	3,148,684

Note: The federal funds are from a balance of unobligated funds.

FY 2020 Section 5307 Capital Expenditure, Justification & Summary

4. Capital/Preventable Maintenance, $1,278,000 *LAF-24-105*

Replacement components and preventable maintenance costs including oil, parts, and labor costs.

7. Bus Replacement, $1,954,063 *LAF-24-104*

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, $1,280,000 *LAF-24-106*

FTA requires 1% of Section 5307 funds to be used for security-related transit enhancements. CityBus will acquire and update security cameras for vehicles and build and repair current cameras as needed. CityBus will run monthly safety programs and acquire needed safety equipment. Salary and fringe costs will be used for safety and training employees.

Table 47: Updated FY 2020 Section 5307 Capital Grant Projects

	Federal Share	Local Share	Total Cost
Bus Replacement	1,563,250	390,813	1,954,063
Capital/Preventable Maintenance	1,022,400	255,600	1,278,000
Facility Rehabilitation	1,024,000	256,000	1,280,000
TOTAL	3,609,650	902,413	4,512,063

Note: The federal funds are from a balance of unobligated funds and a funding trade with the MACOG MPO.

FY 2022 Section 5339 Capital Expenditure, Justification & Summary

1. Bus Replacement, $1,519,998 *LAF-24-106*

Due to the age and condition of several buses in the fleet, CityBus desires to purchase two (2) replacement full-sized buses. CityBus will replace the vehicles per the FTA guidelines outlined in FTA Circular 9030.1D. The buses being replaced are currently 12 years in age and is becoming increasingly too expensive to maintain. CityBus will replace two 2010 Gillig Hybrid buses, #1801 and #1802.

Table 48: FY 2022 Section 5339 Capital Grant Project

Description	Federal Source	Federal Share	Local Share	Total Cost
Full Size Bus Replacement	Sec. 5339	1,215,998	304,000	1,519,998

FY 2022 Section 5307 Capital Expenditure, Justification & Summary

1. Replacement Tires, $100,000 *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, $0 *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, $0 *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. Capital/Preventable Maintenance, $1,700,000 *LAF-22-005*

Replacement components and preventable maintenance costs including oil, parts and labor costs.

5. Computer Hardware and Software, $150,000 *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 Vehicles, $75,000 *LAF-22-007*

Replace support vehicle #129, a 2014 Ford Explorer, and purchase a new support vehicle to transport drivers down to the CityBus Center as they start and end their shifts. Often, there are no vehicles available during shift change and one is needed to transport drivers.

7. Bus Replacement, $2,000,000 *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, $100,000 *LAF-22-009*

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 and its buildings.

9. New Facility Location, $1,150,000 *LAF-24-108*

CityBus is looking to purchase land with or without current buildings, to construct a new upgraded facility. CityBus has outgrown its current facility and cannot purchase any land surrounding its current property.

10. Facility Rehabilitation, $981,146 *LAF-24-109*

CityBus will rehab/replace garage doors and maintenance rehab projects for the administration /maintenance facilities.

Table 49: Updated FY 2022 Section 5307 Capital Grant Project

	Federal Share	Local Share	Total Cost
Replacement Tires	80,000	20,000	100,000
Capital/Preventable Maintenance	1,360,000	340,000	1,700,000
Computer Hardware/Software	120,000	30,000	150,000
Support Vehicle	60,000	15,000	75,000
Bus Replacement	1,600,000	400,000	2,000,000
Security Cameras	80,000	20,000	100,000
New Facility Location	920,000	230,000	1,150,000
Facility Rehabilitation	784,917	196,229	981,146
Total	5,004,917	1,251,229	6,256,146

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

1. Replacement Tires, $150,000 *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.

2. Rebuild up to Five (5) Bus Engines, $0 *LAF-23-003*

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2023.

3. Rebuild up to Four (4) Bus Transmissions, $0 *LAF-23-004*

CityBus anticipates the need to rebuild up to five (5) transmission rebuilds. CityBus also plans for the replacement of the battery and drive for hybrid buses.

4. Capital/Preventable Maintenance, $1,980,000 *LAF-23-005*

Replacement components and preventable maintenance costs including oil, parts and labor costs.

5. Computer Hardware and Software, $100,000 *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, $100,000 *LAF-23-007*

Replaced two 2015 Dodge Caravans, vehicles #140 and #141. The support vehicles to be replace were purchased in 2015 and they will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

7. Bus Replacement, $5,000,000 *LAF-23-008*

Due to the age and condition of several buses in the fleet, CityBus plans to purchase up to five (5) 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 #1701, 1702, and 1708, and will replace 2010 buses #1803 and #1804.

8. Security Cameras for Vehicles, $100,000 *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 and maintain current security cameras.

9. Van Pool Program, $253,820 *LAF-24-110*

This project is to support the vanpool program, which will connect employees to their workplaces, and focuses on the needs of employers in the region who desire to attract and retain employees who live in the Greater Lafayette area.

Table 50: CY 2023 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	120,000	30,000	150,000
Engine Rebuilds	0	0	0
Transmission Rebuilds	0	0	0
Capital/Preventable Maintenance	1,584,000	396,000	1,980,000
Computer Hardware/Software	80,000	20,000	100,000
Support Vehicle	80,000	20,000	100,000
Bus Replacement	4,000,000	1,000,000	5,000,000
Security Cameras for Vehicles	80,000	20,000	100,000
Van Pool Program	203,056	50,764	253,820
TOTAL	6,147,056	1,536,764	7,683,820

Section 5310 Operating Expenditure, Justification & Summary for CY 2023

1. Travel Training, $53,000 *NEW*

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

2. Operating, Route 9th Street/Wabash Avenue, $247,000 *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. IN CY 2021 new service was added to these areas.

The new service allows persons, especially in the Wabash Avenue neighborhood, to get

to/from work, for medical appointments and grocery shopping. Providing bus service to the Wabash Avenue neighborhood was identified in the Coordinated Human Service Transit Plan (page 58). These federal funds will be used to support the service to the Wabash Avenue neighborhood.

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

1. Replacement Tires, $150,000 *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.

2. Rebuild at least Five (5) Bus Engines, $150,000 *LAF-24-003*

Due to age, CityBus anticipates the need to rebuild at least five (5) engines in 2024

3. Rebuild up to Five (5) Bus Transmissions, $150,000 *LAF-24-004*

CityBus anticipates the need to rebuild up to five (5) transmission rebuilds. CityBus also plans for the replacement of the battery and drive for hybrid buses.

4. Capital/Preventable Maintenance, $1,780,000 *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. Preventable maintenance costs include oil, parts and labor costs.

5. Computer Hardware and Software, $100,000 *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, $100,000 *LAF-24-007*

Replace the 2017 Subaru Forester and 2018 Ford F150 Supercab Truck Vehicle #142, and #143. The support vehicles to be replaced were purchased in 2017 and 2018. These vehicles will meeting the requirements of FTA Circular 9030.1E in terms of age for replacement.

7. Bus Replacement, $3,000,000 *LAF-24-008*

Due to the age and condition of several buses in the fleet, CityBus plans to purchase 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 13 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2011 and 2014 buses #1901, 1902, 1903, 3114 and 3214.

8. Security Cameras for Vehicles, $100,000 *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.

9. Facility Rehabilitation, $120,000 *LAF-24-200*

CityBus will use $120,000 to rehab/replace garage doors for the bus barn and maintenance buildings and to do smaller rehab projects for the administration/maintenance facilities.

Table 51: CY 2024 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	120,000	30,000	150,000
Engine Rebuilds	120,000	30,000	150,000
Transmission Rebuilds	120,000	30,000	150,000
Capital/Preventable Maintenance	1,424,000	356,000	1,780,000
Computer Hardware/Software	80,000	20,000	100,000
Support Vehicle	80,000	20,000	100,000
Bus Replacement	2,400,000	600,000	3,000,000
Security Cameras for Vehicles	80,000	20,000	100,000
Facility Rehabilitation	96,000	24,000	120,000
TOTAL	4,520,000	1,130,000	5,650,000

Section 5310 Capital Expenditure, Justification & Summary for CY 2024

1. Travel Training, $53,000 *NEW*

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

2. Operating, Route 9th Street/Wabash Avenue, $247,000 *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. IN CY 2021 new service was added to these areas.

The new service allows persons, especially in the Wabash Avenue neighborhood, to get to/from work, for medical appointments and grocery shopping. Providing bus service to the Wabash Avenue neighborhood was identified in the Coordinated Human Service Transit Plan (page 58). These federal funds will be used to support the service to the Wabash Avenue neighborhood.

Section 5339 Capital Expenditure, Justification & Summary for CY 2024

Bus Replacements, $1,300,000 *NEW*

The Federal Transit Administration's (FTA) Section 5339 funds are allocated through a nationwide competitive process. These funds target bus replacement/related equipment replacement and bus facility infrastructure improvements. Due to the age and condition of several buses in the fleet, CityBus plans to purchase new 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 13 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2010 buses #1801, and 1802.

Section 5307 Capital Expenditure, Justification & Summary for CY 2025

1. Replacement Tires, $150,000 *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.

2. Rebuild at least Five (5) Bus Engines, $150,000 *LAF-25-003*

Due to age, CityBus anticipates the need to rebuild at least five (5) engines in 2025

3. Rebuild at least (4) Bus Transmissions, $150,000 *LAF-25-004*

CityBus anticipates the need to rebuild at least 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 hybrid buses.

4. Capital/Preventable Maintenance, $1,810,600 *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. Preventable maintenance costs include oil, parts and labor costs.

5. Support Vehicle, $100,000 *LAF-25-007*

Replace the 2018 Ford Explorer and 2019 Dodge Grand Caravan Vehicle #144 and #145. The support vehicles to be replaced were purchased in 2018 and 2019. These vehicles will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

6. Bus Replacement, $1,015,786 *LAF-25-008*

Due to the age and condition of several buses in the fleet, CityBus plans to purchase 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 10 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2014 and 2015 buses #3314, 4003, 4004, 4005, 4006 and 4007.

7. Security Cameras for Vehicles, $100,000 *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.

8. Facility Rehabilitation, $120,000 *LAF-25-200*

CityBus will use $120,000 to rehab/replace garage doors for the bus barn and maintenance buildings and to do smaller rehab projects for the administration/maintenance facilities.

Table 52: CY 2025 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	120,000	30,000	150,000
Engine Rebuilds	120,000	30,000	150,000
Transmission Rebuilds	120,000	30,000	150,000
Capital/Preventable Maintenance	1,448,480	362,120	1,810,600
Support Vehicle	80,000	20,000	100,000
Bus Replacement	812,629	203,157	1,015,786
Security Cameras for Vehicles	80,000	20,000	100,000
Facility Rehabilitation	96,000	24,000	120,000
TOTAL	2,877,109	719,277	3,596,386

Section 5310 Operating Expenditure, Justification & Summary for CY 2025

1. Travel Training, $53,000 *NEW*

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

2. Operating, Route 9th Street/Wabash Avenue, $247,000 *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. In CY 2021 new service was added to these areas.

The new service allows persons, especially in the Wabash Avenue neighborhood, to get to/from work, for medical appointments and grocery shopping. Providing bus service to the Wabash Avenue neighborhood was identified in the Coordinated Human Service Transit Plan (page 58). These federal funds will be used to support the service to the Wabash Avenue neighborhood.

Section 5307 Capital Expenditure, Justification & Summary for CY 2026

1. Replacement Tires, $150,000 *LAF-26-002*

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.

2. Rebuild up to Five (5) Bus Engines, $200,000 *LAF-26-003*

Due to age, CityBus anticipates the need to rebuild up to five (5) engines in 2026.

3. Rebuild up to Four (4) Bus Transmissions, $150,000 *LAF-26-004*

CityBus anticipates the need to rebuild up to four (4) transmission rebuilds. CityBus also plans for the replacement of the battery and drive for hybrid buses.

4. Capital/Preventable Maintenance, $1,841,812 *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. Preventable maintenance costs include oil, parts and labor costs.

5. Computer Hardware and Software, $100,000 *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, $100,000 *LAF-26-007*

Replace the 2020 Dodge Ram Truck Vehicle #146. The support vehicles to be replaced were purchased in 2020. The vehicle will meet the requirements of FTA Circular 9030.1E in terms of age for replacement.

7. Security Cameras for Vehicles, $100,000 *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.

8. Facility Rehabilitation, $120,000 *LAF-26-200*

CityBus will use $120,000 to rehab/replace garage doors for the bus barn and maintenance buildings and to do smaller rehab projects for the administration/maintenance facilities.

Table 53: CY 2026 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	120,000	30,000	150,000
Engine Rebuilds	160,000	40,000	200,000
Transmission Rebuilds	120,000	30,000	150,000
Capital/Preventable Maintenance	1,473,450	368,362	1,841,812
Computer Hardware/Software	80,000	20,000	100,000

Support Vehicle		80,000	20,000	100,000
Security Cameras for Vehicles		80,000	20,000	100,000
Facility Rehabilitation		96,000	24,000	120,000
	TOTAL	2,209,450	552,362	2,761,812

Section 5310 Operating Expenditure, Justification & Summary for CY 2026

1. Travel Training, $53,000 *NEW*

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

2. Operating, Route 9th Street/Wabash Avenue, $247,000 *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. IN CY 2021 new service was added to these areas.

The new service allows persons, especially in the Wabash Avenue neighborhood, to get to/from work, for medical appointments and grocery shopping. Providing bus service to the Wabash Avenue neighborhood was identified in the Coordinated Human Service Transit Plan (page 58). These federal funds will be used to support the service to the Wabash Avenue neighborhood.

Section 5339 Capital Expenditure, Justification & Summary for CY 2026

1. Bus Replacements, $1,400,000 *NEW*

The Federal Transit Administration's (FTA) Section 5339 funds are allocated through a nationwide competitive process. These funds target bus replacement/related equipment replacement and bus facility infrastructure improvements. Due to the age and condition of several buses in the fleet, CityBus plans to purchase new 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 10 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2015 buses #4001 and 4002.

Section 5307 Capital Expenditure, Justification & Summary for CY 2027

1. Replacement Tires, $100,000 *LAF-27-002*

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.

2. Rebuild at least Five (5) Bus Engines, $100,000 *LAF-27-003*

Due to age, CityBus anticipates the need to rebuild at least five (5) engines in 2027

3. Rebuild at least Four (4) Bus Transmissions, $100,000 *LAF-27-004*

CityBus anticipates the need to rebuild at least four (4) transmission rebuilds. CityBus also plans for the replacement of the battery and drive for hybrid buses.

4. Capital/Preventable Maintenance, $1,888,649 *LAF-27-005*

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. Preventable maintenance costs include oil, parts and labor costs.

5. Support Vehicle, $100,000 *LAF-27-006*

To purchase a new support vehicle to transport drivers down to the City Bus Center as they are starting or ending their shift. Often times there is not a vehicle around for drivers to use to get to the City Bus Center so we need to add more support vehicles to our fleet.

6. Facility Rehabilitation, $107,736 *LAF-27-007*

CityBus will use $135,000 to rehab/replace garage doors for the bus barn and maintenance buildings and to do smaller rehab projects for the administration/maintenance facilities.

Table 54: CY 2027 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	80,000	20,000	100,000
Engine Rebuilds	80,000	20,000	100,000
Transmission Rebuilds	80,000	20,000	100,000
Capital/Preventable Maintenance	1,510,919	377,730	1,888,649
Support Vehicle	80,000	20,000	100,000
Facility Rehabilitation	86,189	21,547	107,736
TOTAL	1,917,108	479,277	2,396,385

Section 5310 Operating Expenditure, Justification & Summary for CY 2027

1. Travel Training, $53,000 *NEW*

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

2. Operating, Route 9th Street/Wabash Avenue, $247,000 *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. IN CY 2021 new service was added to these areas.

The new service allows persons, especially in the Wabash Avenue neighborhood, to get to/from work, for medical appointments and grocery shopping. Providing bus service to the Wabash Avenue neighborhood was identified in the Coordinated Human Service Transit Plan (page 58). These federal funds will be used to support the service to the Wabash Avenue neighborhood.

Section 5307 Capital Expenditure, Justification & Summary for CY 2028

1. Replacement Tires, $100,000 *LAF-28-002*

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.

2. Rebuild at least Five (5) Bus Engines, $100,000 *LAF-28-003*

Due to age, CityBus anticipates the need to rebuild at least five (5) engines in 2028.

3. Rebuild at least Four (4) Bus Transmissions, $100,000 *LAF-28-004*

CityBus anticipates the need to rebuild at least four (4) transmission rebuilds. CityBus also plans for the replacement of the battery and drive for hybrid buses.

4. Capital/Preventable Maintenance, $1,533,008 *LAF-28-005*

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. Preventable maintenance costs include oil, parts and labor costs.

5. Computer Hardware and Software, $100,000 *LAF-28-006*

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, $100,000 *LAF-28-007*

To purchase a new support vehicle to transport drivers down to the City Bus Center as they are starting or ending their shift. Often times there is not a vehicle around for drivers to use to get to the City Bus Center so we need to add more support vehicles to our fleet.

7. Bus Replacement, $2,000,000 *LAF-28-009*

Due to the age and condition of several buses in the fleet, CityBus plans to purchase 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 2018 buses #6001, 6002, 6003, 6004, 6005, 6006 and 6007.

8. Security Cameras for Vehicles, $100,000 *LAF-28-010*

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.

9. Facility Rehabilitation, $100,000 *LAF-28-011*

CityBus will use $135,000 to rehab/replace garage doors for the bus barn and maintenance buildings and to do smaller rehab projects for the administration/maintenance facilities.

Table 55: CY 2028 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	80,000	20,000	100,000
Engine Rebuilds	80,000	20,000	100,000
Transmission Rebuilds	80,000	20,000	100,000
Capital/Preventable Maintenance	1,226,406	306,602	1,533,008
Computer Hardware/Software	80,000	20,000	100,000
Support Vehicle	80,000	20,000	100,000
Bus Replacement	1,600,000	400,000	2,000,000
Security Cameras for Vehicles	80,000	20,000	100,000
Facility Rehabilitation	80,000	20,000	100,000
TOTAL	3,386,406	846,602	4,233,008

Section 5310 Operating Expenditure, Justification & Summary for CY 2028

1. Travel Training, $53,000 *NEW*

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

2. Operating, Route 9th Street/Wabash Avenue, $247,000 *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. IN CY 2021 new service was added to these areas.

The new service allows persons, especially in the Wabash Avenue neighborhood, to get to/from work, for medical appointments and grocery shopping. Providing bus service to the Wabash Avenue neighborhood was identified in the Coordinated Human Service Transit Plan (page 58). These federal funds will be used to support the service to the Wabash Avenue neighborhood.

Section 5339 Capital Expenditure, Justification & Summary for CY 2028

1. Bus Replacements, $1,500,000 *New*

The Federal Transit Administration's (FTA) Section 5339 funds are allocated through a nationwide competitive process. These funds target bus replacement/related equipment replacement and bus facility infrastructure improvements. Due to the age and condition of several buses in the fleet, CityBus plans to purchase new 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 11 years in age and are becoming increasingly too expensive to maintain. CityBus will replace 2016 buses #5003, and 5004.

Low- and No- Emission Grant, 5339(c) funds LAF-24-120

The Greater Lafayette Public Transportation Corporation, or CityBus, was awarded $7,598,425 by the Federal Transit Administration, FTA, through a Low- and No-Emission Grant. FTA announced the awards on June 26, 2023. These funds support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles.

The following table summarizes the individual gran components.

Description	Federal Share	Local Share	Total Cost
Fuel Cell Electric Buses	3,280,708	578,948	3,859,656
Hydrogen Fueling Station	2,385,000	265,000	2,650,000
CNG Buses	510,000	90,000	600,000
Paint/Wrap	65,450	11,550	77,000
Delivery	32,725	5,775	38,500
Spare Parts	46,750	8,250	55,000
Diagnostic Tools & Laptop	46,750	8,250	55,000
Pre/Post Buy America Audit	13,600	2,400	16,000
QMS/QA Periodic Inspection	42,500	7,500	50,000
Staff Training	32,000	8,000	40,000
New Flyer Training for Maintenance and operations	79,742	19,935	99,677
Ballard Power	520,000	130,000	650,000
Project Management & Technical Support	543,200	135,800	679,000
Total	7,598,425	1,271,408	8,869,833

11. Area Changes from FY 2022 - 2026 TIP

Since adoption of the FY 2022-2026 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 2022-2026 TIP.

City of Lafayette

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
Preliminary engineering is progressing well. The environmental review was delayed due to the Norma Jean Subdivision being initial classified as historic. A determination by the U.S. Department of the Interior found the subdivision to be not eligible.

South Street
This project is located between Sagamore Parkway and Interstate 65. The objective is to convert the cross section to incorporated pedestrian and bicycle amenities, add safety improvements as well as landscaping. A road safety audit is currently in progress.

City of West Lafayette

Cumberland Avenue, Phase 4
Preliminary Engineering is anticipated to start in 2024.

Lindberg Road (Northwestern Avenue to Salisbury Street)
This project continues to progress. Public information sessions were held in October of 2022. Utility relocations started in November and construction is targeted for the spring of 2023.

Sagamore Parkway Trail
Construction bids for the project were opened on April 6, 2022, and the contract was awarded to HIS Constructors Inc. Work has begun and the estimated completion date is October 15, 2023.

Soldiers Home Road, Ph. 1

An engineering firm has been hired and design work has started. The scope of the project has also been expanded and now includes constructing a roundabout at the westbound Sagamore Parkway ramp intersection. A roundabout is also being examined for the eastbound Sagamore Parkway ramp intersection. Estimated construction costs have grown, and the project is now foreseen to be constructed in several phases and over several years.

US 231 Study

INDOT hired an engineering firm to conduct the PEL study. A draft conditions report has been produced. INDOT has decided to not pursue the completion of the study.

Tippecanoe County

County Bridge Inspection

The bridge inspection program is progressing and on schedule.

McCutcheon Pedestrian Safety

Development of the project's construction plans and NEPA review have been completed. The project entered the right-of-way phase, and the engineering firm purchased the additional land that was needed. Construction bids were opened on December 7, 2022, and the project was awarded. The estimated completion date is May 15, 2024.

Morehouse Road

Development of the engineering/construction plans continues, and Stage 1 design has been completed. Stage 2 design is progressing well. The environmental documentation and review have been completed and approved. Additional land is needed for the improvements and purchasing it is progressing. The first phase is targeted for a November 2023 construction date.

Yeager Road

CrossRoads Engineering developed the engineering plans and the environmental documentation has been approved. The County completed the right-of-way acquisition phase. Construction bids were open on January 19, 2023, and they were rejected. The bids were over the engineer's estimates. The project is scheduled for a March 2023 bid letting.

Bridge #64 and #65

Stage 1 and 2 engineering design has been completed. The environmental review continues and is over three quarters completed. Even though the right-of-way phase has not yet started, the projects are on track to be let for construction in July of 2024.

Bridge #527 (Old US 231 Bridge)

The project is progressing well. Stage 1 design engineering has been completed and a significant amount of work on Stage 2 engineering has been completed. Work on the environmental document has started and is progressing well.

North 9th Street Road Bridge
This project is in the very early stages of development.

Bridge #80 and #83
These projects are in the very early stages of development.

INDOT Projects

The Indiana Department of Transportation sponsored numerous road improvement projects in Tippecanoe County. They range from installing pavement markings to constructing new roads. The following summarizes the status of projects for only those showing construction in FY 2022 and 2023.

SR 25 Projects

Bridge over Flint Creek (des #2001069)
Scour Protection
The project was completed on October 27, 2020.

Bridge over Wea Creek (des #2001070)
Bridge Painting
The project was completed on June 8, 2022.

SR 26 Projects

5.75 miles west of US 231 (des #1500121)
Small Structure Replacement
This project was let for construction on March 9, 2022.

0.33 to 8.57 miles east of SR 55 (des #1700114)
HMA Overlay Structural
Project was let for construction on December 8, 2021.

8.7 miles east of SR 55 (des #1800130)
Bridge Replacement
Project was let for construction on December 8, 2021

At CR 900E (des #1800215)
New Signal Installation
Construction letting has been push back to FY 2026.

SR 28 Projects

Over east branch of the Wea Creek (des #2100886)
Repair or Replace Joints
The project is scheduled to be let for construction on April 12, 2023.

SR 38 Projects

1.07 miles east of I-65 to US 421(des #1601074)
Full Depth Reclamation
Project was let for construction on February 9, 2022.

Eastbound bridge over NS Railroad (des #2001073)
Bridge Painting
Project was let for construction on September 15, 2021.

Westbound bridge over NS Railroad (des #2001074)
Bridge Painting
Project was let for construction on September 15, 2021.

SR 43 Projects

At I-65 northbound ramps (des #1700188)
Intersection Improvement
Project was let for construction on January 12, 2022.

At I-65 southbound ramps (des #1700189)
Intersection Improvement
Project was let for construction on January 12, 2022.

Bridge over Burnett Creek (des #2000871)
Bridge Thin Deck Overlay
Project was on the December 7, 2022, letting and the two bids were over the engineer's estimates. The project has been scheduled for the February 10, 2023, bid letting.

US 52 Projects

Bridge over Indian Creek (des #1701596)
Bridge Replacement
Project was let for construction on November 17, 2021.

0.08 miles south of SR 26 (des #1900666)
Bridge Thin Deck Overlay
The project was completed on June 24, 2022.

At CR 450S, CR 800S, SR 28 (northbound/southbound) (des #1902679)
Various Intersection Auxiliary Lanes
Project was let for construction on April 12, 2023.

Bridge over Little Pine Creek (des #2000103)
Scour Protection (Erosion)
Project was let for construction on April 12, 2023.

At SR 28 east junction (des #2100144)

New Signal Installation

Project was let for construction on November 16, 2022

US 231 Projects

North of I-74 to 2.87 miles north of SR 28 (des #1700190)

Auxiliary Passing Lanes

Project was on a November 16, 2022 bid letting and all of the bids came in over the engineer's estimate. It was rescheduled to a January 19, 2023 bid letting. The one bid was again over the engineers estimate.

Bridge over Little Pine Creek (des #2000117)

Bridge Thin Deck Overlay

The project was let for construction on September 14, 2022.

Bridge over O'Neal Ditch (des #2000126)

Bridge Thin Deck Overlay

The project was let for construction on September 14, 2022.

4.27 to 0.66 miles south of SR 28 (des #2000867)

HMA Overlay

Project was on a November 16, 2022 bid letting and all of the bids came in over the engineer's estimate. It was rescheduled to a January 19, 2023, bid letting. The one bid was again over the engineers estimate.

SR 225 Projects

0.1 miles north of SR 25 (des #1800149)

Small Structure Replacement

Project was let for construction on December 7, 2022.

I-65 Projects

SR 43 northbound bridge (des #1601088)

Bridge Deck Replacement and Widening

Project was for construction on January 12, 2022.

SR 43 southbound bridge (des #1601090)

Bridge Deck Replacement and Widening

Project was for construction on January 12, 2022.

At SR 38 Interchange (des #1900647)

Concrete Pavement Restoration

Project has been moved to a July 12, 2023, construction letting.

North of Wabash River to 0.8 miles north of SR 43 (des #2001172)
Added Travel Lanes
Project was for construction on January 12, 2022.

Northbound bridge over CSX Railroad, N 9th Street & Burnett Creek (des #2002114)
Bridge Deck Replacement
Project was for construction on January 12, 2022.

Southbound bridge over CSX Railroad, N 9th Street & Burnett Creek (des #2002115)
Bridge Deck Replacement
Project was for construction on January 12, 2022.

Northbound bridge over Prophets Rock Road (des #2002116)
Bridge Deck Replacement
Project was for construction on January 12, 2022.

Southbound bridge over Prophets Rock Road (des #2002117)
Bridge Deck Replacement
Project was for construction on January 12, 2022.

CR 725N Bridge over I-65 (des #2002364)
Bridge Deck Replacement
Project was for construction on January 12, 2022.

0.8 to 2.43 miles north of SR 43 (des #2100049)
Added Travel Lanes
Project was for construction on January 12, 2022.

CR 500W bridge over I-65 (des #2101013)
Repair or Replace Joints
Project was let for construction on January 19, 2023.

North of SR 47 to south of SR 38 (des #2101208)
Pavement Patching
Project was for construction on July 13, 2022.

Other State Projects

Districtwide, US 52 & Brady Lane (des #2001146)
Traffic Signal Modernization
Project was let on a January 19, 2023, construction bid, and the one bid was over the engineers estimate and was rejected.

Districtwide (des #2001644)
Bridge Maintenance
Project was let for construction on February 9, 2022.

Districtwide (des #2002396)

Centerline & Edge Line Rumble Strips

Project was for construction on February 9, 2022.

Districtwide (des #2002493)

At various Interchanges, ITS Program Equipment

Project is on the May 10, 2023, bid letting.

Greater Lafayette Northern Connectivity study (des #2001532)

New Connecting Corridor Study

See comments under West Lafayette projects.

12. ITS Projects for FY 2024 - 2028 TIP

The IIJA 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 52** 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 56: 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 2. Big 4 Trail 3. Emergency Vehicle Preemption **City of West Lafayette** (numbers are from Table 4, *Funded Local Projects*) 4. Soldiers Home Road **Tippecanoe County** (numbers are from Table 4, *Funded Local Projects*) 4. Morehouse Road 5. Harrison Trail **CityBus** (numbers are from Table 4, *Funded Local Projects*) 6. Operating Assistance 7. 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 2024-2028 TIP

RESOLUTION T-23-08
RESOLUTION TO ADOPT THE
FY 2024-2028 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 2024-2028 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 April 26, 2023, and

WHEREAS, the projects herein have been selected from the adopted Metropolitan Transportation Plan, Thoroughfare Plan, transportation systems management plans, transit development plans, Coordinated Human Services Transportation Plan, 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 2024-2028 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday, the 18th of May 2023.

Tony Roswarski
Chair, MPO Policy Committee

David Hittle
Secretary

Appendix 2, GLPTC Adopting Resolution

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION

RESOLUTION NO. 23-05

RESOLUTION TO ESTABLISH THE PROGRAM OF PROJECTS FOR THE FY2023-2028 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 FY2023-2028 Transportation Improvement Program:

CAPITAL ASSISTANCE (Sec. 5307)		FEDERAL SHARE	LOCAL SHARE	TOTAL COST
Individual Projects in TIP Attached	CY 2023	6,000,000	1,500,000	7,500,000
	CY 2024	6,120,000	1,530,000	7,650,000
	CY 2025	6,242,400	1,560,600	7,803,000
	CY 2026	6,367,248	1,591,812	7,959,060
	CY 2027	6,494,594	1,623,648	8,118,242
	CY 2028	6,624,485	1,656,121	8,280,606

CAPITAL ASSISTANCE (Sec. 5310)		FEDERAL SHARE	LOCAL SHARE	TOTAL COST
Paratransit Vehicles	CY 2023	250,000	62,500	312,500
N 9th/Wabash Ave	CY 2023	50,000	12,500	62,500
Travel Training	CY 2024	53,000	13,250	66,250
N 9th/Wabash Ave	CY 2024	247,000	61,750	308,750
Travel Training	CY 2025	53,000	13,250	66,250
N 9th/Wabash Ave	CY 2025	247,000	61,750	308,750
Travel Training	CY 2026	53,000	13,250	66,250
N 9th/Wabash Ave	CY 2026	247,000	61,750	308,750
Travel Training	CY 2027	53,000	13,250	66,250
N 9th/Wabash Ave	CY 2027	247,000	61,750	308,750
Travel Training	CY 2028	53,000	13,250	66,250
N 9th/Wabash Ave	CY 2028	247,000	61,750	308,750

CAPITAL ASSISTANCE (Sec. 5339)		FEDERAL SHARE	LOCAL SHARE	TOTAL COST
Bus Replacement	CY 2024	1,300,000	325,000	1,625,000
Bus Replacement	CY 2026	1,400,000	350,000	1,750,000
Bus Replacement	CY 2028	1,500,000	375,000	1,875,000

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 FY2023-2028, as well as the allocation of federal funds.

Adopted by the Board of Directors of Greater Lafayette Public Transportation Corporation this 26th of April, 2023.

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

ATTEST:

Mr. Ben Murray
Stand In Secretary of the Board of Directors
Greater Lafayette Public Transportation Corporation

Record of Votes: Ayes: 5 Nays: 0 April 26, 2023

Appendix 3, INDOT Local Federal Funding Information, Lafayette MPO

2024 Local Share of Federal Formula Apportionments - ESTIMATE

Last Updated - 12/07/2022

Spending Authority
98.7912%

Group I	STBG	HSIP	CMAQ	TA	Section 164 Penalty	CARBON REDUCTION	PROTECT	FY 24 Target	FY 24 Spending Authority
Indianapolis	$38,327,281	$5,404,643	$6,606,662	$5,336,545	$1,824,736	$4,656,240	$1,720,699	$63,876,806	$63,104,663
Fort Wayne	$8,077,602	$1,029,681	$1,501,741	$1,124,695	$384,569	$981,318	$362,643	$13,462,249	$13,299,517
Louisville	$3,611,953	$432,537	$699,407	$502,914	$171,963	$438,803	$162,158	$6,019,734	$5,946,967
South Bend	$6,232,152	$782,351	$1,170,729	$867,741	$296,709	$757,121	$279,792	$10,386,594	$10,261,041
Northwest	$15,189,165	$2,061,671	$2,698,431	$2,114,882	$723,146	$1,845,276	$681,916	$25,314,487	$25,008,485
Evansville	$5,173,095	$640,670	$980,513	$720,282	$246,288	$628,460	$232,246	$8,621,555	$8,517,338
Cincinnati	$263,463	$35,495	$47,070	$36,683	$12,543	$32,007	$11,828	$439,089	$433,781
TOTAL GROUP I	**$76,874,711**	**$10,387,048**	**$13,704,551**	**$10,703,742**	**$3,659,954**	**$9,339,225**	**$3,451,282**	**$128,120,514**	**$126,571,793**

Group II	STBG	HSIP	CMAQ	TA	Section 164 Penalty	CARBON REDUCTION	PROTECT	FY 24 Target	FY 24 Spending Authority
Anderson	$1,719,381	$453,677	$810,421	$315,692	$108,115	$275,447	$101,951	$3,784,684	$3,738,935
Bloomington	$3,118,927	$559,328		$389,209	$133,293	$339,592	$125,693	$4,666,042	$4,609,639
Elkhart/Goshen	$2,929,084	$738,378	$1,189,136	$513,801	$175,962	$448,302	$165,064	$6,159,727	$6,085,268
Kokomo	$1,784,895	$320,091		$222,736	$76,280	$194,341	$71,931	$2,670,274	$2,637,996
Lafayette	$4,240,352	$760,436		$529,150	$181,218	$461,694	$170,886	$6,343,736	$6,267,053
Muncie	$1,772,865	$466,274	$827,176	$324,457	$111,117	$283,095	$104,782	$3,889,767	$3,842,747
Terre Haute	$1,820,119	$477,403	$841,981	$332,201	$113,769	$289,852	$107,283	$3,982,608	$3,934,466
Columbus	$1,576,816	$282,776		$196,770	$67,388	$171,685	$63,546	$2,358,981	$2,330,466
Michigan City	$1,236,857	$339,873	$659,036	$236,501	$80,995	$206,352	$75,688	$2,835,302	$2,801,029
TOTAL GROUP II	**$20,199,296**	**$4,398,236**	**$4,327,750**	**$3,060,517**	**$1,048,137**	**$2,670,361**	**$986,824**	**$36,691,121**	**$36,247,599**
TOTAL GROUP III	**$29,219,505**	**$2,399,242**	**$338,339**	**$2,642,364**	**$571,760**	**$576,379**	**$2,219,053**	**$37,966,642**	**$37,507,701**
TOTAL GROUP IV	**$21,663,294**	**$2,399,242**	**$931,125**	**$6,854,885**	**$571,760**	**$1,495,256**	**$2,219,052**	**$36,134,614**	**$35,697,819**
SUB TOTAL	$147,956,807	$19,583,768	$19,301,765	$23,261,508	$5,851,611	$14,081,221	$8,876,211	$238,912,891	$236,024,912
STBG (DISCRETIONARY)								**$38,743,587**	**$38,275,255**
RAIL/HIGHWAY CROSSINGS								**$7,930,846**	**$7,834,978**
TRANSPORTATION ALTERNATIVES (FLEX AREAS)								**$16,164,776**	**$15,969,376**
STBG OFF-SYSTEM BRIDGES								**$17,204,364**	**$16,996,398**
CARBON REDUCTION (FLEX AREAS)								**$2,732,170**	**$2,699,144**
GRAND TOTAL								$321,688,634	$317,800,063

2025 Local Share of Federal Formula Apportionments - ESTIMATE

Last Updated - 12/07/2022

Spending Authority
98.7912%

Group I	STBG	HSIP	CMAQ	TA	Section 164 Penalty	CARBON REDUCTION	PROTECT	FY 25 Target	FY 25 Spending Authority
Indianapolis	$39,093,826	$5,505,487	$6,737,806	$5,443,275	$1,861,231	$4,749,364	$1,755,113	$65,146,102	$64,358,616
Fort Wayne	$8,239,154	$1,051,146	$1,529,167	$1,147,188	$392,261	$1,000,944	$369,896	$13,729,757	$13,563,792
Louisville	$3,684,192	$442,095	$711,711	$512,973	$175,402	$447,579	$165,401	$6,139,352	$6,065,140
South Bend	$6,356,794	$798,906	$1,191,895	$885,096	$302,643	$772,263	$285,388	$10,592,986	$10,464,938
Northwest	$15,492,949	$2,101,896	$2,750,143	$2,157,179	$737,609	$1,882,181	$695,554	$25,817,511	$25,505,429
Evansville	$5,276,557	$654,403	$998,093	$734,688	$251,213	$641,029	$236,890	$8,792,874	$8,686,586
Cincinnati	$268,732	$36,193	$47,966	$37,417	$12,794	$32,647	$12,065	$447,814	$442,401
TOTAL GROUP I	**$78,412,204**	**$10,590,126**	**$13,966,781**	**$10,917,816**	**$3,733,153**	**$9,526,009**	**$3,520,307**	**$130,666,396**	**$129,086,901**

Group II	STBG	HSIP	CMAQ	TA	Section 164 Penalty	CARBON REDUCTION	PROTECT	FY 25 Target	FY 25 Spending Authority
Anderson	$1,755,540	$463,738	$823,382	$322,006	$110,277	$280,956	$103,990	$3,859,889	$3,813,231
Bloomington	$3,179,488	$571,731		$396,993	$135,958	$346,384	$128,207	$4,758,761	$4,701,237
Elkhart/Goshen	$2,987,953	$754,752	$1,210,231	$524,077	$179,481	$457,268	$168,365	$6,282,127	$6,206,189
Kokomo	$1,819,552	$327,189		$227,190	$77,806	$198,228	$73,370	$2,723,335	$2,690,415
Lafayette	$4,322,685	$777,299		$539,733	$184,843	$470,928	$174,304	$6,469,792	$6,391,585
Muncie	$1,810,031	$476,613	$840,497	$330,946	$113,339	$288,757	$106,877	$3,967,061	$3,919,107
Terre Haute	$1,858,170	$487,989	$855,620	$338,845	$116,045	$295,649	$109,428	$4,061,746	$4,012,648
Columbus	$1,607,433	$289,046		$200,705	$68,736	$175,119	$64,817	$2,405,856	$2,376,774
Michigan City	$1,263,959	$347,410	$668,745	$241,231	$82,615	$210,479	$77,202	$2,891,642	$2,856,688
TOTAL GROUP II	**$20,604,810**	**$4,495,767**	**$4,398,476**	**$3,121,728**	**$1,069,100**	**$2,723,768**	**$1,006,560**	**$37,420,209**	**$36,967,874**
TOTAL GROUP III	**$29,797,724**	**$2,452,446**	**$341,161**	**$2,695,211**	**$583,195**	**$587,906**	**$2,263,434**	**$38,721,077**	**$38,253,017**
TOTAL GROUP IV	**$22,094,192**	**$2,452,447**	**$942,234**	**$6,991,983**	**$583,195**	**$1,525,161**	**$2,263,433**	**$36,852,645**	**$36,407,170**
SUB TOTAL	$150,908,930	$19,990,786	$19,648,652	$23,726,738	$5,968,643	$14,362,844	$9,053,734	$243,660,327	$240,714,962
STBG (DISCRETIONARY)								**$40,008,734**	**$39,525,108**
RAIL/HIGHWAY CROSSINGS								**$7,930,846**	**$7,834,978**
TRANSPORTATION ALTERNATIVES (FLEX AREAS)								**$16,488,072**	**$16,288,764**
STBG OFF-SYSTEM BRIDGES								**$17,204,364**	**$16,996,398**
CARBON REDUCTION (FLEX AREAS)								**$2,786,814**	**$2,753,127**
GRAND TOTAL								$328,079,157	$324,113,337

2026 Local Share of Federal Formula Apportionments - ESTIMATE

Last Updated - 12/07/2022

Spending Authority
98.7912%

Group I	STBG	HSIP	CMAQ	TA	Section 164 Penalty	CARBON REDUCTION	PROTECT	FY 26 Target	FY 26 Spending Authority
Indianapolis	$39,875,702	$5,608,385	$6,871,565	$5,552,141	$1,898,456	$4,844,352	$1,790,215	$66,440,816	$65,637,679
Fort Wayne	$8,403,937	$1,073,039	$1,557,150	$1,170,132	$400,106	$1,020,963	$377,294	$14,002,622	$13,833,358
Louisville	$3,757,876	$451,846	$724,263	$523,232	$178,910	$456,530	$168,709	$6,261,365	$6,185,678
South Bend	$6,483,930	$815,792	$1,213,491	$902,798	$308,696	$787,709	$291,095	$10,803,511	$10,672,918
Northwest	$15,802,808	$2,142,928	$2,802,898	$2,200,323	$752,361	$1,919,825	$709,465	$26,330,608	$26,012,324
Evansville	$5,382,088	$668,410	$1,016,029	$749,381	$256,238	$653,850	$241,628	$8,967,624	$8,859,223
Cincinnati	$274,107	$36,905	$48,881	$38,166	$13,050	$33,300	$12,306	$456,714	$451,193
TOTAL GROUP I	**$79,980,448**	**$10,797,304**	**$14,234,277**	**$11,136,173**	**$3,807,817**	**$9,716,529**	**$3,590,712**	**$133,263,260**	**$131,652,374**

Group II	STBG	HSIP	CMAQ	TA	Section 164 Penalty	CARBON REDUCTION	PROTECT	FY 26 Target	FY 26 Spending Authority
Anderson	$1,792,424	$474,000	$836,602	$328,446	$112,483	$286,575	$106,070	$3,936,600	$3,889,014
Bloomington	$3,241,261	$584,382		$404,933	$138,678	$353,312	$130,771	$4,853,337	$4,794,670
Elkhart/Goshen	$3,048,001	$771,453	$1,231,748	$534,559	$183,071	$466,413	$171,733	$6,406,978	$6,329,530
Kokomo	$1,854,904	$334,429		$231,734	$79,362	$202,193	$74,837	$2,777,459	$2,743,885
Lafayette	$4,406,670	$794,499		$550,528	$188,540	$480,346	$177,790	$6,598,373	$6,518,612
Muncie	$1,847,939	$487,160	$854,085	$337,565	$115,606	$294,532	$109,015	$4,045,902	$3,996,995
Terre Haute	$1,896,983	$498,788	$869,531	$345,622	$118,365	$301,562	$111,617	$4,142,469	$4,092,395
Columbus	$1,638,664	$295,442		$204,719	$70,110	$178,622	$66,113	$2,453,670	$2,424,010
Michigan City	$1,291,605	$355,098	$678,649	$246,056	$84,267	$214,689	$78,746	$2,949,110	$2,913,461
TOTAL GROUP II	**$21,018,451**	**$4,595,251**	**$4,470,616**	**$3,184,162**	**$1,090,482**	**$2,778,244**	**$1,026,692**	**$38,163,898**	**$37,702,573**
TOTAL GROUP III	**$30,387,523**	**$2,506,715**	**$344,040**	**$2,749,116**	**$594,859**	**$599,664**	**$2,308,703**	**$39,490,620**	**$39,013,257**
TOTAL GROUP IV	**$22,533,727**	**$2,506,715**	**$953,565**	**$7,131,822**	**$594,859**	**$1,555,664**	**$2,308,702**	**$37,585,054**	**$37,130,726**

SUB TOTAL	**$153,920,149**	**$20,405,985**	**$20,002,498**	**$24,201,273**	**$6,088,017**	**$14,650,101**	**$9,234,809**	**$248,502,832**	**$245,498,930**
STBG (DISCRETIONARY)								$41,299,068	$40,799,845
RAIL/HIGHWAY CROSSINGS								$7,930,846	$7,834,978
TRANSPORTATION ALTERNATIVES (FLEX AREAS)								$16,817,833	$16,614,539
STBG OFF-SYSTEM BRIDGES								$17,204,364	$16,996,398
CARBON REDUCTION (FLEX AREAS)								$2,842,550	$2,808,189
GRAND TOTAL								**$334,597,493**	**$330,552,879**

Local Share of Federal Formula Apportionments

FY 2024 - 2028 Federal Funding Calculations,
Based on FY 2024-2026 Local Sharing of Federal Formula Apportionments

FY 2024 Spending Authority: 98.7912%

Fund Type	Apportionment	Allowed
STBG	4,240,352	4,189,095
HSIP	760,436	751,244
164 Penalty	181,218	179,027
TA	529,150	522,754
Carbon Reduction	461,694	456,113
PROTECT	170,886	168,820
Total	6,343,736	6,267,053

FY 2025 Spending Authority: 98.7912%

Fund Type	Apportionment	Allowed
STBG	4,322,685	4,270,432
HSIP	777,299	767,903
164 Penalty	184,843	182,609
TA	539,733	533,209
Carbon Reduction	470,928	465,235
PROTECT	174,304	172,197
Total	6,469,792	6,391,585

FY 2026 Spending Authority: 98.7912%

Fund Type	Apportionment	Allowed
STBG	4,406,670	4,353,402
HSIP	794,499	784,895
164 Penalty	188,540	186,261
TA	550,528	550,528
Carbon Reduction	480,346	480,346
PROTECT	177,790	177,790
Total	6,598,373	6,518,612

Appendix 4, MPO Certification

TRANSPORTATION PLANNING PROCESS
CERTIFICATION FY 2023

In accordance with 23 CFR 450.336, Self-Certifications and Federal Certifications, the Indiana Department of Transportation and the Area Plan Commission of Tippecanoe County Metropolitan Planning Organization 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 disadvantages 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
Metropolitan Planning Organization

David Hittle

Executive Director
Title

5-24-22
Date

Indiana Department of Transportation

Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title

5/25/2022
Date

Appendix 5, Public – Private Participation Responses and Comments

October 19, 2022, *Technical Transportation Committee Meeting*

It was announced that the call for projects was sent out earlier in the day. The deadline for returning the completed project request forms was stated.

No comments or questions were received from the public.

November 10, 2022, *Policy Board Committee Meeting*

The Board was presented an overview of the TIP development process including when the call for projects went out, the deadline when project information needed to be submitted by, roll out of the public information process, when the federal funding will be allocated and when the draft document is anticipated to be sent to INDOT.

No comments or questions were received from the public.

November 16, 2022, *Technical Transportation Committee Meeting*

No comments or question were received from the public,

December 8, 2022, *Policy Board Committee Meeting*

It was reported that developing the new document was underway. Several critical dates were mentioned including: 1) the date when local project forms are to be returned; 2) when the draft projects lists will be available to the public; 3) the date when the Technical Transportation Committee will allocate, constrain and prioritize funding requests; and 4) the target date when the draft is to be submitted to INDOT.

No comments or questions were received from the public.

December 14, 2022, *Nextdoor Comment*

Comment: You didn't mention Indiana only gets back 80% of our gas tax. We can waive the fed gas tax for a little while but in the long run it would cheaper for us to pay for our own roads. (edited)

Response: APC staff contacted INDOT and requested the information. INDOT's response was then posted on Nextdoor as a reply. The response was: Thank you for your comment. We contacted the Indiana Department of Transportation for a comment on this, and here is what they said: "We receive all of the gas tax we collect back and more. With infusion from the general fund to sustain the program, no state receives just what they have sent in but beyond."

December 14, 2022, *Citizen Participation Committee Meeting*

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) Gene Kroeschen referred to the City Bus Other Projects section and asked about the fiscal year 2019 and 2020 projects.

The APC Response was:
Doug Poad said those were the years the federal funds were approved; however, work has not yet been done. There were quite a few changes to administration staff positions at City Bus. The newly hired staff members are learning the ropes and working towards these projects. One approved project was the improvements to six bus stops, with the most expensive being near Payless on State Road 38. INDOT does not have a sidewalk along the south side of SR 38. We decided to use federal funds to build a good-size bus stop, with large pad and shelter, and a sidewalk that meets up to Maple Point Drive. City Bus is

working to hire a firm to move these projects along. The projects are listed here because they have not yet started.

2) Steve Clevenger asked if they plan to make the small section of Cumberland Avenue that is not four lanes, into four lanes in the future and maybe add turn lanes near Walmart.

The APC Response was:
Doug Poad responded affirmatively and said they are planning on to widen that stretch. No specific details have been decided upon. The engineering phase is set to begin next year and would be when the specifics will be nailed down.

3) Steve Clevenger asked about the Morehouse Road project and whether they were still planning to install a roundabout at Kalberer

APC Response:
Doug Poad responded affirmatively and said it would have a trail on one side.

4) Steve Clevenger asked if that is so they can bid them together to cut down on costs.

The APC Response was:
Doug Poad said yes, that is one reason. Federal legislation requires the project details be shown. They have found they do get better prices for the work, if they group them together and if they relate to the same type of work needed, such as deck overlays.

5) Steve Clevenger asked about the project on State Road 26 over Goose Creek. He wonders why it is called new bridge construction.

The APC Response was:
Doug Poad is unsure why it is referred to as new bridge construction.

6) Steve Clevenger added he assumes US 231 north of US 52 is too far in the future for engineering plans.

The APC Response was:
Doug Poad said the next step would probably be a corridor study. They are waiting for INDOT to get the PEL (Planning & Environmental Linkage) information before the next step can begin.

7) Steve Clevenger was looking online and asked if there will be an interactive map with numbers referring to the various project locations.

The APC Response was:
Doug Poad said a map would be created and posted. Tables will show funding and unfunded projects.

8) Nick Harby asked for clarification on the construction taking place on the north side of Sagamore Parkway, crossing the Wabash River. He thought it might be trail work connecting with North River Road and Soldiers Home Road.

The APC Response was:
Doug Poad said that is West Lafayette's portion of the trail. When the eastbound side of the bridge was reconstructed, INDOT included a trail on the south side of the bridge. The City of West Lafayette committed to building their portion of the trail on the west side of the bridge, the City of Lafayette committed to the east side of the bridge. What you are seeing now, is the bigger of the two projects, the Sagamore Parkway Trail. This will connect to the ramps at the Soldiers Home Road and US 52 interchange. We are starting to see connectivity to all these projects.

9) Nick Harby asked if the trail will run under the Soldiers Home bridge.

The APC Response was:
Doug Poad said it will follow the road, go down and then come back up.

10) Nick Harby said other people he knows spent considerable time planting native plants along the hillside. He asked if the native planting and vegetation would be replaced.

The APC Response was:
Doug Poad said he has not heard if that will or will not happen. In the early design stage, INDOT had a native planting project as well. That information was shared with the engineering firm working on the project.

11) Nick Harby asked if there was a person at INDOT who would be responsible for managing that project or a design firm related to the trail development.

The APC Response was:
Doug Poad said there is a project manager but does not know who that is. He can reach out to INDOT to ask. Most project managers in the area are new. We recently lost a good project manager to a consulting firm.

12) Nick Harby added Brian Tunis worked for WL parks and he planted a lot around the exit ramps.
The APC Response was:

Doug Poad added that Lafayette did receive next-level trail funds to build their portion of the trail from their side of the bridge to North Ninth Street. Once complete, it will be a nice connection between the cities.

13) Nick Harby asked for an estimate of time that it will take.

The APC Response was:
Doug Poad said he would need to ask the city engineer. Draft plans have been received and indicates significant tree planting along the road.

14) Steve Clevenger asked if the trail, going under the bridge, has a connection to North River Road.

The APC Response was:
Doug Poad said he doesn't remember without looking at the set of construction plans. The intent is for WREC to have a trail along North River Road. We could possibly have trail connections from one to the other.

December 19, 2022, *Email Comment*

Comment:
Hello! Merry Christmas to you and your family.
Could you please send me a copy of:
1) the proposed projects for the 2024-2028 Transportation Improvement Program for Tippecanoe County and
2) the "CityBus" proposed projects?

The APC Response was:
Greetings Wes,

It's good to hear from you. Are you still playing your guitar?

Attached you will find the lists of proposed projects. The first attachment includes projects that are sponsored by Lafayette, West Lafayette, Tippecanoe County, CityBus and the Purdue Airport. The second list includes all project from our State DOT.

The attached list includes projects that the city and county engineers would like to use our federal gas tax funds. Unfortunately we do not have enough for all of them. So, in a couple of weeks we will be financially constraining the requests. This will be done during our Technical Transportation Committee meeting on January 18th.

For CityBus projects, right now it mainly includes funding for operating assistance and for major capital items like bus and parts replacements. The document does include a detailed look at CityBus and I have attached the draft. It includes a detailed breakdown and discussion of the future projects.

Speaking of CityBus, have you met the new general manager? If you haven't let me know.

Doug

Copies of the local and INDOT project lists as well as the CityBus section in the draft document were included in the email.

Mr. Tillett sent a follow up email on January 16, 2023, and it was:

Doug,

Thanks for this info. Thanks for your good work to try to meet the transportation and infrastructure needs of our community.

I'd love to meet the new general manager of CityBus. I haven't yet.

My main concern with CityBus is the lack of transportation to many of the manufacturing businesses in the community, particularly SIA. For the people who LUM serves, many of whom are just getting on their financial feet and rely on public transportation, an expanded bus route to these manufacturers would make a world of difference.

I still play guitar a bit. Do you? Do your boys?

-Wes

The APC Response was:
Greetings Wes,

Here is the contact information for Bryan at CityBus.

Bryan D. Smith (he/him)
Chief Executive Officer
CityBus
(P) (765) 420-2941 | (F) (765) 742-4729
1250 Canal Road, Lafayette, IN 47902 (Administration)
316 N 3RD Street, Lafayette, IN 47901 (CityBus Center)
PO Box 588, Lafayette, IN 47902 (Mailing Address)
bsmith@gocitybus.com | www.gocitybus.com

Providing transportation to the various manufactures is a tough nut to crack. We, as in my office, look at transportation issues for the elderly, low-income, and disabled persons every five years. This issue always comes up. In the past, CityBus worked with Wabash National, Veterans Memorial Plan, and Nashan and did provide service. The Park East route does provide service to Kirby Risk (McCarty Lane plant), the IU hospital and to SIA. The stop for SIA is at the northwest gate off Haggerty Lane.

Here is a link to the five-year report: https://www.tippecanoe.in.gov/DocumentCenter/View/36586/2022-2026-CHSTP-Adopted-Plan

Here is also a link to a resource guide that we put together:
https://www.tippecanoe.in.gov/DocumentCenter/View/35665/2021-Lafayette-Transportation-Brochure

Glad to hear you still play. I'm playing at Lafayette Community Church now and have been there for the past two and a half years. My youngest plays and right now he's playing in the backing band for the Purdue Men's Glee Club.

Take care,
Doug

December 19, 2022, *Email Comment*

Comment:
Hello Mr. Poad,

I am the Area Manager covering the Lafayette area for Greyhound Bus Lines. Recently our DM in Chicago received the attached letter outlining your FY 2023-2028 TIP. Greyhound has been interested in creating synergies between our intercity stop and local transportation, and is very interested in the proposed projects. Can you please send me a copy of the proposed projects as outlined in the third paragraph of the attached letter?

I will try to schedule myself to be in attendance for the meeting on January 18th at 2:00pm, do you happen to have a virtual option?

Thank you for including Greyhound and taking the time to outline the project for me. Please feel free to reach out to me with anything pertaining to Greyhound in the Lafayette area.

Have a Happy Holiday!
Sarah Hoogerhyde
Area Manager
Greyhound Lines, Inc.

The APC Response was:
Greetings,

My apologies for not responding sooner. I took and extended vacation through the holidays.

Attached you will find the proposed local government and INDOT project lists. As for the meeting on the 18th, it will be broadcasted on YouTube and here is the link to it: https://www.youtube.com/watch?v=TWqiZ7Zw78E

It is also shown as scheduled on the Tippecanoe County's YouTube page right at the top.
https://www.youtube.com/c/TippecanoeCountyGovernment

I would also like to mention that the local transit system, CityBus, has a new General Manager. His name is Bryan Smith.

If you have any additional questions please feel free to email or call.
Doug

Doug Poad
Senior Planner – Transportation
Area Plan Commission of Tippecanoe County
20 North 3rd Street
Lafayette, IN 47901
(765) 423-9242
Follow Up Email Correspondence:
Hello Mr. Poad,

No worries about the holiday, I hope it was restful! I appreciate the information. Do you think my in-person presence would be helpful at this juncture?

Do you happen to have contact information for Mr. Smith with CityBus? I would like to reach out and touch base since leadership has changed.

Again, thank you for getting back with me and have a happy New Year!!

Sarah Hoogerhyde
Area Manager
Greyhound Lines, Inc.

APC Response was:
Greetings,

At this time I don't think an in-person meeting is needed. Looking at all the proposed local and state projects, the one that would be of interest to you is the City of Layette's 3rd and 4th Street conversion from a one-way pair to directional streets. The Greyhound stop is located on 3rd Street and this project may have an impact. Maybe it would be a good time to reach out to the Lafayette city engineer to see if improvements to the stop could be done when the project is constructed. From what I recall, there are only benches at the stop.

Here is the contact information for Bryan:

Bryan D. Smith (he/him)
Chief Executive Officer
CityBus
(P) (765) 420-2941 | (F) (765) 742-4729
1250 Canal Road, Lafayette, IN 47902 (Administration)
316 N 3RD Street, Lafayette, IN 47901 (CityBus Center)
PO Box 588, Lafayette, IN 47902 (Mailing Address)
bsmith@gocitybus.com | www.gocitybus.com

If you have any questions regarding the mentioned project or others, please feel free to email or call.
Doug

December 21, 2022, *Technical Transportation Committee Meeting*

It was reported to the committee that development of the document is underway. The draft INDOT and local project list was presented. It was reported that the committee will financially constrain the project requests at the January meeting.

No comments or questions were received from the public.

January 12, 2023*, Policy Board Committee*

There is nothing reported about the new TIP.

January 18, 2023, *Technical Transportation Committee*

The Committee was presented the complete street policy, Carbon Reduction and PROTECT 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 9, 2023

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

The draft document was submitted to INDOT.

***February 9, 2023**, Policy Board*

APC staff reviewed the progress made in developing the new TIP.

No comments or questions were received from the public.

***February 15, 2023**, Technical Transportation Committee*

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

No comments or questions were received from the public.

***February 15, 2023**, INDOT Comments*

The following email was sent to APC office.

Dear Doug, David and Timothy,

Jay Mitchell and I did a comparison between your TIP and INDOT STIP.
Here is what we found. Items that “Match - good to go.” are ok and need no change. There are other items need to be corrected.

This is project comments only. There could be more comments in the future.

Wanted to give you a heads up on things that need to be corrected.

If you have any questions then feel free to contact next week.
My office hours are Monday – Friday; 7:30 am to 3:30 pm.

Sincerely,
Michael

Michael McNeil
STIP Specialist
100 North Senate Ave, Room N758-Transportation Planning
Indianapolis, IN 46204
Office: (317) 232-0223
Email: mmcneil@indot.in.gov
INDOT STIP website: http://www.in.gov/indot/STIP

The attached table:

FY 2024 - 2028 Lafayette TIP Project Listing Review - to confirm proect listing in TIP matched INDOT's contstrained project list			
DES	**ROAD**	**CONTRACT**	**COMMENTS**
2000390	I-65	R-42955	Match - good to go.
1800670		R-42955	Match - good to go.
1800215	SR 26	R-41617	Match - good to go.
1900333	SR 26	# R-42243	Match - good to go.
2200569	SR 26	R-44397	Match - good to go.
2101796	R-44386	SR 28	Match - good to go.
1701561		SR 38	Match - good to go.
2000519		sr 38	Match - good to go.
2002033	B-43441,	sr 52	Total cost is wrong. Should be $9,182,201.
2002143		US 52	Match - good to go.
2002394		US 52	Match - good to go.
2101617		US 52	Match - good to go.
2200795		US 52	TIP does not match INDOT's constrained list (FY 26 RW is wrong and FY 27 missing CN $28,013,000
2200993		US 52	Match - good to go.
2002077		SR 225	Match - good to go.
19000647	R-42039	I-65	Not included in INDOT's Contrained Project Listing - Remove from TIP.
2001932		I-65	CN NHPP 13,500 1,500 15,000 2045 - Correct to 2024
2100720	B-43680	I-65	Match - good to go. One Des not listed here is outside of MPA. 2100756
2200164		Veteran's	Institutional Road - Not in INDOT's constrained project listing. Is this a State funded project?
2000835		CR 550S & Wabash Avenue	Match - good to go.
2200001		Various	Match - good to go.
2200001 & 2002952		Various	Match - good to go.
1801115, 202953, 2002555,			Match - good to go.
1801117, 2002556, # 2002955			Match - good to go.
1801118, 2002557, 2002956			Match - good to go.
1801233, 2101121, 2200180			Does not match for 2200180 for CN 2026. INDOT does not have this on its list. Item 26 2200180 not sure what DES number is reference. Item 27 - DES 2101121, 2200180 are duplicate and funds are not correct
2101121			Wrong - does not match. Appears to be duplicate. Item 27 in TIP.
2201205			Match - good to go.

The APC Response was:

Greetings Michael,

We went through the spreadsheet and attached you will find the responses.

The typos will be corrected but there are concerns with some of the projects that were highlighted. First, two projects should be in the constrained list since they are on INDOT's July bid letting. Another point is the dollar amount shown as the project total cost. I cannot find an email that contains the information, and it appears the information is not included in the two spreadsheets that were sent to us. Finally, we will need project information for des #2200795. We cannot find it in either the September or November spreadsheets and the current TIP show the right-of-way and construction phases to be within the five-year window of the new TIP.

Doug

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

The attached table:

FY 2024 - 2028 Lafayette TIP Project Listing Review - to confirm project listing in TIP matched INDOT's constrained project list			
DES	**ROAD**	**CONTRACT**	**COMMENTS**
2000390	I-65	R-42955	Match - good to go.
1800670		R-42955	Match - good to go.
1800215	SR 26	R-41617	Match - good to go.
1900333	SR 26	# R-42243	Match - good to go.
2200569	SR 26	R-44397	Match - good to go.
2101796	R-44386	SR 28	Match - good to go.
1701561		SR 38	Match - good to go.
2000519		sr 38	Match - good to go.
2002033	B-43441,	sr 52	Total cost is wrong. Should be $9,182,201.
Comment: The total amount will be updated. This correction brings up the point in that the total project cost information has never been supplied to us. I doubled checked the lists sent on 9/7/2022 and 11/30/2022 and neither spreadsheet includes it.			
2002143		US 52	Match - good to go.
2002394		US 52	Match - good to go.
2101617		US 52	Match - good to go.
2200795		US 52	TIP does not match INDOT's constrained list (FY 26 RW is wrong and FY 27 missing CN $28,013,000
Comment: This is an interesting project. It is in the current FY 2022 TIP but was not included in the projects lists sent on 9/7/2022 and 11/30/2022. It was included in my follow up email (12/5/2022) and identified as a project that is in the current TIP but on in the INDOT list just received. The response was: I have the CN moved from FY 2026 to FY 2027. DES is listed on the 4 tab "DES in Contract". In looking at that page in that spreadsheet, the project is not list. We will need all of the funding information by phase and year to correctly show it in the new TIP.			

2200993		US 52	Match - good to go.
2002077		SR 225	Match - good to go.
19000647	R-42039	I-65	Not included in INDOT's Constrained Project Listing - Remove from TIP.
Comment: This project is on INDOT's 18th month letting list and is shown to be on the July 12, 2023 (Fiscal Year 2024) bid letting. Pulling it from the TIP and STIP could jeopardize the project from being let.			
2001932		I-65	CN NHPP 13,500 1,500 15,000 2045 - Correct to 2024
Comment: This was a typo. Your are correct in that it should be 2024. The date will be updated.			
2100720	B-43680	I-65	Match - good to go. One Des not listed here is outside of MPA. 2100756
Comment: The project outside the MPA was not included since it is located outside the MPA.			
2200164		Veteran's	Institutional Road - Not in INDOT's constrained project listing. Is this a State funded project?
Comment: This project is on INDOT's 18th month letting list and is shown to be on the July 12, 2023 bid letting. Pulling it from the TIP and STIP could jeopardize the project.			
2000835		CR 550S & Wabash Avenue	Match - good to go.
2200001		Various	Match - good to go.
2200001 & 2002952		Various	Match - good to go.
1801115, 202953, 2002555,			Match - good to go.
1801117, 2002556, # 2002955			Match - good to go.
1801118, 2002557, 2002956			Match - good to go.
1801233, 2101121, 2200180			Does not match for 2200180 for CN 2026. INDOT does not have this on its list. Item 26 2200180 not sure what DES number is reference. Item 27 - DES 2101121, 2200180 are duplicate and funds are not correct
Comment: This was a typo. It should be 2101180. The fourth digit is incorrect. The number will be updated.			
2101121			Wrong - does not match. Appears to be duplicate. Item 27 in TIP.
Comment: This was a typo. It should be 2101120. The last digit is incorrect. The number will be updated.			
2201205			Match - good to go.

February 20, 2023, *INDOT Comment*

RE: TIP Fiscal Constraint

Doug:

I am forwarding Justin Sergent's comment to your attention regarding fiscal constraint for the draft TIP.

Thank you.

Jay

Jay Mitchell, Supervisor
Technical Planning Section
Indiana Department of Transportation
100 N. Senate Avenue, Room N758
Indianapolis, IN 46204

Telephone: (317) 233-4713
E-mail: jaymitchell@indot.in.gov

From: Vermillion, Stephani <SVERMILLION@indot.IN.gov>
Sent: Monday, February 20, 2023 7:13 AM
To: Mitchell, Jay <JAYMITCHELL@indot.IN.gov>; Sergent, Justin <jsergent@indot.IN.gov>
Subject: RE: Draft APCTC FY 2024-2028 TIP

I have the same info on borrowing as Justin.

Stephani R. Vermillion, LPA Funding and Contracts Manager
INDOT Local Public Agency Program
Indiana Department of Transportation
IGCN, 100 N. Senate Avenue, N758 – LPA Program
Indianapolis, IN 46204-2217
Phone: 317-232-2881
Email: svermillion@indot.in.gov

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From: Mitchell, Jay <JAYMITCHELL@indot.IN.gov>
Sent: Friday, February 17, 2023 3:17 PM
To: Sergent, Justin <jsergent@indot.IN.gov>; Vermillion, Stephani <SVERMILLION@indot.IN.gov>
Subject: RE: Draft APCTC FY 2024-2028 TIP

Thank you, Justin.

I will forward your questions to the MPO seeking answers. Stephanie Vermillion may be able to shed some light on Lafayette's STBG borrowing history.

Jay

Jay Mitchell, Supervisor
Technical Planning Section
Indiana Department of Transportation
100 N. Senate Avenue, Room N758
Indianapolis, IN 46204

Telephone: (317) 233-4713
E-mail: jaymitchell@indot.in.gov

From: Sergent, Justin <jsergent@indot.IN.gov>
Sent: Friday, February 17, 2023 3:10 PM
To: Mitchell, Jay <JAYMITCHELL@indot.IN.gov>; Belch, Stephanie <SBelch@indot.IN.gov>
Subject: RE: Draft APCTC FY 2024-2028 TIP

Jay,

A couple of quick questions/observations as I'm looking thru this:

- Starting on page 96, (appendix 3), they go on to show the estimated sharing agreements we have distributed to them. We sent 2024-2026 (2027 and future would just be 2026 numbers since BIL expires in 2026). I'm observing 2024, 2025, and 2024 again. I think they meant to include 2026, but didn't.
- On a couple of places, they show borrowing and moving between fiscal years. Can I get some more information on that? I'm familiar with borrowing/swapping with other MPOs and Kathy (the Rural program), but not yourself for different fiscal years. Maybe I am missing something…

Table 8: STBG Funding, Fiscal Year 2024

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,189,095**
		Total	**4,189,095**
Repaid back to NIRPC	---	---	1,220,000
Morehouse Road ph. 1	CN	2101125	1,200,413
South 9th Street	CN	1900482	320,000
Trade for FY 2025 Funds	---	---	1,448,682
		Total	**4,189,095**
		Balance	**0**

Table 9: STBG Funding, Fiscal Year 2025

Project	Phase	Des #	STBG Allocation
STBG Funds			**4,270,432**
		From Evansville Trade	**616,477**
		Borrowed from FY 2024 (STBG)	**1,448,682**
		Borrowed from FY 2024 (Flexed HSIP)	**203,776**
		Flexed HSIP	**188,776**
		Total	**6,728,143**
Morehouse Road ph. 2	CN	1401280	5,697,303
Soldiers Home Road ph. 1	RW	1401291	256,536
Soldiers home Road ph. 2	RW	2201256	774,304
		Total	**6,728,143**
		Balance	**0**

Thanks,
Justin Sergent
Project Finance – Project Funding Supervisor
100 N. Senate Avenue, N758 – Project Finance
Indianapolis, IN 46204
Email: jsergent@indot.in.gov

From: Mitchell, Jay <JAYMITCHELL@indot.IN.gov>
Sent: Thursday, February 16, 2023 1:12 PM

To: Sergent, Justin <jsergent@indot.IN.gov>; Belch, Stephanie <SBelch@indot.IN.gov>
Subject: FW: Draft APCTC FY 2024-2028 TIP

Hello Justin and Stephanie::

Our Section is starting to receive a couple of draft MPO TIPs for review. The draft Lafayette FY24-28 TIP is attached. Could someone from finance take a look at the financial pages to confirm that the TIP is indeed fiscally constrained?

Thank you for your assistance and guidance regarding this draft Lafayette TIP.

Jay

Jay Mitchell, Supervisor
Technical Planning Section
Indiana Department of Transportation
100 N. Senate Avenue, Room N758
Indianapolis, IN 46204

Telephone: (317) 233-4713
E-mail: jaymitchell@indot.in.gov

The APC Response was:

Greetings Jay,

Hopefully the following information will help clarify what is being shown in the draft TIP.

The federal funds shown as being “borrowed” and “repaid” are swapping federal funds with another MPO. The format used to show the swaps in this draft is the same as in our FY 2018, FY 2020 and FY 2022 TIPs. Since there were no issues in those TIPs, we stuck with the same format. Tables 8-12 and 30-34 show when we need the additional federal funds (as well as the amount), and when they will be repaid.

Looking at this by project may help.

In FY 2025, Tippecanoe County’s Morehouse Road project will need an additional $1,651,770 for construction. I should mention that this is for phase two. In our current TIP, we had to split the project into two phases to pay for the total construction costs. Unfortunately, the cost estimate from this past December now exceeds what our annual allocation will allow so we are planning on funding the balance needed through an MPO swap. In this case, we plan on giving another MPO our FY 2024 federal funds (STBG and HSIP) for FY 2025 funds. This swap is shown in Tables 8, 9 and 30.

The draft TIP also shows our paying back of HSIP federal funds in FY 2024 in the amount of $727,183. We borrowed these funds from NIRPC in FY 2021 so we could construct the River Road and CR 500N safety project. For this project we borrowed two years of safety funds. We repaid the first amount in FY 2022 and the balance will be in FY 2024. The payback years were agreed to when setting up the trade.

The draft TIP also shows us repaying NIRPC $1,220,00 in FY 2024 for FY 2023 funds, Table 8. The additional funds are for a Tippecanoe County project that is on the March bid letting.

Another trade we need to do in the draft TIP is for the Soldiers Home Road project, des #s 1401291 and 2201256. Again, the project construction estimates significantly grew and the project was split into two phases. Even after spitting the project into two phases, the cost for each phase is more than our annual

allocation. Thus, we intend to do another trade and give our FY 2027 funds for FY 2028 funds. This is shown in Tables 11 and 12.

The final trade is significantly smaller. We need to borrow a pinch over $100,000 in safety funds for a project in FY 2026. We show that they will be paid back in FY 2027 (Table 32).

Finally, another trade is shown in Table 9. Years ago, Evansville needed additional funds and we agreed to the trade. They will be repaid in FY 2025.

One last note, we needed to repay NIRPC $303,737 this fiscal year. We didn't wait around and put off the repayment and initiated it in August.

The table on page 98 is indeed incorrect and it should be 2026. The correct one will be put it.

Overall, we have been fortunate in trading federal funds with another MPO. The tables in the draft TIP show when the funds will be borrowed and when they will be repaid. If you would like a history of when we borrowed and repaid federal funds by project and years, we will be more than glad to put that together and share it with you.

Please email or call if you have questions.
Doug

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

***February 24, 2023**, Nextdoor Comments*

Comment 1: Thank you.

Comment 2: Wat I'd really like to know is when River Road is going to re-open.

Comment 3: Fall 2023 https://riverroadcso.com/closures/

Comment 4: Latest construction update: https://riverroadcso.com/2023/02/january-construction-update/

The APC Response was:
No response was provided. A West Lafayette citizen responded to Comment 2 with Comment 3 and 4.

***March 2, 2023**, FHWA Comments*

Doug:

FHWA has provided comments on the draft 2024-2028 TIP for APCTC to address.

Jay

Jay Mitchell, Supervisor
Technical Planning Section

Indiana Department of Transportation
100 N. Senate Avenue, Room N758
Indianapolis, IN 46204

Telephone: (317) 233-4713
E-mail: jaymitchell@indot.in.gov

From: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>
Sent: Thursday, March 02, 2023 11:02 AM
To: Mitchell, Jay <JAYMITCHELL@indot.IN.gov>
Cc: Tim Stroshine <tstroshine@tippecanoe.in.gov>
Subject: RE: Draft APCTC FY 2024-2028 TIP

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Jay
Please find FHWA comments on the document.

Thanks,

Kari Carmany-George (she/her)
Environmental Program Manager
Federal Highway Administration – Indiana Division
317.226.5629 (Desk)
317.226.7475 (Main Office)
K.CarmanyGeorge@dot.gov
575 N. Pennsylvania St.; Room 254
Indianapolis, IN 46204

The APC response was:

Area Plan Commission of Tippecanoe County Response to FHWA's TIP Comments
Draft FY 2024 - 2028 TIP
1) Highly recommend including what type of organization is the MPO? Does it fall under another entity or is it a stand alone organization?

Response: The following wording was added to paragraph two, page three, and the new sentence is:
In response to the IIJA, the Area Plan Commission of Tippecanoe County, a stand along organization/body, has a proactive participation process.

2) Recommend including dates for these events/notices?

Response: The dates were added, and the updated paragraph is:
Three legal advertisements were published in the local newspaper concerning the TIP development process, project lists, prioritization, and adoption of the TIP. The first notice (December1, 2022) announced that the TIP was being developed and when the Technical Transportation Committee would review and prioritize local projects requesting federal funds. The second notice (February 17, 2023) advised the public when the hearing would take place. The final notice (*place date here*) 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.

It should be noted that when putting together this response, the date of the third notice was unknown. It will be added when the third notice is published.

3) More information about the scope of these projects would be helpful.

Ex. South 9th St Road Widening from 2 to 4 lanes, Bridge #527 removal

Response: The table was updated to included additional information and is: Local Projects:

a) South 9th St, widening (2-lane to3-lane) & reconstruct to urban cross section with a trail

b) Soldiers Home Rd, reconstruct & urbanization (reconstruct to an urban cross section with sidewalk, trail and improved drainage

c) Morehouse Rd, road reconstruction & widening (2-lane to 3-lane)

d) Bridge #527, bridge replacement

e) Bridges #80 & #83, bridge replacement

f) Bridges #64 & #65, bridge replacement

g) N. 9th St Bridge, bridge deck replacement

h) CR 150W, road and intersection reconstruction

7) Table 5 Comments:
a & b) These are outside the years of the TIP.
Response: It is correct in that 2029 and 2030 are beyond the five years of this document. However, in the financially constrained table, Table 4, the right-of-way phase for phase 2 has been allocated federal funds for FY 2025. Because the construction year is anticipated to be more than five years out, the information is shown in this table. Table 5 is just an informational table.

Response:
Showing only the information in Table 4 for the Soldiers Home Road project would give an incomplete picture of the entire project. The City's engineering office is anticipating construction to begin in these "out" years. By showing this information, it informs city officials and especially West Lafayette citizens when construction will begin for phase 2 and 3. Again, the information is shown in the information only table and not in the financial constrained table.

8) Must have a federal funding category. Please change all "multiple" to a specific code.

Response: INDOT provides all the state project information, and this was the information provided to us. This comment and a request for the specific information was sent to INDOT on Thursday, March 2nd.

9) Widening projects or new road construction projects do not meet criteria outlined here.

Response: The document was updated to include additional details. The following wording was added:
On January 18, 2023, The Technical Transportation Committee compared the local project scopes to the five activity categories and found that all local projects requesting federal funds are eligible for Carbon Reduction funds. Specifically, the projects have either an active mode component to it (sidewalk and/or trail) or have a technological solution. The following lists the projects that were allocated Carbon Reduction funds and the activity category each project scope supported.

Project	Scope Component	Activity Category
Morehouse Road ph. 1	Sidewalk & Trail	Active Mode
Morehouse Road ph. 2	Sidewalk & Trail	Active Mode
South 9th Street	Trail	Active Mode
Big 4 Trail	Trail	Active Mode
Soldiers Home Road ph.1	Sidewalk & Trail	Active Mode

10) The project descriptions in Table 4 are not detailed enough to support these projects will result in carbon reduction.

Response: Scope information was included in the new information table (above) and the table specifically identifies the activity category.

11) It is unclear how a new trail would meet the criteria outlined above.

Response: Wording in the document was significantly expanded and the new wording reviewed every local project awarded PROTECT federal funds. The updated wording is:

On January 18, 2023, The Technical Transportation Committed compared the project scopes to the eligibility activities and found that all local projects requesting federal funds are eligible for PROTECT funds. The projects chosen supported the following activities:

- Strengthening systems that remove rainwater from facilities,
- Upgrades to and installation of structural stormwater controls, and
- Evacuation routes

Morehouse Road between Sagamore Parkway and Mason Dixon Road is currently a rural road and drainage is handled through side ditches. There are locations where the topography is completely flat and rainwater ponds. Land uses in the corridor include businesses, a cemetery, and residential housing. Hadley Lake is located near the project's northern termini.

The reconstruction project involves rebuilding the road to an urban cross section and includes new stormwater drainage. This new drainage controls where the stormwater goes and reduces the impacts to adjacent land uses and especially Hadley Lake.

Morehouse Road is also a main north/south road in this part of the city and county. If an emergency would arise in the Purdue Research Park and/or the businesses along Sagamore Parkway, Morehouse Road would be used as an evacuation route.

South 9th Street is another rural road that is in the developed urban area and side ditches currently handle stormwater. The improvements planned for this project included new drainage structures that will direct stormwater. This is especially important because stormwater from the road flows into the Elliott Ditch during heavy rain events. The Elliott
Ditch is at the low point in the project area.

While most of the land uses adjacent to the road improvements are residential homes, Amelia Earhart Elementary School is located at the northern end of the project. Central Catholic Junior/Senior High School is located just to the north. If an emergency arises at either or both schools, South 9th Street is the evacuation route.

Soldiers Home Road is a mixture of urban and rural road design. Some locations have curbs and storm drains, but other locations utilize ditches to handle stormwater. The improvements include a new drainage system throughout the project area.

Located just north of the project is the Indiana Veterans Home. If an evacuation is called for at the Home, Soldiers Home Road would be one of the evacuation routes.

The Big 4 Trail project involves constructing a new trail along South 9th and Kossuth Streets.
It also includes improving five intersections. As part of the project, the reconstruction includes installing a new stormwater drain system. The current system along these two roads and at the intersections is old and there are a limited number of inlet drains. The new system upgrades the existing system.

12) It is unclear how these projects meet the criteria as TA projects.

Response: Wording in the document was updated and is now:

All four projects, Morehouse Road, South 9th Street, Soldiers Home Road and the Big 4 Trail, are eligible for Transportation Alternative funds. The Morehouse Road, South 9th Street, and Soldiers Home Road projects include constructing new sidewalks and trails. The Big 4 Trail project involves construction on the first section of regional trail in Tippecanoe County. When fully constructed, the trail connects the cities and towns in Tippecanoe County to Indianapolis and to the other cities and towns that are in between.

13) This paragraph is unclear.

Response: The paragraph was rewritten and is now:

New to the priority review are two projects. The City of Lafayette will use federal funds to construct a portion of the Big 4 Trail, and the two cities will use safety funds to implement an emergency vehicle preemption traffic signal system. Residual federal funds that were not allocated to the Morehouse Road, South 9th Street and Soldiers Home Road projects are being used for the new projects. Furthermore, programming the new projects did not alter the priorities of the three ongoing projects.

14) Was the policy carried to the new MTP?

Response: Additional verbiage was included and is now:

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. The Policy continues to be in effect with the adoption of the ***2050 MTP***.

March 8, 2023, *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, especiall for federal funds, and both local and INDOT projects.

Comments from those attending:

1) Steve Clevenger asked if the emergency vehicle preemption includes US 231, Special 52, and State Roads 26 and 38 within the cities.

The APC response was:
Doug Poad said at this time it does not. As the project moves forward, INDOT may join in at some point, and work with us on the signals that are close by. That may be wishful thinking, but it makes sense for the project goals.

2) Steve Clevenger referred to Cumberland Avenue's phase four and asked if there was any thought on putting a dual turn lane from Sagamore Parkway, as one heads north.

The APC response was:
Doug Poad said the engineering will start in 2024 and he suspects when they start the design work and look at demand, traffic counts and turning movement counts, we could see dual left turn lanes for both eastbound and westbound traffic on Cumberland. At this point it is too early to say definitively.

3) Steve Clevenger asked if there were still plans for a roundabout at Morehouse and Kalberer.

The APC response was:
Doug Poad said yes.

4) Steve Clevenger followed up by asking if there were any plans on widening 350 between Kalberer and Morehouse.

The APC response was:
Doug Poad said he had not heard of that happening, and if it is on the radar, it has not been shared with him.

March 9, 2023

Good afternoon, Doug!

This is your old buddy William N. (Bill) Glick, formerly of the Tippecanoe County Council on Aging, Inc., and currently a volunteer with AARP Indiana.

I am writing to you at this time to make some comments regarding last evening's Area Plan Commission Citizens Participation Committee meeting. I am also copying Jason Tomcsi, who is the Communications Director for AARP Indiana, and Dan Domsic, who is the AARP Senior Program Specialist. Both Jason and Dan maintain areas of supervision that include volunteers participating in community activities that converge with the AARP Indiana state agenda. In this case, AARP Indiana volunteers such as me maintain an active interest in matters pertaining to community livability, such as roads, streets, and pedestrian safety for those 50 and older.

To the point of my e-mail this afternoon: last night I participated via YouTube livestream in the CPC meeting; however, try as I might, I could not participate through the YouTube chat function. I have two items of interest not only to the Committee, but also to the APC and to many of your public non-profit constituent organizations. So with this first item, which is time-sensitive, please feel free to share the message all across the county. I call your attention to the **AARP Community Challenge Grant program**, which has provided $12.7 million in funding to over 1000 community projects originating with units of government and/or non-profit 501 c (3) organizations! The breadth of the grant program includes such a wide range of projects, e.g., flagship grants, digital connections, capacity-building, community gardens, walkability, demonstration projects, transit system change, and accessory dwelling unit design. I hope I have whetted your appetite so that you or one of your colleagues checks out the website: AARP.org/Community Challenge. (Sorry I can't get this to print as a link)

I commend interested parties to the AARP Livable Communities website, which fully describes the program, and you can view descriptions of all the projects that have been funded in Indiana. However, I apologize for the late notice, but I am just learning about this opportunity myself...the **grant applications are due by 5pm EDT March 15, 2023.** However, I have perused the grant application, and found it to be straightforward and easy to complete. And if anyone needs assistance, there are many resources available to help have a proposal completed.

The other item I am interested in is in fact a question. Once again, as an AARP volunteer, I have become acquainted with the international and national project called Vision Zero, which focuses on how states and local communities can reduce road and street fatalities to their minimum. In fact, there is currently a bill before the Indiana General Assembly that would establish a statewide study of how Indiana might participate in the national Vision Zero program. In my research on this program, I did in fact find that there is a network in the U.S. of states and local communities that have established a basis for cooperation across jurisdictions. My question pertains to whether our county has either researched or been contacted about participation, as the Vision Zero goal of course would positively impact the disproportionate percentage of the population over 65 years old who are victims of pedestrian and road injuries and fatalities.

Doug, I do also want to say how much, as a citizen participant, I appreciate the extremely clear and thorough presentation of the Plan, and the methods by which you generate and write the

Plan. It is so refreshing to find a government document that is so dense, but that explains everything in clear, easy-to-understand terms, without jargon and unnecessarily confusing language!

Thank you so much for your time and consideration, and I look forward to further participation in these critical matters! And perhaps some day I will learn how to chat on the modern livestreaming conveniences!

Have an excellent weekend!

Bill Glick

The APC response was:
Mr. Glick-

Thanks very much for reaching out, and for participating in the Citizen Participation Committee meeting, and especially for making mention of the several grant opportunities available through AARP.

We're actually working on a new accessory dwelling unit ordinance, and we'd thought a wonderful addition to that ordinance would be a set of architect-commissioned, pre-approved, shovel-ready building plans to make the development of ADUs as simple and painless as possible. So, I plan to submit for a community challenge grant program this week.

Thanks much!

David Hittle, AICP, Executive Director
Area Plan Commission of Tippecanoe County
20 North 3rd Street
Lafayette, IN 47901
765-423-9242

Greetings Bill,

I appreciate the kind words and I'm sorry to hear you were not able to join in Wednesday night.

The new director followed up regarding the Challenge Grant. As for the Vision Zero goal, that work would be done by the assistant director Tim Stroshine. Your email was forwarded to him.

So, how are you doing?

Doug

March 21, 2023,

INDOT had additional follow up questions and comments regarding the draft TIP.

The APC response was:
INDOT Response to FY 2024-2026 Development
Email sent to APC on March 14, 2023

Comment #1:
In an email dated February 21, 2023, Doug provided a very good explanation of the process that the Indiana MPOs utilize, barrowing and paying back funds from each other and from INDOT Local Programs when short-term funding shortfalls develop when projects comes in over the anticipated budget or, an MPO's project may is delayed past the fiscal year. Please provide a similar explanation in the TIP on the

fiscal page. This will serve as supporting explanation / evidence for a "reasonable" test of a revenue source.

APC Response:

The following wording will be added to Section 7, Financial Summary and Plan

> Due to increasing project costs, several local projects in this TIP were split into multiple construction phases. While this solution helps, several projects still needed additional federal funds. To address this need, and keep the TIP fiscally constrained, the APC employs an INDOT allowed practice which involves trading federal funds with another MPO. This practice has been utilized in previous TIPs.
>
> In Tables 8, 9, 11, 12, 30 and 33, there are federal funds shown as either "Borrowed" or "Trade For." This indicates when the APC will be swapping federal funds with another MPO. "Borrowed" indicates the year and amount of federal funds needed from another MPO and "Trade For" indicates when these funds will be repaid to the other MPO.
>
> An example of a trade can be found in Tables 8, 9 and 30. Additional federal funds are needed in FY 2025, Table 9. At the top of the table are two lines that state "Borrowed from FY 2024." These federal funds are from another MPO. Those federal funds are repaid in FY 2024, which is shown in Tables 8 and 30. The repayment is shown in the bottom portion of the table and is titled "Trade for FY 2025 Funds." Thus, we will be giving a portion of our FY 2024 federal funds to another MPO in exchange for their FY 2025 federal funds.

On page 33: Table 7 is titled *Unfunded INDOT Projects Recommended by MPO (for Informational Purposes Only)* Please remove the word "Projects" from the table's heading and from the subheadings, a suitable replacement would be areas and locations recommended for further study by INDOT or, locations where future congestion or safety may warrant INDOT review or study which could result in future projects. A need does not truly become a "project" until it has been further evaluated (studied), proposed, scored, selected for funding and programmed. Until that happens, the area can be considered a concern or possible future congestion need.

On page 34 – Map: Again, change the heading, removing the word "project."

On page 55: Please change the heading to read something like this: areas and locations that the Transportation Committee recommends for INDOT consideration as possible future proposed projects. You can use the term project here as long as it is presented as possible future projects for further INDOT evaluation

APC Response:

We would like to give you some background history regarding the proposed projects listed. They have already been thoroughly vetted through various plans and studies. All the projects, except for one, are identified in the 2050 MTP and shown as "Recommended Projects". The following summary details the plans and studies where they have been vetted.

<u>SR 38 and SP 52 sidewalks</u>

Both projects are identified in the 2050 MTP. The corridors were identified through the First and Last Mile Analysis. The analysis included non-connecting stops, minority populations, Hispanic populations, poverty, households with no vehicles, number of boarding and deboardings, and employment locations. Both corridors are ranked as high priorities.

The previous 2045 MTP identified these projects in the First and Last Mile Analysis and a portion of the SP 52 corridor is identified as a location of transit demand (Figure 40). The sidewalks were also recommended through the Non-Motorized Recommendation section.

Constructing sidewalks in these two corridors were identified in the 2040 MTP.

The SR 38 sidewalk project is shown in the current FY 2022 TIP, Table 7.

Planning support for these two projects can also be found in the FY 2022-2026 Coordinated Human Services Transportation Plan.

<u>Special US 52</u>

The three projects have been identified in the 2050, 2045, 2040, and 2030 MTPs.

It should be noted that this corridor was specifically examined through a joint study between INDOT and the MPO. There was significant public input and detailed analysis of the corridor. Multiple improvements were recommended. The study was conducted by HNTB and a copy of the 2011 final report can be found on the APC website. Here is a link to it: https://www.tippecanoe.in.gov/691/Other-Plans-and-Reports

All three projects have been shown in the FY 2020 TIP and are currently shown in the FY 2022 TIP, Table 7.

Northern Corridor
This improvement has been vetted over multiple decades and was identified in the original 1978 long-range transportation plan. The proposed corridor has been tested through multiple traffic models over the decades as well. Not only is it identified in the 1978 Plan, it can also be found in the 2025, 2030, 2040, 2045 and 2050 long-range plans.

In the early 2000's, INDOT hired the Corradino Group to conduct an Environmental Assessment/Corridor Study of US 231 from I-70 to I-65. This project was identified as having a high priority.

This project was also identified in INDOT's 2030 Long Range Plan as an illustrative project. The project was assigned des number was 0500168 and LRP ID was 29. The 2025 estimated construction cost was $106,386,840.

Finally, this project has been shown in the FY 2014, FY 2016, FY 2018, FY 2020 and in the current (FY 2022) TIP.

I-65, Six-Lane Widening

The widening of I-65 through Tippecanoe County has been identified as a need and as a project in the 2025, 2030, 2040, 2045 and 2050 Long-Range Plans or MTPs.

I-65 Windbreak Project
This is an actual INDOT project, and it is currently programmed in the FY 2022-2026 TIP. While we received a request to remove it from the TIP, because it is safety related and no safety project was programmed for a later construction date, the Technical Transportation Committee and Policy Board did not remove it from the TIP.

The safety issues still exist, and no project has been programmed at this time.

There is one more point of interest we would like to mention. We looked back through our older TIPs and the informational or illustrative table first appeared in the FY 1999 TIP. Since then, the table title has changed over the past two plus decades. The title in the draft TIP is the same as in the current TIP as well as the FY 2020 TIP.

As you can see, all the projects listed in the table have been extensively vetted and reviewed over the past couple of decades – one even being identified formally as a project in the late 70's. Except for the safety project, all the others are identified as "Recommended Projects" in the current 2050 MTP as well as in previous MTPs, or long-range plans, or in specific studies. They have all been labeled as either recommended or illustrative projects, have been shown as illustrative or as recommended projects in previously approved and adopted TIPs and are shown as unfunded INDOT projects in the current TIP that was approved by INDOT and FHWA two years ago.

The project Listings starting on page 113… An INDOT review noted some discrepancies between the projects listed in the draft TIP and the INDOT STIP project listing. Those discrepancies were then forwarded to the MPO. The MPO responded back with additional explanation, making some typo

corrections. My records indicate that the STIP office has not fully responded to the MPO's comments. I have since followed up but have not heard that the issues have been fully resolved. Please first confirm that the INDOT STIP Office concurs with the proposed project listing changes. This would be April Leckie or Michael McNeil.

APC Response:
At this time, we cannot concur regarding this unresolved issue. We are still waiting for a response from the INDOT STIP Office staff.
The development of the draft TIP follows the same schedule timing as in previous TIPs and the timeline is based on the STIP development. To keep this timeline, the draft document will be presented to the Technical Transportation Committee for their review and possible adoption recommendation on April 19th.
The development schedule shows the draft being presented to the Policy Board on May 11th.
Due to our extension public notification and outreach, to keep this timeline, we need to resolve this issue by April 7th.

FHWA Comments - Before final adoption of the FY 24-28 TIP, please confirm that comments received from FHWA have been adequately addressed and corrections have made to the draft TIP where warranted.

APC Response:
Our response / comments were emailed to you on March 8, 2023, and we are waiting for FHWA's follow-up,
On a side note, one of FHWA's comments regarded the uses of the term "multiple" in identifying the federal funds used for several INDOT projects. We appreciate your follow-up with Michael, but have not received any response from him.

***March 16, 2023**, Policy Board*

The Committee was presented a status report, including information regarding the public meeting. They were also informed of the questions and responses from INDOT and FHWA, and the future timeline when the draft document would be presented to the Technical Transportation and Policy Board.

No comments or question were received from the public.

***March 22, 2023**, Technical Transportation Committee*

The Committee was presented a status updated regarding the TIP development and responses to INDOT and FHWA comments. The adoption timeline was presented.

No comments or questions were received from the public.

***April 13, 2023**, Policy Board*

The Committee was presented a status report. They wre 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 19, 2023**, Technical Transportation Committee*

APC stated the draft document has been posted on its web site and the gave a brief development timeline as well as FHWA and INDOT review and comments. Additional information regarding how new of the draft document adoption was presented. The Committee recommend the draft document be approved by the Policy Board.

No comments or questions were received from the public.

***May 4, 2023**, Nextdoor Comments*

Comment 1: Thank you.

Comment 2: What I'd really like to know is when River Road is going to re-open.

Comment 3: Fall 2023: https://riverroadcso.com/closures/

Comment 4: Latest construction update: https://riverroadcso.com/2023/02/january-construction-update/

The APC Response was:
No response was provided. A West Lafayette citizen responded to comment 2 with comments 3 and 4.

***May 18, 2023**, Policy Board*

APC Staff presented an overview of the process in developing the new document and mentioned several critical dates in its development. The Policy Board adopted the document.

No comments or questions were received from the public.

May 19, 2023

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	2050 MTP, FY '22 TIP
Park East Boulevard *McCarty to Haggerty*	New Road Construction	---	2050 MTP, FY '22 TIP
South Street *East of Sagamore to I-65*	Pedestrian, Safety & Landscaping	---	FY '22 TIP
3rd & 4th Streets *Alabama to Fannon*	Two-way Conversion	---	City Study
Big 4 Trail *Along 9th & Kossuth Streets*	New Trail Construction	---	Big 4 Trail Study, 2050 MTP
Emergency Vehicle Preemption *80 traffic signals in Laf.*	Traffic Signal Preemption	---	City Identified
McCarty Lane *At Creasy Lane*	Intersection Improvement	---	City Identified
Veterans Memorial Pkwy *US 52 to RR overpass*	Road Widening	---	2050 MTP
City of West Lafayette			
Cherry Lane Extension Ph 2 *West of McCormick to Northwestern Ave*	Road Reconstruction/Trail	---	2050 MTP, FY '22 TIP
Cumberland Ave *Sagamore Parkway to ½ mi west of Sagamore Parkway*	Road Widening	---	2050 MTP, FY '22 TIP
Soldiers Home Road *Sagamore Pkwy to Kalberer*	Road Reconstruction & Urbanization	1401291	2050 MTP, FY '22 TIP
Yeager Road Ph. 5 *Road Reconstruction*	Kalberer to Cumberland	---	City Identified
Tippecanoe County			
County Bridge Inspection *Various Bridges in County*	Inspection Program	2101033	Annual Inspection, FY '22 TIP
Morehouse Road *Sagamore Pkwy to CR 500N*	Road Reconstruction & Widening	1401280 & 2101125	2050 MTP, FY '22 TIP
Bridge #64 *over Branch of Wea Creek*	Bridge Replacement	1802905	County Inspection, FY '22 TIP
Bridge #65 *over Wea Creek*	Bridge Replacement	1802907	County Inspection, FY '22 TIP
Bridge #527 *over Wea Creek*	Bridge Replacement	1902754	County Inspection, FY '22 TIP

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
Tippecanoe County continued			
North 9th Street Bridge *over Wabash River*	Bridge Deck Replacement	2003019	County Inspection, FY '22 TIP
Bridge #80 *over Flint Creek*	Bridge Replacement	2101724	County Inspection, FY '22 TIP
Bridge #83 *over Flint Creek*	Bridge Replacement	2101726	County Inspection, FY '22 TIP
Harrison Trail *along CR 600N & CR 50W*	Trail, Hawk & Rapid Flash	---	2050 MTP
CR 150W *CR 500N to CR 600N*	Road & Intersection Recon.	---	2050 MTP, FY '22 TIP
CR 600N *At CR 50W*	Intersection Improvement	---	2050 MTP, FY '22 TIP
CityBus			
CityBus	Operating Assistance & Capital Assistance	Various	TDP, SP, CHSTP, FY '20 TIP
Purdue University Airport			
Construct East Parallel Taxiway "C"	Reconstruction		AMP, FY '22 TIP
Snow Removal Equipment	New Equipment	---	AMP, FY '22 TIP

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 '22 TIP, STIP
SR 26 *At CR 900E*	New Signal Installation	1800215	INDOT Review, FY '22 TIP, STIP
SR 26 *Over Goose Creek*	New Bridge Construction	1900333	INDOT Review, FY '22 TIP, STIP
SR 26 *Over S. Fork of Wildcat Cr*	Bridge Thin Deck Overlay	2200569	INDOT Review, FY '22 TIP, STIP
SR 28 *Over Little Wea Creek*	Bridge Deck Overlay	1800670	INDOT Review, FY '22 TIP, STIP
SR 28 *3.82 miles east of SR 25*	Drainage Ditch Correction	2101796	INDOT Review, FY '22 TIP, STIP
SR 38 *WB Bridge, Elliott Ditch*	Bridge Deck Overlay	1701561	INDOT Review, FY '22 TIP, STIP
SR 38 *EB Bridge, Elliott Ditch*	Bridge Deck Overlay	1701562	INDOT Review, FY '22 TIP, STIP
SR 38 *Southfork Wildcat Creek*	Scour Protection	2000519	INDOT Review, FY '22 TIP, STIP
US 52 *Over NS Railroad*	Bridge Deck Overlay	2002033	INDOT Review, FY '22 TIP, STIP
US 52 *Over Gaylord Branch*	Replace Superstructure	2002042	INDOT Review, FY '22 TIP, STIP
US 52 WB bridge *Wabash River*	Bridge Thin Deck Overlay	2002143	INDOT Review, FY '22 TIP, STIP
US 52 *EB Bridge Wabash River*	Bridge Thin Deck Overlay	2002144	INDOT Review, FY '22 TIP, STIP
US 52 *CR 400S to CR 700S*	Auxiliary Lane	2002394	INDOT Review, FY '22 TIP, STIP
SP 52 *1.74 mi east of US 52/231*	Small Structures & Drain	2101617	INDOT Review, FY '22 TIP, STIP
US 52 *SR 352 to US 231*	HMA Overlay Min. Structural	2200795	INDOT Review, FY '22 TIP, STIP
SP 52 *WB bridge over Wabash Ri.*	Superstructure Repair/Rehab	2200993	INDOT Review, FY '22 TIP, STIP
SR 225 *0.6 mi. N of SR 25*	Truss Rehabilitation or Repair	2002077	INDOT Review, FY '22 TIP, STIP
I-65 *At SR 38 Interchange*	Concrete Pavement Resto	1900647	INDOT Review, FY '22 TIP, STIP
I-65 *SB Bridge over NS Railroad*	Bridge Deck Overlay	2001743	INDOT Review, FY '22 TIP, STIP
I-65 *CR 680S over Ditch*	Small Structure Pipe Lining	2001932	INDOT Review, FY '22 TIP, STIP
I-65 *NB Bridge over NS Railroad*	Bridge Deck Overlay	2002107	INDOT Review, FY '22 TIP, STIP
I-65 *NB Bridge over SR 38*	Bridge Deck Overlay	2002108	INDOT Review, FY '22 TIP, STIP
I-65 *SB Bridge over SR 38*	Bridge Deck Overlay	2002109	INDOT Review, FY '22 TIP, STIP
I-65 *NB Bridge over SR 26*	Bridge Deck Overlay	2002110	INDOT Review, FY '22 TIP, STIP

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
I-65 *SB Bridge over SR 26*	Bridge Deck Overlay	2002111	INDOT Review, FY '22 TIP, STIP
I-65 *NB Bridge over Wildcat Cr.*	Bridge Deck Overlay	2002112	INDOT Review, FY '22 TIP, STIP
I-65 *SB Bridge over Wildcat Cr.*	Bridge Deck Overlay	2002113	INDOT Review, FY '22 TIP, STIP
I-65 *CR 600N*	Bridge Thin Deck Overlay	2100720	INDOT Review, FY '22 TIP, STIP
I-65 *CR 900E*	Bridge Thin Deck Overlay	2100678	INDOT Review, FY '22 TIP, STIP
I-65 *Swisher Road*	Bridge Thin Deck Overlay	2100719	INDOT Review, FY '22 TIP, STIP
I-65 *East County Line Road*	Bridge Thin Deck Overlay	2101091	INDOT Review, FY '22 TIP, STIP
Indiana Veterans Home *Throughout Campus*	Road Maintenance	2200164	INDOT Review
CR 550s / Wabash Avenue *Norfolk Southern RR Xing*	Crossing Protection	2000835	INDOT Review
Districtwide	Signing Installation / Repair	2200001	INDOT Review
Statewide	Software License	1801113, 2002554, 2002952	INDOT Review
Statewide	TMC Dispatcher Operations	1801115, 2002555, 2002953	INDOT Review
Statewide	O&M fee for C.A.R.S.	1801117, 2002556, 2002955	INDOT Review
Statewide	INRIX Traffic Data	1801118, 2002557, 2002956	INDOT Review
Statewide	ITS Field Device Cell Hardware	1801233, 2101121, 2201180	INDOT Review
Statewide	Cell Service for Comm.	1801227, 2101120, 2201179	INDOT Review
Statewide	Purchase Contract, NEPA	2201205	INDOT Review

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

Appendix 9: CityBus CY 2019, 2020, 2021 & 2022
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 # 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
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
Capital Assistance (Sec. 5307)	CA	S7C, L3				
Des numbers for individual projects			1,491,200	372,800	1,864,000	CY 2019
are shown on the following pages.			2,418,400	388,600	1,943,000	CY 2020
			4,179,632	1,044,908	5,224,540	CY 2021
des # 1900472			1,554,400	388,600	1,943,000	CY 2022
Planning Assistance (Sec. 5307)	PL	S7P, L3				
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
A&E for New Facility (LAF-21-013)			240,000	60,000	300,000	CY 2021
Section 5310 Funds	OP/CAP	S10, L3				
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 #1700413)			133,260	33,315	166,575	CY 2020
Paratransit Buses (des #2002549 / LAF-21-014)			329,946	84,487	414,433	CY 2021
Travel Training (des #2002549 / LAF-21-015)			53,988	13,497	67,485	CY 2021
2A/2B Service (des #2002549 / LAF-21-16)			30,000	36,277	66,277	CY 2021
N 9th/Wabash Ave (des #2002549 / LAF-21-17)			95,000	300,000	207,426	CY 2021
Travel Training (LAF-22-010)			67,000	0	67,000	CY 2022
N 9th/Wabash Ave (LAF-22-011)			247,000	0	247,000	CY 2022
Capital Assistance (Sec. 5339)	CA	S39C, L3				
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
CNG Refueling (des #2002550 / LAF-21-018)			1,200,000	300,000	1,500,000	CY 2021
2 Fixed Route Bus Replace (LAF-22-012)			1,005,777	251,444	1,257,221	CY 2022
Other Projects	CA	STBG				
Bus Stop Improvements (des #1801629)			290,266	72,567	362,833	FY 2019
			104,198	26,049	130,247	FY 2020
Route Planning SW (des #2001609)			36,000	9,000	45,000	FY 2020

Section 5307 Capital and Operation Expenditures

Section 5307 Projects 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: Perimeter Gates, $45,000 *Des #1500399*

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

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

	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 5307 Projects 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

Section 5307 Projects for CY 2021

1. Replacement Tires, $70,000 *Des #1700423, LAF-21-00.*

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 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

	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 Projects for CY 2022

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.

	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 Planning Expenditures

Section 5307 Projects for CY 2020

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.

Section 5307 Projects for CY 2021

A&E for New Facility, $300,000 *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 Projects

Section 5310 Projects for CY 2020

Route Operating Service Extension, $57,928 *Des #1700781*

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.

Travel Training, $65,048 *Des # 1700781*

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.

Paratransit Buses, $166,575 *Des #1700413*

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.

Section 5310 Projects for CY 2021

Paratransit Vehicles, $414,433 *Des # 2002549, 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.

Travel Training, $67,485 *Des #2002549, 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.

Operating, 2A/2B Route Extension, $66,277 *Des #2002549, 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.

Operating, New Route 9th Street/Wabash Ave., $207,426 *Des #202549, 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 5310 Projects for CY 2022

Travel Training, $67,000 *LAF-22-010*

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

Operating, Route 9th Street/Wabash Avenue, $247,000 *LAF-22-011*

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. IN CY 2021 new service was added to these areas.

The new service allows persons, especially in the Wabash Avenue neighborhood, to get to/from work, for medical appointments and grocery shopping. Providing bus service to the Wabash Avenue neighborhood was identified in the Coordinated Human Service Transit Plan (page 58). These federal funds will be used to support the service to the Wabash Avenue neighborhood.

Section 5339 Projects

Section 5339 Projects for CY 2019

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.

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.

Section 5339 Projects for CY 2020

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).

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 5339 Projects for CY 2021

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.

2 Fixed Route Bus Replacements, $1,257,221 *LAF-22-012*

The Federal Transit Administration's (FTA) Section 5339 funds are allocated through a nationwide competitive process. These funds target bus replacement/related equipment replacement and bus facility infrastructure improvements. CityBus applied for and received approval for these funds to replace two 2011 Gillig Hybrids busses (vehicle numbers 1904 and 1905).

Flexed FHWA Funded Projects

Other Projects

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. Furthermore, the project includes replacing existing bus shelters, addition amenities and purchasing spare parts.

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.

Appendix 10, Performance Measures Adoption Letters

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

December 12, 2022

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: 2023 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 2023 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 2023 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2023 safety targets based on five-year rolling averages are:

Number of fatalities – 894.2 or fewer
Rate of fatalities per 100 million miles traveled – 1.088 or less
Number of serious injuries – 3,348.1 or fewer
Rate of serious injuries per 100 million miles traveled – 4.068 or less
Number of non-motorist fatalities and serious injuries – 399.6 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 8, 2022. The approved minutes of that meeting will be available upon request and on our website.

Sincerely,

David Hittle, Executive Director
Area Plan Commission of Tippecanoe County

20 North 3rd Street, Lafayette, IN 47901-1209, Phone (765) 423-9242, Fax (765) 423-9154
apc@tippecanoecounty.org www.tippecanoecounty.org/apc

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

December 12, 2022

Mr. Louis Feagans, Managing Director of Asset Management
Todd Shields, Statewide Asset Management Engineer
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 2024 and 2026 statewide pavement condition targets for the performance measures listed below.

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

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.

The APCTC agrees to support the 2024 and 2026 statewide pavement targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2024 and 2026 statewide pavement condition targets based on a certified Transportation Asset Management Plan are:

2024 Percent of Interstate pavements in Good condition – 60.00%
2024 Percent of Interstate pavements in Poor condition – 1.00%
2024 Percent of non-Interstate NHS pavements in Good condition – 50.00%
2024 Percent of non-Interstate NHS pavements in Poor condition – 1.50%

2026 Percent of Interstate pavements in Good condition – 62.00%
2026 Percent of Interstate pavements in Poor condition – 1.00%
2026 Percent of non-Interstate NHS pavements in Good condition – 48.00%
2026 Percent of non-Interstate NHS pavements in Poor condition – 1.50%

20 North 3rd Street, Lafayette, IN 47901-1209 Phone (765) 423-9242 Fax (765) 423-9154
apc@tippecanoe.in.gov • www.tippecanoe.in.gov/apc

APC

APCTC will support the pavement condition targets by asking INDOT to include the MPO in early coordination and scoping of NHS pavement planning activities, programs and projects within the MPA. The MPO Policy Board approved this action at its regularly scheduled meeting on December 8, 2022. The approved minutes of that meeting will be available upon request and on our website.

Sincerely,

David Hittle, Executive Director
Area Plan Commission of Tippecanoe County

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

December 12, 2022

Mr. Louis Feagans, Managing Director of Asset Management
Todd Shields, Statewide Asset Management Engineer
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 2024 and 2026 statewide bridge condition targets for the performance measures listed below.

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

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.

The APCTC agrees to support the 2024 and 2026 statewide bridge condition targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2024 and 2026 statewide bridge condition targets based on a certified Transportation Asset Management Plan are:

2024 Percent of NHS bridges by deck area classified in Good condition – 49.00%
2024 Percent of NHA bridges by deck area classified in Poor condition – 3.00%
2026 Percent of NHS bridges by deck area classified in Good condition – 47.50%
2026 Percent of NHS bridges by deck area classified in Poor condition – 3.00%

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 approved this action at its regularly scheduled meeting on December 8, 2022. The approved minutes of that meeting will be available upon request and on our website.

Sincerely,

David Hittle, Executive Director
Area Plan Commission of Tippecanoe County

20 North 3rd Street, Lafayette, IN 47901-1209 Phone (765) 423-9242 Fax (765) 423-9154
apc@tippecanoe.in.gov • www.tippecanoe.in.gov/apc

APC

2026 Non-Interstate Percentage of Person-Miles Reliable of 93.5%
2026 Truck Travel Time Reliability Index of 1.30

Because the MPO is an attainment area, APCTC will support the statewide targets and we will continue our efforts to maintain our attainment status by programming intersection improvements, roundabouts, sidewalks, trails and other projects in the Metropolitan Transportation Plan and the Transportation Improvement Program that serve to reduce statewide on-road mobile source emissions and increase reliability. The MPO Policy Board approved this action at its regularly scheduled meeting on December 8, 2022. The approved minutes of that meeting will be available upon request and on our website.

Sincerely,

David Hittle, Executive Director
Area Plan Commission of Tippecanoe County

Appendix 11, Public Notices

December 15, 2022

Funding Transportation Projects Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2024–2028 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.

Because our metropolitan area receives a limited share of Indiana's gas tax federal funds, the Technical Transportation Committee reviews, discusses and then financially constrains the requests to match our yearly federal funding allocation. This will be done during the Committee's January 18, 2023, meeting at 2:00 p.m. in the Tippecanoe County Office Building, Tippecanoe Room. A copy of the proposed projects is available upon request.

The Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) for both operating assistance and capital projects. This notice satisfies the Program of Projects requirements. A copy of the proposed projects is available upon request.

After the January meeting, APC staff will prepare the draft TIP document for review by citizens, the Technical Transportation Committee (in-person meeting) and Citizens Participation Committee (virtual) prior to adoption by the Policy Board on May 11, 2023. The Policy Board meeting is virtual. All meetings are open to the public; we encourage your participation.

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

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

Reference Number: 2022-241

December 15, 2022

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 2024-2028 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.

Puesto que nuestra área metropolitana recibe un aporte determinado de los fondos federales de impuestos de gasolina 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 18 de enero de 2023 a las 2:00 p.m. en el edificio del Condado de Tippecanoe, en la sala "Tippecanoe Room". Una copia de los proyectos sugeridos está disponible bajo solicitud.

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) tanto para asistencia operativa como para proyectos de capital. Este comunicado cumple con los requisitos del proyecto del Programa. Una copia de los proyectos sugeridos está disponible bajo solicitud.

Después de la reunión de enero, el personal del APC preparará un borrador del TIP para revisión de los ciudadanos, del comité de transporte técnico (reunión en persona) y participación del comité de ciudadanos (reunión virtual) antes que la Junta de Normas lo adopte el 11 de mayo de 2023. La reunión de Junta de Normas será virtual. Todas las reuniones serán 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: 2022-241

February 24, 2023

Transportation Improvement Program
Funding Transportation Projects
Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2024–2028 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 8 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:
https://www.tippecanoe.in.gov/DocumentCenter/View/39702/FY-2024-2028-Draft-TIP
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: 2023-024

May 4, 2023

Transportation Improvement Program
Funding Transportation Projects
Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2024-2028 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 18, 2023, 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 2024-2028 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: https://www.tippecanoe.in.gov/DocumentCenter/View/39702/FY-2024-2028-Draft-TIP. 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: 2023–059

May 4, 2023

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 2024-2028 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.

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 enmiendas y estatutos relacionados. 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. El programa presentado será el último, a menos que se presenten modificaciones y se publique un aviso final.

El 18 de mayo de 2023 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 2024-2028 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, puede ser vista en la oficina del Comité de Planificación Regional del Condado de Tippecanoe en 20 North 3rd Street, Lafayette, Indiana, y en la página web del Programa de Mejoras de Transporte: https://www.tippecanoe.in.gov/DocumentCenter/View/39702/FY-2024-2028-Draft-TIP. 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: 2023-059

Funding Transportation Projects

Have you ever wondered 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 money 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, and INDOT are eligible. The Purdue University Airport also receives federal funds for their projects and those funds come from the Airport and Airways Trust Fund.

The Area Plan Commission creates a TIP every other year. The process has just started in developing the 2024-2028 TIP. Local governments submitted requests for federal funds during the call for projects. All requests were assembled, and a complete project list was released and posted on the web on December 14, 2022.

Because our metropolitan area receives a limited share of Indiana's federal gas tax funds, the Technical Transportation Committee reviews, discusses and financially constrains the requests to match our yearly federal funding. This will be done during the Committee's January 18, 2023, meeting at 2:00 p.m. The meeting will be held in the Tippecanoe Room, Tippecanoe County Office Building, 20 North 3rd Street, Lafayette, IN 47901. It is open to the public and we encouraged you to attend and participate in the process. The meeting can also be viewed virtually through YouTube or Facebook.

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 2024-2028 Transportation Improvement Program (TIP) and it's available on the Area Plan Commission's Transportation Improvement Program web page:

https://www.tippecanoe.in.gov/DocumentCenter/View/39702/FY-2024-2028-Draft-TIP

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 8th 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/39702/FY-2024-2028-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 11, 2023, 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

Appendix 13, Legal Notices and Press Release

CONFIRMATION

JOURNAL & COURIER
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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	0005508954	Kathy	$0.00	$43.29	Invoice	$0.00	$43.29

Sales Rep: FGrade **Order Taker:** FGrade **Order Created** 12/01/2022

Product	Placement	Class	# Ins	Start Date	End Date
LAF-JCOonline.com	LAFW-Public Notices	Legal Notices	1	12/05/2022	12/05/2022
LAF-The Journal and Courier	LAF-Public Notices	Legal Notices	1	12/05/2022	12/05/2022

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

Text of Ad: 12/01/2022

TIP 24-28

NOTICE THAT THE FISCAL YEAR 2024 - 2028 TRANSPORTATION IMPROVEMENT PROGRAM IS BEING DEVELOPED REGARDING PROJECTS SEEKING URBAN FEDERAL TRANSPORTATION FUNDS WITHIN TIPPECANOE COUNTY

Notice is hereby given that the Area Plan Commission of Tippecanoe County (APC) is developing the FY 2024-2028 Transportation Improvement Program (TIP). This public notice is intended to inform citizens that a TIP is being developed, to request comments and to invite questions concerning its contents.

The TIP lists local and state transportation projects proposed within Tippecanoe County over the next five years. This includes projects sponsored by the Cities of Lafayette and West Lafayette, Tippecanoe County, Clarks Hill, Dayton, Battle Ground, CityBus, the Purdue University Airport and the Indiana Department of Transportation (INDOT). APC Staff is currently compiling those lists of projects.

Since our area receives a limited amount of federal gas tax funds, the Technical Transportation Committee reviews, discusses and financially constrains the project requests and this will be done on January 18, 2023, at 2:00 p.m. in the Tippecanoe County Office Building, Tippecanoe Room. A copy of the proposed projects is available upon request.

The Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) for both operating assistance and capital projects. This notice satisfies the Program of Projects requirements. A copy of the proposed projects is available upon request. After the January meeting, the Area Plan Commission staff will develop the draft TIP document. When complete, the draft TIP will then be reviewed by the Technical Transportation and Citizens Participation Committees before review and adoption by the Policy Board in May 2023. All meetings are open to the public; we encourage your participation.

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

AREA PLAN COMMISSION OF TIPPECANOE COUNTY, INDIANA
Date Approved: 11/29/2022 BY /s/ David Hittle, Executive Director
(LAF - 12/5/22 - 0005508954) hspaxlp

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 #:0005592414
# of Affidavits: 2

Total Amount of Claim:$43.22
This is not an invoice

AREA PLAN COMM. OF TIPPECANO
20 N 3RD ST
LAFAYETTE, IN 47901

PUBLISHER'S AFFIDAVIT

STATE OF WISCONSIN,
County Of Brown } SS.

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

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

Issues Dated 02/17/2023

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: Feb 17, 2023 Title: Clerk

Subscribed and sworn to before me this 17 day of February, 2023

Notary Public

Notary Expires: 1-7-25

KATHLEEN ALLEN
Notary Public
State of Wisconsin

TIP

NOTICE THAT THE
FISCAL YEAR 2024 - 2028 TRANSPORTATION IMPROVEMENT PROGRAM IS BEING DEVELOPED REGARDING PROJECTS SEEKING URBAN FEDERAL TRANSPORTATION FUNDS FOR THE AREA PLAN COMMISSION OF TIPPECANOE COUNTY

Notice is hereby given that the Area Plan Commission of Tippecanoe County (APC) is developing the FY 2024-2028 Transportation Improvement Program (TIP). This public notice invites citizens to a public meeting to review, provide comments and ask questions about the document and the projects being included for funding.

The draft document will be presented at the March 8, 2023, Citizens Participation Committee (CPC) on-line meeting. It starts at 6:00 p.m. and you can join the meeting 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 Area Plan Commission's Transportation Improvement Program web page: https://www.tippecanoe.in.gov/DocumentCenterView/39702/FY-2024-2028-Draft-TIP. Please contact us at (765) 423-9242 if you would like a paper copy.

The Greater Lafayette Public Transportation Corporation ("City-Bus") is seeking financial assistance from the Federal Transit Administration (FTA) of the United States Department of Transportation under the Federal Transit Act of 1964, as amended, and related statutes. This notice of public involvement activities and timeline established for public review of and comments on the TIP will satisfy the Program of Projects requirements. The proposed program will be the final program unless amended and a final notice is published. All available information, including the draft document can be viewed in the offices of the Area Plan Commission of Tippecanoe County at 20 North 3'd Street, Lafayette, Indiana, during normal office hours or on the APC website at www.tippecanoe.in.gov/apc

AREA PLAN COMMISSION OF TIPPECANOE COUNTY, INDIANA
BY /s/ David Hittle
EXECUTIVE DIRECTOR
Date Approved: 2-9-23
(LAF - 2/17/23 - 0005592414) hspaxlp

CONFIRMATION

JOURNAL & COURIER
MEDIA GROUP
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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	0005684742	Kristina Lamb	$0.00	$35.17	Invoice	$0.00	$35.17

Sales Rep: bgrady **Order Taker:** bgrady **Order Created** 04/27/2023

Product	Placement	Class	# Ins	Start Date	End Date
LAF-JCOonline.com	LAFW-Public Notices	Legal Notices	1	05/01/2023	05/01/2023
LAF-The Journal and Courier	LAF-Public Notices	Legal Notices	1	05/01/2023	05/01/2023

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

Text of Ad: 04/27/2023

NOTICE of PUBLIC MEETING to ADOPT the FY 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAM for the GREATER LAFAYETTE AREA METROPOLITAN PLANNING ORGANIZATION

Notice is hereby given that the Policy Board of the Greater Lafayette Area Metropolitan Planning Organization, will hear and discuss comments prior to considering adoption of the Fiscal Year 2024 – 2028 Transportation Improvement Program (TIP) on May 18th, at 2:00 p.m. during its on-line meeting. The meeting is virtual and can be joined through Tippecanoe County's Facebook or YouTube web pages.

A draft TIP containing the program of projects (both local and state), and other pertinent documentation can be viewed at the offices of the Area Plan Commission at 20 North 3rd Street, Lafayette, Indiana during normal office hours 8:00 a.m. to 4:30 p.m. A copy of the draft TIP is also available on the Transportation Improvement Program web page which can be accessed at https://www.tippecanoe.in.gov/DocumentCenter/View/39702/FY-2024-2028-Draft-TIP. Comments should be sent to: dpoad@tippecanoe.in.gov.

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

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

AREA PLAN COMMISSION OF TIPPECANOE COUNTY, INDIANA
BY: /s/ EXECUTIVE DIRECTOR
Date Approved: 4-21-23
(LAF - 5/1/23 - 0005684742) hspaxlp

Media Release for Public Hearing

Media Release - Citizen Participation Committee Meeting, March 8, 2023 - Message (HTML)

File Message Help Acrobat

Share to Teams | Mark Unread | Find | Zoom

Media Release - Citizen Participation Committee Meeting, March 8, 2023

Doug Poad

Reply | Reply All | Forward

To '94477622@fax.local'; '94484452@fax.local'; Deanna Watson; frontdesk@kasparradio.com; boomer@wazy.com; news@wbass.org; mikeshaumus@newhoffmedia.com; Media WLFI; corey@starcitybroadcasting.com; **+1 other**

Fri 3/3/2023 10:35 AM

You replied to this message on 3/3/2023 11:40 AM.

Media Release

For Immediate Release
March 3, 2023

The Area Plan Commission of Tippecanoe County will present the draft Fiscal Year 2024-2028 Transportation Improvement Program during its on-line March 8th Citizens 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 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: https://www.tippecanoe.in.gov/DocumentCenter/View/39702/FY-2024-2028-Draft-TIP

Meeting details:
When: 6:00 pm, March 8, 2023
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

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

December 13, 2022
Ref. No. 2022-242

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

Dear Ms. Florian:

The staff of the Area Plan Commission of Tippecanoe County is developing the Fiscal Year 2024-2028 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.

The TIP 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 2050 Metropolitan Transportation Plan, and other significant regional projects. At this time staff is compiling the lists of projects proposed by the state, cities, towns and county.

Since our area receives a limited amount of federal funds, the Technical Transportation Committee will review, discuss, and prioritize proposed projects at its January 18, 2023, meeting, at 2:00 p.m. in the Tippecanoe County Office Building, Tippecanoe Room. A copy of the proposed projects is available upon request.

The Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) for both operating assistance and capital projects. This notice satisfies the Program of Projects requirements. 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 completed, the draft TIP will be reviewed by the Technical Transportation and Citizens 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,

David Hittle
Executive Director

20 North 3rd Street, Lafayette, IN 47901-1209 Phone (765) 423-9242 Fax (765) 423-9154
apc@tippecanoe.in.gov • www.tippecanoe.in.gov/apc

APC

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

February 24, 2023
Ref. No. 2023-027

Beth Winstead, Owner
Winstead Enterprise
3223 Olympia Dr
Lafayette, IN 47909

Dear Ms. Winstead:

Development of the FY 2024-2028 Transportation Improvement Program (TIP) for Tippecanoe County continues and we would like to invite you to our public meeting regarding the draft document. It will be presented at the Citizens Participation Committee meeting on March 8th, at 6:00 p.m. The meeting is on-line, and you can attend through either Tippecanoe County's Facebook or YouTube pages. The meeting is open to the public and your comments are welcomed and encouraged.

The document lists local road, state highway, transit, bicycle and pedestrian projects proposed within Tippecanoe County over the next five years. Since the Lafayette, West Lafayette and Tippecanoe County area receives a limited amount of federal funds, a prioritized list of projects was developed. The draft document can be found on the Area Plan Commission's web site: https://www.tippecanoe.in.gov/DocumentCenter/View/39702/FY-2024-2028-Draft-TIP. Please contact us at (765) 423-9242 if you would like a paper copy.

The Greater Lafayette Public Transportation Corporation ("CityBus") is seeking financial assistance from the Federal Transit Administration (FTA) for both operating assistance and capital projects. This notice of satisfies FTA's Program of Projects requirements and a copy of the proposed projects is available upon request.

All available information, including the draft document, can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3rd Street, Lafayette Indiana, and on the Transportation Improvement Program web page which can be accessed at http://www.tippecanoe.in.gov/401/Transportation-Planning. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad, Senior Planner - Transportation
Area Plan Commission of Tippecanoe County
(765) 423-9242
email: dpoad@tippecanoe.in.gov

Sincerely,

David Hittle
Executive Director

20 North 3rd Street, Lafayette, IN 47901-1209 Phone (765) 423-9242 Fax (765) 423-9154
apc@tippecanoe.in.gov • www.tippecanoe.in.gov/apc

APC

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

May 4, 2023
Ref. No. 2023-060

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

Dear Ms. Florian:

The 2024-2028 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/39702/FY-2024-2028-Draft-TIP

On May 18, 2023, at 2:00 p.m., the Policy Board of the Metropolitan Planning Organization will review and act 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
Area Plan Commission of Tippecanoe County
(765) 423-9242
email: dpoad@tippecanoe.in.gov

Sincerely,

David Hittle
Executive Director

20 North 3rd Street, Lafayette, IN 47901-1209 Phone (765) 423-9242 Fax (765) 423-9154
apc@tippecanoe.in.gov • www.tippecanoe.in.gov/apc

APC

Appendix 15, CPC Agendas

The
AREA PLAN COMMISSION
of Tippecanoe County

Citizens Participation Meeting

Date.....December 14, 2022
Time.....6:00 PM
Place.....Virtual/ Tippecanoe Room
County Office Building
20 North 3rd Street
Lafayette, Indiana

Members of the public may watch the livestream of the meeting at
https://www.facebook.com/TippecanoeCountyIndiana and
https://www.youtube.com/c/TippecanoeCountyGovernment

AGENDA

I. MINUTES FROM SEPTEMBER 14, 2022

Documents:

CPC 9.14.2022.pdf

II. PROGRAM

A. 2024-2028 Transportation Improvement Program (TIP) Development Timeline, and Proposed Projects

Documents:

TIP Adoption Schedule 2024 TIP.pdf

III. QUESTIONS, COMMENTS AND SUGGESTIONS

IV. ADJOURNMENT

Meeting Dates for 2023:

- March 08
- June 14
- September 13

- December 13

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

March Agenda

The
AREA PLAN COMMISSION
of Tippecanoe County

Citizens Participation Meeting

Date.....March 08, 2023
Time.....6:00 PM
Place.....Virtual/ Tippecanoe Room
County Office Building
20 North 3rd Street
Lafayette, Indiana

Members of the public may watch the livestream of the meeting at
https://www.facebook.com/TippecanoeCountyIndiana and
https://www.youtube.com/c/TippecanoeCountyGovernment

AGENDA

I. MINUTES FROM DECEMBER 14, 2022

Documents:

CPC 12.14.2022.pdf

II. PROGRAM

A. 2024-2028 Transportation Improvement Program (TIP) Public Hearing (Link to document)

Documents:

TIP Adoption Schedule 2024 TIP.pdf

III. QUESTIONS, COMMENTS AND SUGGESTIONS

IV. ADJOURNMENT

Meeting Dates for 2023:

- **June 14**
- **September 13**
- **December 13**

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

Appendix 16, Stakeholder Mailing List

Name	Organization
Amanda Florian	Lafayette Limo
Amish Patel	Heartland Ambulance Service
Arturo Rodrigues II	Rodriguez Law
Barbara Lockard	Angels Senior Home Solutions
Beth Winstead	Winstead Enterprise
Bill Caise	Black Cultural Center PU
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 Irons	Home Instead Senior Care
Chuck Ryan	CSX Railroad
Cindy Good	Vinton Highlands
David Bathe	United Way
David Dorsett	Edgelea Neighborhood Watch
David Meadows	Hodson's Bay Company
David Morgan	Home Care by Design
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
Erica Stephen	Caregiver Companion
Gail Roberson	Tecumseh South Neighborhood
Gary Brouillard	Wabash River Runners Club
Ivy Meyer	St Mary's Neighborhood
James Calloway	Imperial Travel Service
Jason Jordan	Cassens Transport
Jason McManus	Wabash Center
Jason Pruitt	Tippecanoe Mountain Bike Association
Jason Spurlock	Spurlock Bud Enterprise Inc
Jay Wasson	Purdue University
Jeff Marti	Stockton Crossing
Jennifer Layton	LTHC Homeless Services
Jerri Parks	Glenn Acres
Jesus De Santiago	Jalisco Grocery
Jim Noonan	Wallace Triangle Neighborhood

Name	Organization
Jo Wade	Visit Lafayette – West Lafayette
Joey Wright	Lincoln Neighborhood
John Budzynski	Lone Star Logistics
John Fassnacht	Jesco Hills Neighborhood Association
John Young	Greyhound
John Zartman	Tippecanoe County Emergency Ambulance
Jose Del Real	Del Real Auto Sale
Josh Greiner	Faith Community Center West
Josh Hill	Faith Church and Community Center
Julie Ginn	Neighborhood Action Committee
Karen Moyars	Purdue International Center
Kathy Peck	Star Ambulance
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
Marvin Hill	Grane Transportation
Michael B Cline	Purdue University Physical Facilities
Michelle Smith	Ability Services Inc
Nate Hendrick	Hoosiers at Home
Nathan Metz	Phoenix Paramedics Solutions
Nick Ferrell	Trans-Care Ambulance
Nicole Sally	Spirit EMS
Oluranti Ladapo	Integrity Care
Paul Branham	Reindeer Shuttle
Paul Davis	Express Air Coach INC
Randy Anderson	St Lawrence-McAllister
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
Sandy Cornell	Brady Lane/Pipers Glen
Scott Skinner	Comfort Keepers
Stan Lambert	WREC
Steven Sadler	Venture Logistics
Susan Bradford	Highland Park

Name	Organization
Tammy Kennedy	Liquid Transport Corp
Tracy Fuller	Hanna Community Center
Tristen Comegys	Bauer Family Resources
Troy Chairez	Velo Wrench Mobile Bicycle Repair
Tyler Stroo	KB&S Railroad
Wilbert Alvarez	Old Dominion Freight Line
William Jenkins	Locomotive Taxi
Zoe Neal	Virtuous Cycles

Appendix 17, INDOT Project Evaluation for the Emergency Relief Program

PERIODIC EVALUATION OF FACILITIES REPEATEDLY REQUIRING REPAIR AND RECONSTRUCTION DUE TO EMERGENCY EVENTS

The Emergency Relief program, administered by the U.S. Department of Transportation, provides federal assistance for roads and public transportation systems damaged in a natural disaster. The funding is distributed through the state departments of transportation (DOTs) and can be used for emergency repairs and restoration of local and state facilities to pre-disaster conditions. Federal Transportation Regulations require state DOTs to conduct periodic statewide evaluations of roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events, to determine if there are reasonable alternatives to proposed future work on the facilities. For example, if a bridge has repeatedly washed-out during flood conditions, consideration should be given to raising the bridge or installing a spillway as part of a future project.

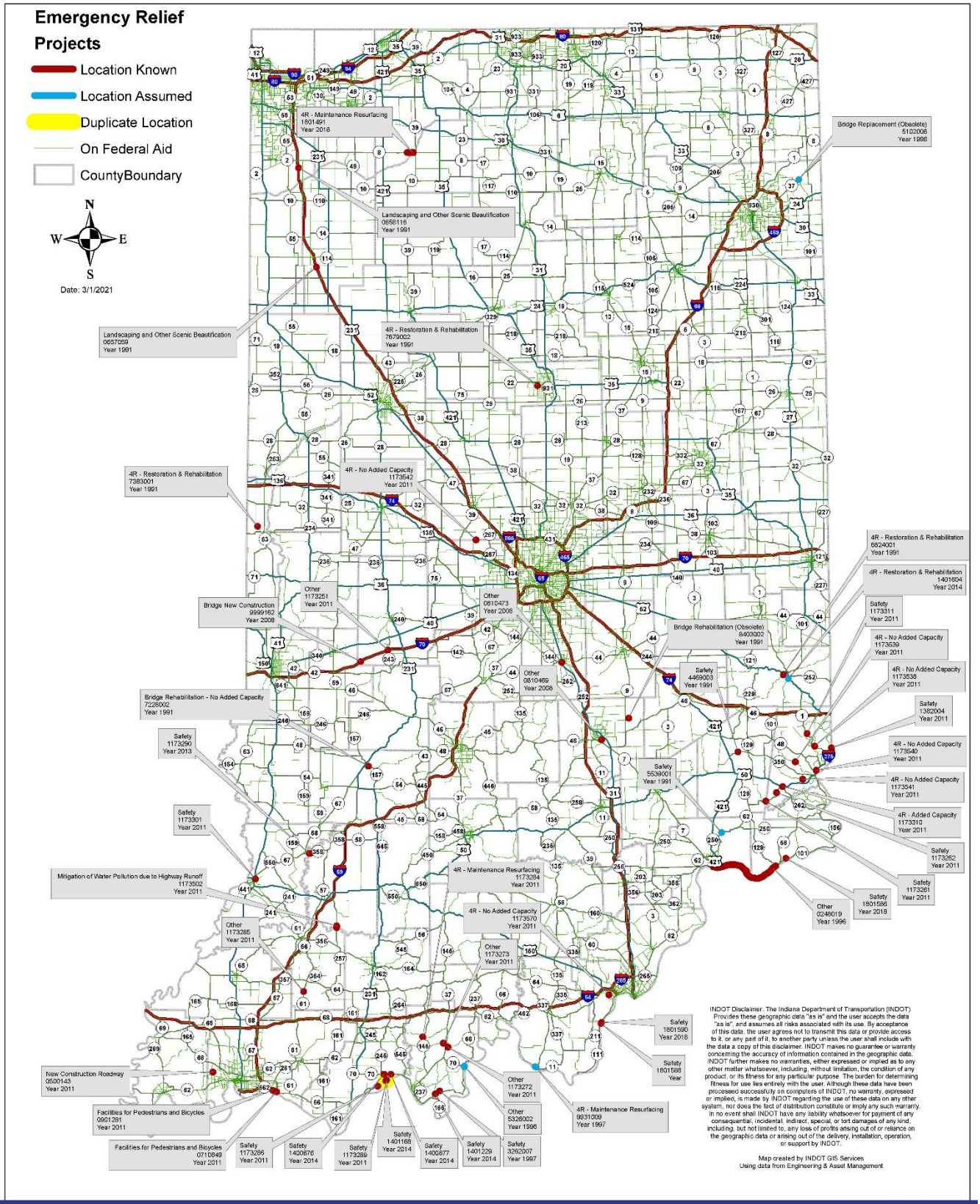
To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to the transportation infrastructure. The following map shows the locations and there are none within Tippecanoe County.

INDOT, in coordination with the MPO, will continue to monitor locations where emergency repairs have been needed and will review and update the entire evaluation once every four years.

If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, the INDOT, in coordination with the MPO, will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. Additionally, any projects programmed or amended into the TIP/STIP at locations that have had a permanent ER repair will have alternatives considered to mitigate the need for future emergency repairs.

APC staff contact INDOT on November 29, 2022 and asked if a new evaluation for the program funds has been or will be conducted. INDOT's response was:

> "After reviewing your existing TIP Appendix 17, the status is still the same for your new TIP. Do you by chance know who provided the map? I can see that it says INDOT GIS Servers using data from engineering & asset management. I'm wondering if this has been or needs updated? I assume not since the last event we had was in 2018.
>
> Regardless, it is accurate that there are no sites/locations within your MPO area."


Emergency Relief Projects
Location Known
Location Assumed
Duplicate Location
On Federal Aid
CountyBoundary
N
W
E
S
Date: 3/1/2021
4R - Maintenance Resurfacing 1801491 Year 2018
Bridge Replacement (Obsolete) 5102008 Year 1996
Landscaping and Other Scenic Beautification 0658116 Year 1991
Landscaping and Other Scenic Beautification 0657059 Year 1991
4R - Restoration & Rehabilitation 7679002 Year 1991
4R - Restoration & Rehabilitation 7383001 Year 1991
4R - No Added Capacity 1173542 Year 2011
4R - Restoration & Rehabilitation 6924001 Year 1991
4R - Restoration & Rehabilitation 1401604 Year 2014
Safety 1173311 Year 2011
Other 1173251 Year 2011
Other 0810473 Year 2008
Bridge New Construction 9999162 Year 2008
Bridge Rehabilitation (Obsolete) 8403002 Year 1991
4R - No Added Capacity 1173539 Year 2011
4R - No Added Capacity 1173538 Year 2011
Safety 4469003 Year 1991
Other 0810469 Year 2008
Bridge Rehabilitation - No Added Capacity 7226002 Year 1991
Safety 1362004 Year 2011
Safety 1173290 Year 2013
4R - No Added Capacity 1173540 Year 2011
Safety 5539001 Year 1991
4R - No Added Capacity 1173541 Year 2011
Safety 1173301 Year 2011
4R - Added Capacity 1173310 Year 2011
Safety 1173262 Year 2011
Mitigation of Water Pollution due to Highway Runoff 1173502 Year 2011
4R - Maintenance Resurfacing 1173294 Year 2011
Safety 1173261 Year 2011
Other 0248019 Year 1996
Safety 1801599 Year 2018
4R - No Added Capacity 1173570 Year 2011
Other 1173285 Year 2011
Other 1173273 Year 2011
Safety 1801590 Year 2018
Safety 1801588 Year
New Construction Roadway 0500143 Year 2011
Other 1173272 Year 2011
Facilities for Pedestrians and Bicycles 0901281 Year 2011
Other 5326002 Year 1996
4R - Maintenance Resurfacing 9931009 Year 1997
Facilities for Pedestrians and Bicycles 0710649 Year 2011
Safety 1173286 Year 2011
Safety 1400678 Year 2014
Safety 1173289 Year 2011
Safety 1401168 Year 2014
Safety 1400877 Year 2014
Safety 1401229 Year 2014
Safety 3262007 Year 1997
INDOT Disclaimer: The Indiana Department of Transportation (INDOT) Provides these geographic data "as is" and the user accepts the data "as is", and assumes all risks associated with its use. By acceptance of this data, the user agrees not to transmit this data or provide access to it, or any part of it, to another party unless the user shall include with the data a copy of this disclaimer. INDOT makes no guarantee or warranty concerning the accuracy of information contained in the geographic data. INDOT further makes no warranties, either expressed or implied as to any other matter whatsoever, including, without limitation, the condition of any product, or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. Although these data have been processed successfully on computers of INDOT, no warranty, expressed or implied, is made by INDOT regarding the use of these data on any other system, nor does the fact of distribution constitute or imply any such warranty. In no event shall INDOT have any liability whatsoever for payment of any consequential, incidental, indirect, special, or tort damages of any kind, including, but not limited to, any loss of profits arising out of or reliance on the geographic data or arising out of the delivery, installation, operation, or support by INDOT.
Map created by INDOT GIS Services
Using data from Engineering & Asset Management
Document Path: I:\SAPS Project Folder\Todd Shields\Emergency Relief Maps 2.3.21\Updated 2.25.21\ER Final.mxd
www.in.gov/indot

TIP Amendment # 1
June 14, 2023

Requested by INDOT

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

June 14, 2023
Ref. No.: 2023-118

April Leckie, Planning Manager
Indiana Department of Transportation
100 N Senate Avenue, N758-PL
Indianapolis, IN 46204

Dear Ms. Leckie:

By this letter I am administratively modifying the FY 2022-2026 and FY 2024-2028 TIPs. Per request of the INDOT Major Project Delivery Section, construction funding for the Wrong Way Ramp Entrance Initiative, des #2101774, has been moved from FY 2023 to FY 2024. The construction year date has been changed in the FY 2022-2026 TIP and the project has been added to the FY 2024-2028 TIP.

We are updating the TIP document and it will be placed on the APC web page: www.tippecanoe.in.gov/APC. You will be notified when this occurs. Please call if you have any questions or need additional information.

Sincerely,

David Hittle
Executive Director

cc: Michael McNeil
Marcy Harkrider
Jeremy Bushee

20 North 3rd Street, Lafayette, IN 47901-1209 Phone (765) 423-9242 Fax (765) 423-9154
apc@tippecanoe.in.gov • www.tippecanoe.in.gov/apc

APC

TIP Amendment # 2
July 13, 2023

Requested by CityBus

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

July 13, 2023
Ref. No.: 2023-144

Jason Casteel, Transit Planner
INDOT Room N758-MM
100 North Senate Avenue
Indianapolis, IN 46204-2249

Dear Mr. Castell:

By this letter I am administratively modifying the FY 2022-2026 and FY 2024-2028 TIPs. We are modifying the scope of the CityBus bus stop project, des #1801629 and the new scope is: bus stop improvements, replacement shelters, bus stop amenities and spare parts. The overall construction cost in improving the six bus stops is less than the amount of allocated federal funds for the project. It is the desire of CityBus to use the funding balance to replace existing shelters that are located systemwide with new ones, purchase additional bus stop amenities and spare parts.

The document will be updated and then placed on the APC web page: www.tippecanoe.in.gov/APC. We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,

David Hittle
Executive Director

cc: Michael McNeil
Bryan Smith
Bryan Walk
Joanne Zhang

20 North 3rd Street, Lafayette, IN 47901-1209 Phone (765) 423-9242 Fax (765) 423-9154
apc@tippecanoe.in.gov • www.tippecanoe.in.gov/apc

APC

TIP Amendment # 3
August 10, 2023

Requested by CityBus

Resolution T-23-12

RESOLUTION TO AMEND THE
FY 2022-2026 and FY 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Area Plan Commission of Tippecanoe County has been designated the Metropolitan Planning Organization by the Governor, and

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

WHEREAS, the Greater Lafayette Public Transportation Corporation (CityBus) has requested changes to the FY 2022-2026 and FY 2024-2028 Transportation Improvement Programs as follows:

Projects	Federal Share	Local Share	Total Cost
Fuel Cell Electric Buses	3,280,708	578,948	3,859,656
Hydrogen Fueling Station	2,385,000	265,000	2,650,000
CNG Buses	510,000	90,000	600,000
Paint/Wrap	65,450	11,550	77,000
Delivery	32,725	5,775	38,500
Spare Parts	46,750	8,250	55,000
Diagnostic Tools & Laptop	46,750	8,250	55,000
Pre/Post Buy America Audit	13,600	2,400	16,000
QMS/QA Periodic Inspection	42,500	7,500	50,000
Staff Training	32,000	8,000	40,000
New Flyer Training for Maintenance &	79,742	19,935	99,677
Ballard Power	520,000	130,000	650,000
Project Management & Technical Support	543,200	135,800	679,000
Total	7,598,425	1,271,408	8,869,833

WHEREAS, the Greater Lafayette Public Transportation Corporation Board of Directors reviewed and approved the transit projects at its July 26, 2023 meeting and,

WHEREAS, the Technical Transportation Committee reviewed the request at its July 19, 2023 meeting and recommended its inclusion in the FY 2022-2026 and FY 2024-2028 Transportation Improvement Programs, and

NOW THEREFORE BE IT RESOLVED that the Policy Board of the Metropolitan Planning Organization does hereby adopt this amendment to the FY 2022-2026 and FY 2024-2028 Transportation Improvement Programs for the MPO Planning Area.

ADOPTED on Thursday the 10th of August, 2023.

Tony Roswarski
President

David Hittle
Secretary

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

August 11, 2023
Ref. No.: 2023-166

Jason Casteel, Transit Planner
INDOT Room N758-MM
100 N Senate Avenue
Indianapolis, IN 46204

Dear Mr. Casteel:

On August 11, 2023, the Policy Board amended the FY 2022-2026 and FY 2024-2028 TIPs by Resolution T-23-12. The amendment programs CityBus's Low- and No-Emission Grant which was awarded by FTA on June 26, 2023.

Enclosed you will find a copy of the resolution, staff report and INDOT TIP programming spreadsheet. We also request a STIP project number.

The TIP document will be updated and then placed on the APC web page. We will notify you when this occurs. Please call if you have any questions or need additional information.

Sincerely,

David Hittle
Executive Director

cc: Bryan Smith, CEO, CityBus

20 North 3rd Street, Lafayette, IN 47901-1209 Phone (765) 423-9242 Fax (765) 423-9154
apc@tippecanoe.in.gov • www.tippecanoe.in.gov/apc

APC

BACKGROUND AND REQUEST:

The Greater Lafayette Public Transportation Corporation, or CityBus, was awarded $7,598,425 by the Federal Transit Administration, FTA, through a Low- and No-Emission Grant. FTA announced the awards on June 26, 2023. These funds support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. Funding is awarded through a competitive process/review and only two other transit systems in Indiana received these funds (Indianapolis and Fort Wayne) this year.

CityBus will use these funds to purchase compressed natural gas (CNG) buses, which are replacing hybrid buses currently being used. These funds also mark the beginning of converting the bus fleet to even cleaner running buses. The grant allows CityBus to purchase buses that run on hydrogen. The funding will be used for both infrastructure and additional support projects for the fuel transition, including maintenance, parts, and special training.

This grant allows CityBus to eliminate all buses that run on diesel fuel.

The following information is a breakdown of the individual grant components.

Fuel Cell Electric Buses, $3,859,656

Due to the age and condition of several buses in the fleet, CityBus plans to purchase replacement buses that will be Fuel Cell Electric 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.

Hydrogen Fueling Station Design/Build, $2,650,000

With purchasing fuel cell electric buses, we will need to design, build, and maintain a hydrogen fueling station. We will partner with an organization to implement this hydrogen fueling station for our new buses and ensure it has the needed specs to fill our fuel cell electric buses adequately.

CNG Buses, $600,000

Due to the age and condition of several buses in the fleet, CityBus plans to purchase 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.

Paint/Wrap, $77,000

When new buses are received from the manufacturer, they only have the basic white paint. These funds will be used to add the signature design and paint to the exterior.

Delivery, $38,000

After the buses arrive, a post-delivery inspection is performed. This is to make sure they meet the order specifications and find any manufacturing defects. These funds will be used for the delivery inspection and any work that is need to correct deficiencies.

Spare Parts, $55,000

With the introduction of a new power system, spare parts are needed to replace those that fail. Having these parts readily available shortens the time buses are in the shop for repair.

Diagnostic Tools & Laptop, $55,000

Specialized tools are needed to work on the hydrogen systems. These funds will be used to purchase those tools.

Pre/Post Buy American Audit, $16,000

FTA's rule requires certain items in a transit project to be produced domestically in the United States. The funds allocated in this grant will be used to audit and then report to FTA on whether the grant items meet FTA's rules.

QQMS/QA Periodic Inspection, $50,000

The project team will conduct periodic inspections of the buses during the build to ensure that the quality systems of the manufacturer in place are being followed to ensure that the buses built meet the requirements of CityBus.

Staff Training, $40,000

CityBus staff need to be trained on the safety characteristics of hydrogen, develop an emergency response plan to incorporate storing hydrogen on-site, and need to learn how to operate and maintain the buses and fueling station. These funds will be used to support all this training, as well as training on the CNG buses.

New Flyer Training, $99,677

New Flyer will provide training on all aspects of the bus, including standard bus components such as the multiplex system and brake systems, as well as propulsion-specific components. The training will include specialized training for the XALT battery system and Ballard fuel cell system.

Ballard Power, $650,000

Ballard offers FCmove™ HD+ Full Training System. This hardware and software system will train the next generation of transit bus mechanics to a high level of expertise in this new propulsion technology. Not only will this greatly improve the reliability of the buses but will also provide critical training for technicians in this new and rapidly expanding propulsion technology.

Project Management & Support, $679,000

At this time CityBus does not have the staffing capability to manage the grant and will use these funds to hire a firm to be the project manager and provide technical assistance.

The following table summarizes the funding increase in the bus replacement project and decreases in the other capital projects.

Description	Federal Share	Local Share	Total Cost
Fuel Cell Electric Buses	3,280,708	578,948	3,859,656
Hydrogen Fueling Station	2,385,000	265,000	2,650,000
CNG Buses	510,000	90,000	600,000
Paint/Wrap	65,450	11,550	77,000
Delivery	32,725	5,775	38,500
Spare Parts	46,750	8,250	55,000
Diagnostic Tools & Laptop	46,750	8,250	55,000
Pre/Post Buy America Audit	13,600	2,400	16,000
QMS/QA Periodic Inspection	42,500	7,500	50,000
Staff Training	32,000	8,000	40,000
New Flyer Training for Maintenance and operations	79,742	19,935	99,677
Ballard Power	520,000	130,000	650,000
Project Management & Technical Support	543,200	135,800	679,000
Total	7,598,425	1,271,408	8,869,833

The Technical Transportation Committee reviewed the amendment request at its July 19, 2023, meeting and recommended approval.

The CityBus Board of Directors reviewed and approved the amendment on July 26, 2023 by Resolution 23-07.

RECOMMENDATION:
Staff recommends approval of this amendment to the FY 2022-2026 and FY 2024-2028 Transportation Improvement Programs by adoption of the attached Resolution T-23-12.

TIP Amendment # 4
September 7, 2023

Requested by Tippecanoe County

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

September 7, 2023
Ref. No.: 2023-188

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Ms. Kemp:

By this letter I am administratively modifying the FY 2024-2028 TIP. We are changing the year of right-of-way from 2024 to 2025 for Tippecanoe County's bridge #80 and #83 projects. The des numbers are 2101724 and 2101726.

We will update TIP document and notified when this occurs. Please call if you have any questions or need additional information.

Sincerely,

David Hittle
Executive Director

cc: Michael McNeil
Stu Kline

20 North 3rd Street, Lafayette, IN 47901-1209 Phone (765) 423-9242 Fax (765) 423-9154
apc@tippecanoe.in.gov • www.tippecanoe.in.gov/apc

APC

TIP Amendment # 5
September 11, 2023

Requested by APC Staff

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

September 11, 2023
Ref. No.: 2023-192

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Ms. Kemp:

By this letter I am administratively modifying the FY 2024-2028 TIP. We are reprogramming the residual FY 2023 federal funds. A portion, $79,800, are reallocated to the preliminary engineering phase of the City of Lafayette's South 9th Street project, des #1900482. The balance, $61,443, are flexed over to the transit system, CityBus, to be used in purchasing paratransit vans. The project number is LAF-24-102. Attached is a spreadsheet further detailing the reallocation.

We will update the TIP document and notified you when this occurs. Please call if you have any questions or need additional information.

Sincerely,

David Hittle
Executive Director

cc: Michael McNeil
Jason Casteel
Larry Buckel
Jeromy Grenard
Bryan Smith
Joanne Zhang

20 North 3rd Street, Lafayette, IN 47901-1209 Phone (765) 423-9242 Fax (765) 423-9154
apc@tippecanoe.in.gov • www.tippecanoe.in.gov/apc

APC

TIP Amendment # 6
September 13, 2023

Requested by APC Staff

APC

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

David Hittle, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

September 13, 2023
Ref. No.: 2023-193

Susie Kemp, Local Program Director
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

Dear Ms. Kemp:

By this letter I am administratively modifying the FY 2024-2028 TIP. After discovering that it is not possible to flex funds to CityBus, we are reallocating the $61,443 to the City of West Lafayette's, Sagamore Trail Project, des #1401287. The funds will be used for change orders. Attached is spreadsheet further detailing the reallocation.

We will update the TIP document and notified you when this occurs. Please call if you have any questions or need additional information.

Sincerely,

David Hittle
Executive Director

cc: Michael McNeil
Ben Anderson

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apc@tippecanoe.in.gov • www.tippecanoe.in.gov/apc

APC