

The Fiscal Year 2026-2030 Transportation Improvement Program



The Area Plan Commission of Tippecanoe County

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Lafayette, IN 47901
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Fiscal Year 2026 - 2030 Transportation Improvement Program

May 2025

This document has been financed in part through a grant from the Federal Highway and Federal Transit Administrations. The contents of this report do not necessarily reflect the official views or policies of the US Department of Transportation.

**Prepared by the
Area Plan Commission of Tippecanoe County**

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

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Amendment information will be added when an amendment or modification occurs.

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 2026 through 2030. The 2026 State fiscal year begins on July 1st, 2025.

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. This Act requires all Metropolitan Planning Organizations (MPOs) to develop a TIP. It further states that the TIP shall be developed in cooperation with the State and public transportation operators, and it must be developed through a performance-driven, outcome based approach 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 through 2030.

The TIP is a multi-modal budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation projects. Projects are advanced by 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. The TIP provides local governments with a comprehensive funding plan for transportation improvements for the next five years.

Over \$543 million is programmed over the next five years, with the majority (66%) being allocated to locally initiated projects. This community proposes to spend over \$360.8 million for locally-initiated projects and over \$135.2 million in State-initiated projects between FY 2026 and FY 2030. The Federal share for these projects is just over \$264.7 million (\$147.8 million and \$116.9 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 2026, local jurisdictions requested over \$32.1 million in Federal Funds. These funds will be used to reconstruct roads, improve intersections, construct trails, for 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). The funded projects 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 reviews the status of all the governmental ADA transition plans within the planning area. The next section, section 3 summarizes early environmental reports, or Red Flag Investigations, for local projects in the TIP. The process for selecting projects comprises the fourth section. Section 5 contains the Five-Year Program of Projects for the metropolitan area, and shows the projects listed by fiscal year and phase. Section 6 provides a financial summary and multi-year investment plan. Section 7 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 8. Section 9 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 10. Section 11 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 2024, which is available at the APC office and on the APC web site at: <https://www.tippecanoe.in.gov/DocumentCenter/View/46417/2024-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.

The participation process must be equitable. Goal #2 in APC's Public Participation Plan states: "To develop a plan that aids in outreach and complete communication to *all* members of the served community." To accomplish this, the plan identifies three approaches. The first is building communication with existing organizations. The second is prioritizing outreach to underserved populations. And finally, prioritize outreach methods that are welcoming, open, easily understood, and participatory.

Communication with existing organizations and especially outreach to underserved populations are primarily done through letters mailed to our stakeholder organizations. During the early stage in developing the TIP, staff reviews the outreach list that was used in the previous TIP. All the organizations listed were verified to still be active and were contacted and asked for updated contact information. Additional research was done to see if there were any new organizations. Stakeholder organizations engaged in developing this TIP include those serving the low-income, elderly, disabled, minority populations, persons who walk, ride a bicycle and use transit. Neighborhood and homeowner associations within Lafayette were also informed of the new TIP and its development. The organization list is in **Appendix 16**.

Outreach methods used in this TIP as a means inform all members of the served community not only include direct letters but also include social media. A new communication technique used in developing this TIP is a survey. All notices, letters and the survey were written with very little transportation jargon, and easily understandable. Copies of public notices, web notices, contact letters and survey can be found in **Appendix 5, 11, 12 and 14**.

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 comment is provided at each meeting.

Policy Board. The Policy Board is the decision-making body and is primarily comprised of the chief elected officials from the Cities of Lafayette, West Lafayette, and Tippecanoe County. Members also include representatives from INDOT and CityBus. Members of this committee ultimately make financial commitments to implement TIP projects. Meetings are held virtually on the second Thursday of every month and agendas are posted as required 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 in-person 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 second Wednesday of the month. Agendas are emailed 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.

Public Notices

One technique used to engage community members involved direct communication to them through posting public notices at specific locations. Copies of the notices can be found in **Appendix 11**. Notices were posted at the following key locations: Lafayette and West Lafayette City Halls, the County Office Building, 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, South 18th Street, 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 notices were posted during the development of this TIP. The first notice, posted on December 11, 2024, stated that the draft TIP was being developed and when the TTC would review and prioritize local projects requesting federal funds. The second notice, posted on February 26, 2025, informed the public when the public meeting would be held. The third notice, posted on *(insert date here)*, 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.

Legal Notices and Press Releases

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, posted on December 11, 2024, 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, posted on February 26, 2025, advised the public when the hearing would take place. The final notice *(insert 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. Copies of the legal notices can be found in **Appendix 13**.

One press release was issued March 6, 2025, 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.

Public Engagement, Direct Mailing & Social Media

To ensure the ability for full participation by citizens, staff uses local community organizations and groups as a communication conduit. This follows recommendations in the U.S. Department of Transportation (USDOT) manual entitled ***Public Involvement Techniques for Transportation Decision-Making***. Specifically, outreach involves direct mailing to

individuals, organizations, groups, and businesses. By notifying them of the various stages of TIP development, they will be able share the information to those they work with.

Three letters were mailed to stakeholders before TIP adoption. The first letter, mailed on December 11, 2024, 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, mailed on February 26, 2025, 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. It was mailed out on (*insert date here*).

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

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 dates they were posted were December 11, 2024, February 26, 2025, and (*insert date here*). Copies of the notices can be found in **Appendix 12**.

Public Survey

In developing this TIP, an additional outreach technique was employed which involved a short three question on-line survey. It can be found in **Appendix 6**. Question one asked what the person's primary transportation mode is during a typical week. This gauges which mode the respondents mostly use and helps select which projects our federal funds should target. Of the 661 responses, 624, or 94.4%, used their personal vehicle. Only 16 respondents walked and 11 rode a bicycle. Even fewer, five respondents, rode the bus.

Question two gauged how respondents wanted to spend gas tax funding. They were asked, "If you could choose how to spend tax money on transportation projects, what type of projects would be your top priority." Respondents were asked to rank seven types of improvements from high to low priority. The top priority was to reconstruct or repave roads in poor condition and the second priority was Improve safety on dangerous roads and at dangerous intersections.

The final question asked the respondent about the best way to getting them information and updates about transportation projects. This helps in identifying which public outreach methods are used more than others and can be used in the future to reach more people.

Overwhelming, 546 respondents, or 83.1%, use social media. The outreach method that had the least effect were printed notices posted on public bulletin boards. Only four respondents choose that technique.

Private Transportation Provider Outreach

The Federal Transit Administration requires MPOs 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.

The draft document was posted, February 3, 2025, on the APC web site.

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. All comments and questions received are noted in **Appendix 5**.

2. Americans with Disabilities Act Project Review

Federal Highway Administration’s, FHWA, 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 persons 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 Local Public Agencies (LPAs) were asked if their proposed projects meet ADA requirements. All local projects have been or will be designed to meet PROWAG standards.

CityBus has also submitted the required ADA self-certification as part of their annual 5307 certification. The operating assistance being requested by CityBus in this TIP will be used to continue their paratransit service.

3. Red Flag Investigations and Review

Any state or local government project that receives federal funds must consider potential consequences of hazardous materials, historic resources or infrastructure problems. 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 these 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 influence on five factors: infrastructure, water resources, mining/mineral exploration, hazmat concerns, and ecological information within a ½ mile radius of the proposed project. All concerns are documented 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 developed 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: Proposed Local Projects and Red Flag Investigations

Project	Location	Jurisdiction
South Street, ph. 3	Just east of Creasy Lane to Red Cloud Trail	Lafayette
Soldiers Home Road, ph. 3	Kalberer Road to new CR 425N	West Lafayette
Salisbury Street Roundabout	at Navajo Street	West Lafayette

Each RFI includes a short narrative, an individual summary for each of the five 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 five 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
South Street ph. 3	4	✓	✓	✓	---	✓
Soldiers Home Road (ph. 3)	4	✓	✓	✓	---	✓
Salisbury Street Roundabout	4	✓	✓	✓	---	✓

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 by request at the Area Plan Commission office. Some RFI reports are also posted online on the Area Plan Commission website.

4. Project Selection Process

The project selection process in developing this TIP began in October of 2024. 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 11, 2024).
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. Transit projects are endorsed by the Board of Directors of CityBus.
6. The Technical Transportation Committee reviews, discusses and prioritizes the local projects requesting federal funds and INDOT projects.
7. The draft TIP is developed and then made available for review and comment on the APC transportation web page.
8. The draft TIP is submitted to INDOT, FHWA and FTA for review.
9. A second public notice is posted, and a letter 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 8, 2025, meeting, adopted the FY 2026-2030 Transportation Improvement Program with the concurrence of the CityBus Board of Directors (December 18, 2024) 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.

5. 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. Projects shown **Tables 5 and 7** are not fiscally constrained and only shown for informational purposes.

A summary of the funding sources for the locally initiated projects is in **Table 40**. 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 \$543.7 million for the five-year period. In FY 2026, over \$122.4 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 \$77.3 million with locally initiated projects programmed for \$32.1 million and state projects programmed for \$45.1 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 2030 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.

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

HSIP - Highway Safety Improvement Program funds

IDEM - Indiana Department of Environmental Management

IJA - 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

P.M. - 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 2026 through 2030

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
City of Lafayette						
1. South 9 th Street P.M.: Reliability						
Widening (2-lane to 3-lane) & Reconstruct to Urban Cross Section with Trail & Improved Drainage Phase 1, Des # 1900482 N. of Ortman Lane to VMP, Ph. 1	CN	STBG, TA CR & PR	5,078,934	2,925,800	8,004,734	2026
Elliott Bridge Reconstruction Des # 2400764	CN	Local	0	2,200,000	2,200,000	2026
Sanitary Sewer Upgrades Des # 2400763	CN	Local	0	2,500,000	2,500,000	2026
Phase 2, Des # 2400762 Brick'N'Wood to N. of Ortman Lane	CN	STBG, TA CR & PR L4,5,13	2,886,432	1,138,568	4,025,000	2027
2050 MTP: page 47		Total Cost (includes prior to FY 2026)			16,719,338	
2. Emergency Vehicle Preemption P.M.: Safety						
Traffic Signal Preemption Signals in Lafayette Des # 2301575	CN	HSIP, S.164 L4,5,13	1,080,000	120,000	1,200,000	2027
Signals in West Lafayette Des # 2400793 2050 MTP: page 8	CN	HSIP, S.164 L4,5,13	750,000	83,333	833,333	2026
		Total Cost (includes prior to FY 2026)			2,236,666	
3. McCarty Lane P.M.: Safety						
at Creasy Lane	PE	L 4,5,13	0	350,000	350,000	2028
Intersection Improvements including	RW	L 4,5,13	0	500,000	500,000	2029
Roundabout & Ped Improvements	CN	L 4,5,13	0	3,000,000	3,000,000	2030
2050 MTP: page 40		Total Cost (includes prior to FY 2026)			3,850,000	
4. South Street Safety Improvements P.M.: Safety						
Multi-use Paths, Improved Ped Crossings, Rail Crossing, Transit Stops, Curb/Gutter & Lighting Phase 1, Hamman St - Century PI	CN	L 4,5,13,18	0	2,300,000	2,300,000	2026
Phase 2, Century PI - Creasy Ln	CN	L 4,5,13,18	0	10,000,000	10,000,000	2028
Phase 3, Creasy Ln - Red Cloud	PE	STBG,TA, CR, PRO, HSIP L4,5,13	1,200,000	300,000	1,500,000	2029
2050 MTP: page 42		Total Cost (includes prior to FY 2026)			14,600,000	
5. South 9 th Street P.M.: Safety						
Kossuth St to South St Sidewalk & Curbing Reconstruction, Traffic Calming, Trees & Lighting. 2050 MTP: page 40	PE RW CN	L4,5,13,18	0	4,000,000	4,000,000	2026
		Total Cost (includes prior to FY 2026)			4,000,000	

Table 4: Funded Local Projects: Fiscal Years 2026 through 2030, continued

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
City of West Lafayette						
6. Cumberland Avenue, Phase 4						P.M.: Reliability
US 52 to ½ mi west of Sagamore Pkwy	PE		0	400,000	400,000	2026
Road Reconstruction from Two to Four	RW	STBG, HSIP,	0	550,000	550,000	2027
Travel Lanes	CN	TA, PR & L13	0	5,500,000	5,500,000	2028
2050 MTP: page 42		<i>Total Cost (includes prior to FY 2026)</i>			6,450,000	
7. Soldiers Home Road						P.M.: Reliability
Des # 1401291, Phase 1	PE	STBG, HSIP,				
Sagamore Pkwy to Hamilton St	RW	TA, CR, PR &	712,536	178,134	890,670	2026
Reconstruction to Urban Cross Section,	CN	L5, 16	7,380,000	1,845,000	9,225,000	2028
Sidewalk & Trail, Improved Drainage, Improved Lighting						
Des # 2201253, Phase 1	PE	STBG, HSIP,				
Westbound Ramp Intersection	RW	CR & L16				
Roundabout Conversion	CN		828,480	207,120	1,035,600	2028
Des #2201256, Phase 2	PE	STBG, HSIP,				
Hamilton St to Kalberer Rd	RW	TA, CR, PR &	560,000	140,000	700,000	2028
Reconstruction to Urban Cross Section,	CN	L1	6,889,640	1,722,410	8,612,050	2030
Sidewalk/Trail, Improved Drainage, Improved Lighting						
Phase 3	PE	STBG, HSIP,	1,070,923	267,731	1,338,654	2029
Kalberer Road to New CR 425N		TA, CR, PR &				
Reconstruction to Urban Cross Section		L16				
2050 MTP: page 42		<i>Total Cost (includes prior to FY 2026)</i>			24,208,959	
8. McCormick Road						P.M.: Reliability
Cherry Lane to Lindberg Road	PE		0	500,000	500,000	2026
Reconstruction to Urban Cross Section,	RW	L13				
Sidewalk/Trail, Improved Drainage	CN		0	6,000,000	6,000,000	2027
2050 MTP: page 40		<i>Total Cost (includes prior to FY 2026)</i>			6,500,000	
9. Wood Street						P.M.: Reliability
River Road to South Street	PE		0	500,000	500,000	2026
Reconstruction to Urban Cross Section,	RW	L13				
Sidewalk/Trail, Improved Drainage	CN		0	4,000,000	4,000,000	2027
2050 MTP: page 40		<i>Total Cost (includes prior to FY 2026)</i>			4,500,000	
10. New CR 425N						P.M.: Reliability
Salisbury to Soldiers Home Road	PE		0	2,000,000	2,000,000	2026
New Road Construction, Urban Cross	RW	L13				
Section, Sidewalk/Trail, Lighting	CN		0	11,000,000	11,000,000	2027
2050 MTP: page 48		<i>Total Cost (includes prior to FY 2026)</i>			13,000,000	
11. Northwestern Avenue						P.M.: Reliability
Wiggins to Cherry Lane	PE		0	700,000	700,000	2029
Reconstruction, Improved Drainage,	RW	L13				
Sidewalks/Trails, Street Lighting	CN		0	13,000,000	13,000,000	2030
2050 MTP: page 42		<i>Total Cost (includes prior to FY 2026)</i>			13,700,000	

Table 4: Funded Local Projects: Fiscal Years 2026 through 2030, continued

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
City of West Lafayette, continued						
12. Cherry Lane, Phase 2 P.M.: Reliability						
west of McCormick to Northwestern Reconstruction, Improved Drainage, Sidewalk/Trail, Street Lighting 2050 MTP: page 42	PE RW CN	L13	0	1,400,000	1,400,000	2029
Total Cost (includes prior to FY 2026)					1,400,000	
13. N. River Road P.M.: Reliability						
Robinson to Dehart Reconstruction, Improved Drainage, Sidewalk/Trail, Street Lighting 2050 MTP: page 42	PE RW CN	L5	0	500,000	500,000	2030
Total Cost (includes prior to FY 2026)					500,000	
Tippecanoe County						
14. CR 600N / CR 50W Intersection & Trail P.M.: Safety						
Project Includes Road & Intersection Reconstruction (urban), New Traffic Signal, Trails, Sidewalks, and Improved Drainage within urban area Group II Urban Funding	PE RW CE CN	STBG, HSIP, TA, CR, & PR	0 348,028 772,484 5,149,893	572,419 87,007 193,121 1,287,473	572,419 435,035 965,605 6,437,366	2026 2027 2029 2029
within rural area Group IV Rural Funding	PE RW CN	Information in Table 5, Unfunded Local Projects				
Total Cost (includes prior to FY 2026)					22,744,353	
15. Bridge #64, Des # 1802907 P.M.: Bridge Condition						
Lilly Rd over Branch of Wea Creek Bridge Replacement 2050 MTP: page 40	PE RW CN	Group IV,L2	1,511,509	912,691	2,424,200	2028
Total Cost (includes prior to FY 2026)					2,830,515	
16. Bridge #65, Des # 1802905 P.M.: Bridge Condition						
Lilly Rd over Wea Creek Bridge Replacement 2050 MTP: page 40	PE RW CN	Group IV,L2	1,342,139	753,461	2,095,600	2028
Total Cost (includes prior to FY 2026)					2,154,800	
17. Bridge #80, Des # 2101724 P.M.: Bridge Condition						
CR 700W over Flint Creek Bridge Replacement 2050 MTP: page 40	RW CE CN	Group IV,L2 Group IV,L2	190,800 2,190,468	47,700 547,617	238,500 2,738,085	2028 2028
Total Cost (includes prior to FY 2026)					3,211,185	

Table 4: Funded Local Projects: Fiscal Years 2026 through 2030, continued

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
Tippecanoe County, continued						
18. Bridge #83, Des # 2101726 P.M.: Bridge Condition						
CR 510S over Flint Creek	RW					
Bridge Replacement	CE	Group IV,L2	355,600	88,900	444,500	2028
	CN	Group IV,L2	2,966,263	741,566	3,707,829	2028
2050 MTP: page 40		Total Cost (includes prior to FY 2026)			4,589,829	
19. North 9 th Street Road Bridge P.M.: Bridge Condition						
Des # 2003019	PE					
Bridge over the Wabash River	RW					
Bridge Deck Replacement	CN	Grp IV,L9,18	5,998,736	3,110,674	9,109,410	2026
2050 MTP: page 40		Total Cost (includes prior to FY 2026)			9,796,560	
20. North River Road, Des # 2401654 P.M.: Safety						
West Lafayette City Limits to I-65	PE					
Install Raised Pavement Markings	RW					
	CN	HSIP	189,893	21,099	210,992	2026
2050 MTP: page 40		Total Cost (includes prior to FY 2026)			210,992	
21. County Bridge Inspection, Des #2101033 P.M.: Bridge Condition						
Various Bridges in County	IN	BRIS,L2	16,867	4,217	21,084	2026
2050 MTP: page 40		Total Cost (includes prior to FY 2026)			879,845	
22. County Bridge Replacement Projects P.M.: Bridge Condition						
A Bridge 73 (CR 600W)	CN	L2,4	0	352,000	352,000	2026 – 2030 Dependent on Funding
B Bridge 111 (CR 300W)	CN	L2,4	0	502,000	502,000	
C Bridge 115 (CR 750N)	CN	L2,4	0	507,000	507,000	
D Bridge 173 (CR 600N)	CN	L2,4	0	980,000	980,000	
E Bridge 190 (CR 1200S at 450W)	CN	L2,4	0	395,000	395,000	
F Bridge 243 (CR 350N)	CN	L2,4	0	347,000	347,000	
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.						
2050 MTP: page 40						
CityBus						
Financial information shown is calendar year beginning January 1st)						
All projects listed below, P.M.: Transit Asset Management Plan						
23. Operating Assistance (Sec. 5307) OP S7O						
Des # 1900481, LAF-24-001			4,309,742	14,313,814	18,623,556	CY 2024
LAF-25-001			3,159,239	14,552,013	17,711,252	CY 2025
LAF-26-001			4,905,392	12,805,860	17,711,252	CY 2026
LAF-27-001			4,892,206	12,819,046	17,711,252	CY 2027
LAF-28-001			4,959,688	12,751,564	17,711,252	CY 2028
LAF-29-001			5,027,845	12,683,407	17,711,252	CY 2029
LAF-30-001			5,096,683	12,614,569	17,711,252	CY 2030

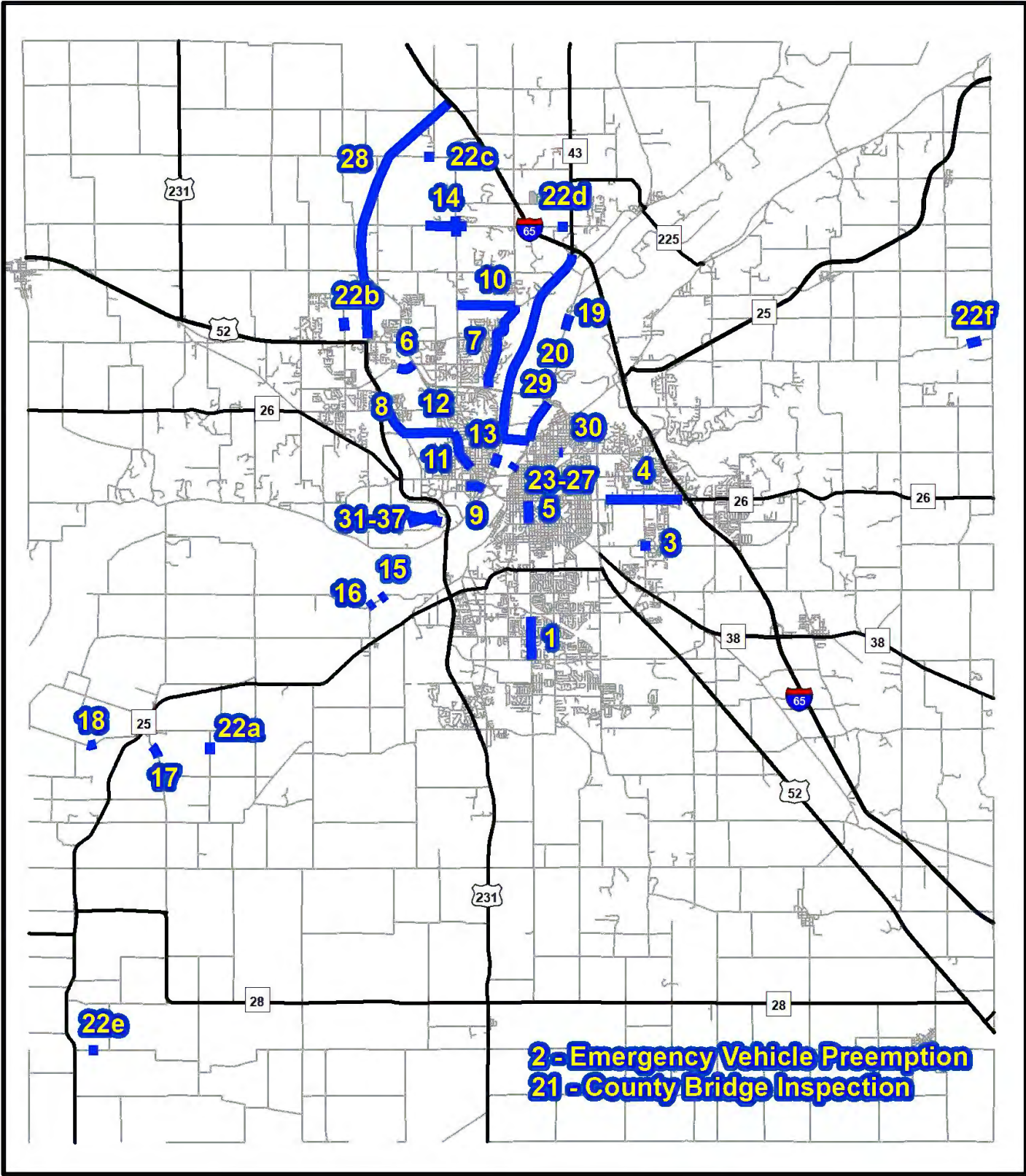
Table 4: Funded Local Projects: Fiscal Years 2026 through 2030, continued

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
CityBus						
<i>Financial information shown is calendar year beginning January 1st)</i>						
<i>All projects listed below, P.M.: Transit Asset Management Plan</i>						
24. Capital Assistance (Sec. 5307)	CA	S7C,L3				
FY 2022 Project Program			3,012,117	753,029	3,765,146	FY 2026
FY 2023 Project Program			2,843,056	710,764	3,553,820	FY 2026
FY 2024 Project Program			2,240,000	560,000	2,800,000	FY 2026
FY 2025 Project Program			3,456,000	864,000	4,320,000	FY 2026
FY 2026 Project Program			1,776,000	444,000	2,220,000	CY 2026
FY 2027 Project Program			1,856,000	464,000	2,320,000	CY 2027
FY 2028 Project Program			1,856,000	464,000	2,320,000	CY 2028
FY 2029 Project Program			1,856,000	464,000	2,320,000	CY 2029
FY 2030 Project Program			1,856,000	464,000	2,320,000	CY 2030
25. Planning Assistance (Sec. 5307)	PL	S7P				
<i>No projects at this time.</i>						
26. Intersection & Bus Stop Safety Improvements, LAF-24-221						
Sidewalk, Ped Buttons, Count Down Heads, Refuge Islands and Bus Stop Improvements	PE/CN	HSIP	581,131	64,570	645,701	2025
27. Low- & No- Grant, Section 5339(c)						
LAF-24-220	CA	5339(c)	10,531,030	2,632,758	13,163,788	2025
Area Plan Commission						
28 Northern Corridor Connection Study						P.M.: Reliability
From US 52 to I-65	PE	STBG	340,523	85,131	425,654	2026
New Road Construction and Interstate Interchange Study						
<i>Total Cost (includes prior to FY 2026)</i>					425,654	
Wabash River Enhancement Corporation						
29 N. River Road / N. 9th Street						P.M.: Reliability
Sidepaths, Boardwalk, Trails, Bridge, Park/Ride & Bus Stops	PE RW CN	RAISE	3,080,000	1,400,000	4,480,000	2026-2029
		RAISE	21,920,000	0	21,920,000	2026-2029
Town of Battle Ground						
<i>No projects programmed.</i>						

Table 4: Funded Local Projects: Fiscal Years 2026 through 2030, continued

Project, Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
Town of Clarks Hill						
No projects programmed.						
Town of Dayton						
No projects programmed.						
Wabash Center						
30. Low Floor Minivans and Small Transit Vans	EQ	S10	382,500	67,500	450,000	CY 2025
Purdue University Airport						
31. Airfield Lighting Rehab, Ph. 1	PE	AIP, BIL	266,475	14,025	280,500	2026
32. Taxiway "B" & Taxiway "C" Environmental Assessment	EA	BIL	155,040	8,160	163,200	2026
33.. Airfield Lighting Rehab, Ph. 2	CN	AIP	2,921,500	363,500	3,285,000	2027
34. Taxiway "B" & Taxiway "C" Ph. 1 Design	PE	AIP	258,760	67,640	326,400	2028
35. Taxiway "B" Ph. 2 Construct Taxiway	CN	AIP	2,224,000	286,000	2,510,000	2029
36. Taxiway "C" Ph. 3 Construct Taxiway	CN	AIP	1,873,540	247,060	2,120,600	2030
37. Snow Removal Equipment Purchase Equipment	EQ	AIP	712,000	118,000	830,000	2030
Total Federal Funds:			147,818,092			
Total Local Funds:			181,361,451			
Overall Total Cost:			329,179,543			

Figure 1: Location of Funded Local Projects, FY 2026 - 2030



2030 Project information is shown for informational purposes only.

Table 5: Unfunded Local Projects: Fiscal Years 2026 through 2030

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
City of Lafayette						
1. South Street Safety Improvements						P.M.: Safety
Multi-use paths, improved ped crossings, rail crossing, transit stops, curb/gutter & lighting	CN	STBG, HSIP, TA, PR & CR	6,000,000	4,000,000	10,000,000	2031
Phase 3, Creasy Ln - Red Cloud Tr						
2050 MTP: page 42		Total Cost (includes costs prior to FY 2026)			24,600,000	
2. Poland Hill Road, ph. 1						P.M.: Reliability
Beck Lane to north of "S" curve	PE					
Road reconstruction, curve	RW	Local	0	250,000	250,000	No Date
realignment, railroad upgrade & trail	CN	Local	0	3,200,000	3,200,000	No Date
2050 MTP: page: 47		Total Cost (includes costs prior to FY 2026)			3,450,000	
3. Poland Hill Road, ph. 2						P.M.: Reliability
North of "S" curve to US 52	PE					
Road reconstruction, trail & intersection improvements	RW					
2050 MTP: page: 47	CN	Local	0	2,500,000	2,500,000	No Date
		Total Cost (includes costs prior to FY 2026)			2,500,000	
City of West Lafayette						
4. Soldiers Home Road, ph. 3						P.M.: Reliability
Kalberer Road to New CR 425N	PE	STBG, HSIP, TA, PR				
	RW		456,000	114,000	570,000	2033
Reconstruction & Urbanization	CN	& CR				
2050 MTP: page 42		Total Cost (includes costs prior to FY 2026)			2,070,000	
5. Yeager Road, Phase 5						P.M.: Reliability
Kalberer Rd to Cumberland Ave	PE	STBG, HSIP, TA, PR & L13	400,000	100,000	500,000	2030
Reconstruction & Complete Streets	RW					
	CN					
2050 MTP: page 40		Total Cost (includes costs prior to FY 2026)			500,000	
6. Salisbury Street						P.M.: Reliability
at Navajo St	PE	STBG, HSIP, TA, CR, PR, L5, 16	240,000	60,000	300,000	2030
Convert to Roundabout	RW					
	CN					
2050 MTP Page: 40		Total Cost (includes costs prior to FY 2026)			300,000	
Tippecanoe County						
7. CR 600N / CR 50W Intersection & Trail						P.M.: Safety
Project includes road & intersection Reconstruction (urban), new traffic Signal, trails, sidewalks, and						
Group IV Rural Funding	PE		799,257	199,814	999,071	2026
	RW	Group IV	1,052,340	263,085	1,315,425	2028
	CE		1,254,202	313,550	1,567,752	2030
	CN		8,361,344	2,090,336	10,451,680	2030
2050 MTP: page 42		Total Cost (includes costs prior to FY 2026)			22,744,353	

Table 5: Unfunded Local Projects: Fiscal Years 2026 through 2030, continued

Project Location & Description	Ph	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year
Tippecanoe County, continued						
8. CR 150W CR 500N to CR 600N Road & Intersection Reconstruction 2050 MTP: page 40			Future Identified Project			P.M.: Reliability
9. CR 450E CR 800S to CR 450S Road Reconstruction 2050 MTP: page 40			Future Identified Project			P.M.: Reliability
10. CR 900E SR 38 to SR 26 Road Reconstruction 2050 MTP page: 40			Future Identified Project			P.M.: Reliability
11. CR 500S CR 250E to CR 450E Road Reconstruction 2050 MTP: page 40			Future Identified Project			P.M.: Reliability
12. CR 800S US 231 to US 52 Road Reconstruction 2050 MTP page 40			Future Identified Project			P.M.: Reliability
CityBus						
No Projects Programmed						
Wabash Center						
No Projects Programmed						
Total			18,563,143	13,090,785	31,653,928	

Figure 2: Location of Unfunded Local Projects Shown for Informational Purposes Only, FY 2026 - 2030

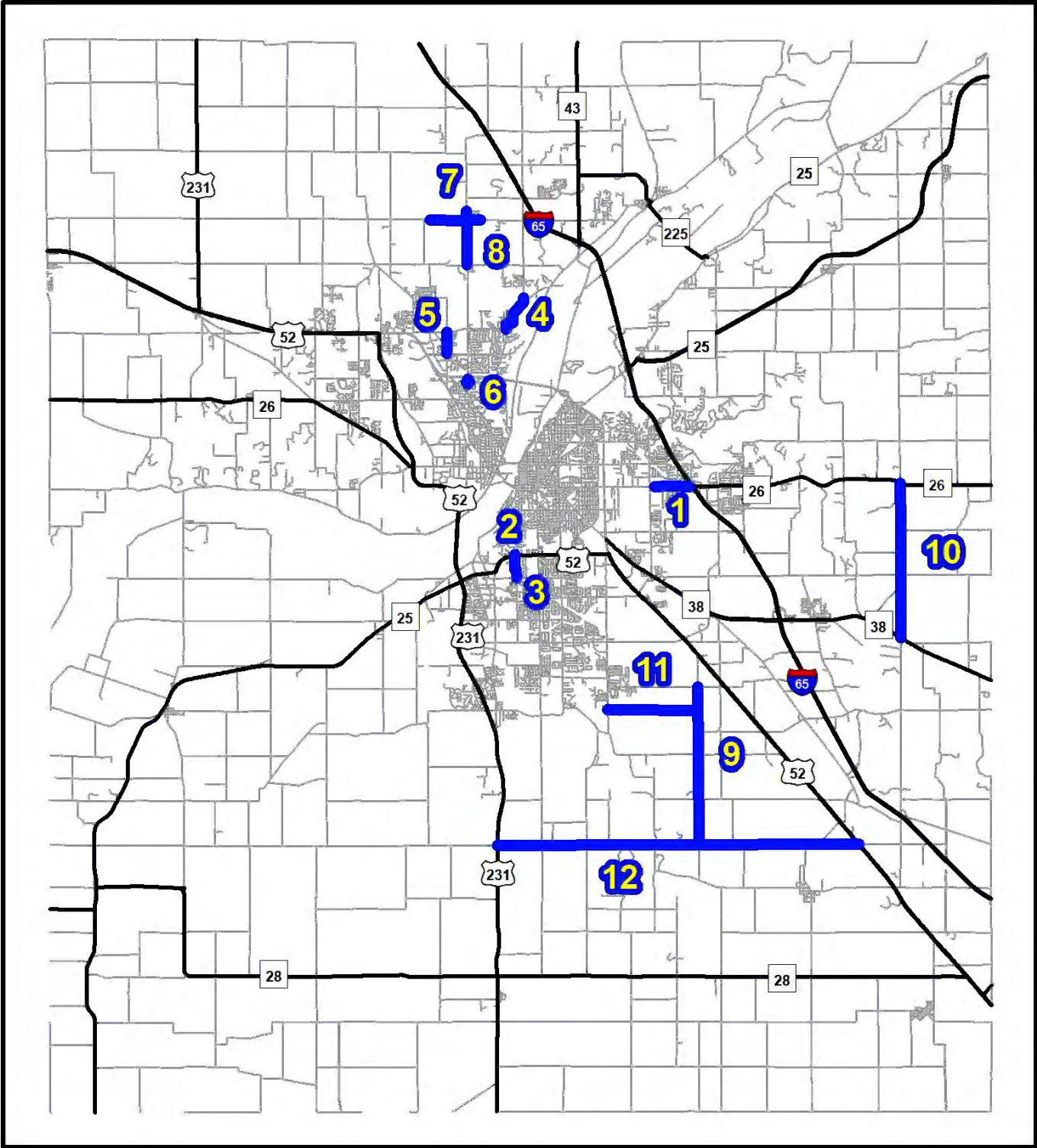


Table 6: Funded Indiana Department of Transportation Projects

Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
1 SR 26, Contract # R-41617, Des # 1800215						P.M.: Safety
at CR 900E	PE					
New Signal Installation	RW	NHPP	1,117,271	279,318	1,396,589	2027
Contract Total Cost (includes costs prior to FY 2026)			1,696,000			
2 SR 26, Contract # B-44397, Des # 2200569						P.M.: Bridge Condition
Bridge over S. Fork Wildcat Creek	PE					
Bridge Thin Deck Overlay	RW	NHPP	421,079	105,270	526,349	2027
Contract Total Cost (includes costs prior to FY 2026)			526,000			
3 SR 28, Contract # R-44386, Des # 2101796						P.M.: Safety
3.82 mi E of SR 25 East Junction	PE					
Drainage Ditch Correction	RW	STBG	100,000	25,000	125,000	2029
	UT	STBG	20,000	5,000	25,000	2029
	CN	STBG	468,290	117,073	585,363	2030
Contract Total Cost (includes costs prior to FY 2026)			903,000			
4 SR 38, Contract # B-42951, Des # 2000519						P.M.: Safety
Over South Fork Wildcat Creek	PE					
Scour Protection (Erosion)	RW	STBG	408,000	102,000	510,000	2026
Contract Total Cost (includes costs prior to FY 2026)			756,000			
5 US 52, Contract # B-45108, Des # 2002042						P.M.: Bridge Condition
Bridge over Gaylord Branch	PE					
Replace Superstructure	RW	NHPP	885,320	221,330	1,106,650	2028
Contract Total Cost (includes costs prior to FY 2026)			1,392,000			
6 US 52, Contract # T-44353, Des # 2002394						P.M.: Reliability & Freight Reliability
CR 400S to CR 700S (Clinton Co)	PE					
Auxiliary Lanes	RW	STBG	2,260,804	565,201	2,826,005	2026
Contract Total Cost (includes costs prior to FY 2026)			3,373,000			
7 US 52, Contract # R-45034, Des # 2300937						P.M.: Bridge Condition
Bridge over Ilgenfritz Ditch	PE					
Small Structure Replacement	RW	STBG	84,000	21,000	105,000	2026
	UT	STBG	120,000	30,000	150,000	2027
	CN	STBG	2,852,258	713,064	3,565,322	2028
Contract Total Cost (includes costs prior to FY 2026)			3,820,000			

Table 6: Funded Indiana Department of Transportation Projects, continued

Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
8 Special 52, Contract # R-44116, Des # 2101617						P.M. Safety
1.74 miles east of US 52/231	PE					
Small Structures & Drain CN	RW CN	STBG	512,074	128,018	640,092	2026
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			930,000			
9 Special 52, Contract # R-45054, Des # 2301191						P.M.: Safety
1.43 to 3.73 miles east of Wabash R	PE					
Surface Treatment, Ultra Bond WC	RW CN	STBG	4,927,744	1,231,936	6,159,680	2028
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			23,636,478			
10 Special 52, Contract # R-45054, Des # 2301193						P.M.: Safety
Old US 231 northbound bridge over	PE					
Sagamore Parkway Bdg. Removal	RW CN	STBG	1,832,000	457,968	2,289,968	2028
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			23,636,478			
11 Special 52, Contract # R-45054, Des # 2301194						P.M.: Safety
Solders Home Road bridge	PE					
Bridge Thin Deck Overlay	RW CN	STBG	248,800	62,200	311,000	2028
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			23,636,478			
12 Special 52, Contract # R-45054, Des # 2301198						P.M. Safety
1.43 to 3.73 miles east of Wabash R	PE					
Bike/Pedestrian Facilities	RW CN	STBG STBG	160,000 499,776	40,000 124,944	200,000 624,720	2026 2028
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			23,636,478			
13 Special 52, Contract # R-45054, Des # 2301199						P.M.: Safety
1.43 to 3.73 miles east of Wabash R	PE					
Traffic, Other	RW CN	STBG	336,000 7,858,950	84,000 2,089,681	420,000 9,948,631	2026 2028
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			23,636,478			
14 I-65, Contract B-45330						P.M.: Bridge Condition
I-65, Des #2001743	PE					
SB bridge over NS Railroad	RW					
Bridge Deck Overlay	CN	NHPP	1,204,200	133,800	1,338,000	2028
I-65, Des # 2002107	PE					
NB bridge over NS Railroad	RR	NHPP	76,500	8,500	85,000	2027
Bridge Deck Overlay	CN	NHPP	1,203,300	133,700	1,337,000	2028
I-65, Des # 2002108	PE					
NB Bridge over SR 38	RW					
Bridge Deck Overlay	CN	NHPP	1,141,200	126,800	1,268,000	2028

Table 6: Funded Indiana Department of Transportation Projects, continued

Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
14 I-65, Contract B-45330, continued					P.M.: Bridge Condition	
I-65, Des # 2002109	PE					
SB Bridge over SR 38	RW					
Bridge Deck Overlay	CN	NHPP	1,141,200	126,800	1,268,000	2028
Contract Total Cost (includes costs prior to FY 2026)			5,087,000			
15 I-65, Contract B-45328					P.M.: Bridge Condition	
I-65, Des # 2002110	PE					
NB Bridge over SR 26	RW					
Bridge Deck Overlay	CN	NHPP	337,500	37,500	375,000	2026
I-65, Des # 2002111	PE					
SB Bridge over SR 26	RW					
Bridge Deck Overlay	CN	NHPP	337,500	37,500	375,000	2026
I-65, Des # 2002112	PE					
NB Bridge over Wildcat Creek	RW					
Bridge Thin Deck Overlay	CN	NHPP	405,000	45,000	450,000	2026
I-65, Des # 2002113	PE					
SB Bridge over Wildcat Creek	RW					
Bridge Thin Deck Overlay	CN	NHPP	405,000	45,000	450,000	2026
Contract Total Cost (includes costs prior to FY 2026)			1,866,000			
16 I-65, Contract # B-43680					P.M.: Bridge Condition	
I-65, Des # 2100720	PE					
CR 600N bridge over I-65	RW					
Bridge Thin Deck Overlay	CN	NHPP	333,000	37,000	370,000	2026
I-65, Des # 2100678	PE					
CR 900E bridge over I-65	RW					
Bridge Thin Deck Overlay	CN	NHPP	203,400	22,600	226,000	2026
I-65, Des # 2100719	PE					
Swisher Road bridge over I-65	RW					
Bridge Thin Deck Overlay	CN	NHPP	272,700	30,300	303,000	2026
I-65, Des # 2101091	PE					
East County Line Road over I-65	RW					
Bridge Thin Deck Overlay	CN	NHPP	195,300	21,700	217,000	2026
Contract Total Cost (includes costs prior to FY 2026)			1,325,000			
17 Institutional Road Maintenance, Contract # R-44226, Des # 2200164					P.M. Pavement Condition	
Indiana Veterans Home	PE					
DNR/INST Construction	RW					
	CN	STBG	80,000	20,000	100,000	2026
Contract Total Cost (includes costs prior to FY 2026)			100,000			

Table 6: Funded Indiana Department of Transportation Projects, continued

	Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
18	Various Statewide Locations, Des # 2002952 (FY 2026); Des # 2400804 (FY 2027); & Des # 2400819 (FY 2028)					P.M. Congestion Mitigation and Air Quality	
	ITS Program Contracted Service	PE	NHPP	450,000	50,000	500,000	2026
	Software License, Statewide ATMS	PE	NHPP	450,000	50,000	500,000	2027
		PE	NHPP	675,000	75,000	750,000	2028
	<i>Contract Total Cost (includes costs prior to FY 2026)</i>			1,750,000			
19	Various Statewide Locations, Des # 2002953 (FY 2026); Des # 2400806 (FY 2027); & Des # 2400821 (FY 2028)					P.M. Congestion Mitigation and Air Quality	
	ITS Program Contracted Service	PE	NHPP	1,620,000	180,000	1,800,000	2026
	TMC Dispatcher Operations	PE	NHPP	1,620,000	180,000	1,800,000	2027
		PE	NHPP	1,620,000	180,000	1,800,000	2028
	<i>Contract Total Cost (includes costs prior to FY 2026)</i>			5,400,000			
20	Various Statewide Locations, Des # 2002955 (FY 2026); Des # 2400807 (FY 2027); & Des # 2400820 (FY 2028)					P.M. Congestion Mitigation and Air Quality	
	ITS Program Contracted Service	PE	STBG	450,000	50,000	500,000	2026
	O&M fee for C.A.R.S.	PE	STBG	450,000	50,000	500,000	2027
		PE	STBG	450,000	50,000	500,000	2028
	<i>Contract Total Cost (includes costs prior to FY 2026)</i>			1,500,000			
21	Various Statewide Locations, Des # 2002956 (FY 2026); Des # 2400808 (FY 2027); & Des # 2400818 (FY 2028)					P.M. Congestion Mitigation and Air Quality	
	ITS Program Contracted Services	PE	NHPP	1,080,000	120,000	1,200,000	2026
	INTRIX Traffic Data	PE	NHPP	1,080,000	120,000	1,200,000	2027
		PE	NHPP	1,080,000	120,000	1,200,000	2028
	<i>Contract Total Cost (includes costs prior to FY 2026)</i>			3,600,000			
22	Various Statewide Locations, Des # 2201179 (FY 2026); Des # 2400809 (FY 2027); & Des # 2400824 (FY 2028)					P.M. Congestion Mitigation and Air Quality	
	ITS Operations & Maintenance	PE	STBG	1,000,000	250,000	1,250,000	2026
	Cell Service for Communications	PE	STBG	1,000,000	250,000	1,250,000	2027
		PE	STBG	1,000,000	250,000	1,250,000	2028
	<i>Contract Total Cost (includes costs prior to FY 2026)</i>			3,750,000			
23	Various Statewide Locations, Des # 2201180 (FY 2026); Des # 2400810 (FY 2027); & Des # 2400825 (FY 2028)					P.M. Congestion Mitigation and Air Quality	
	ITS Program Equipment	CN	STBG	280,000	70,000	350,000	2026
	ITS Field Device Cell Hardware	CN	STBG	280,000	70,000	350,000	2027
		CN	STBG	400,000	100,000	500,000	2028
	<i>Contract Total Cost (includes costs prior to FY 2026)</i>			1,200,000			

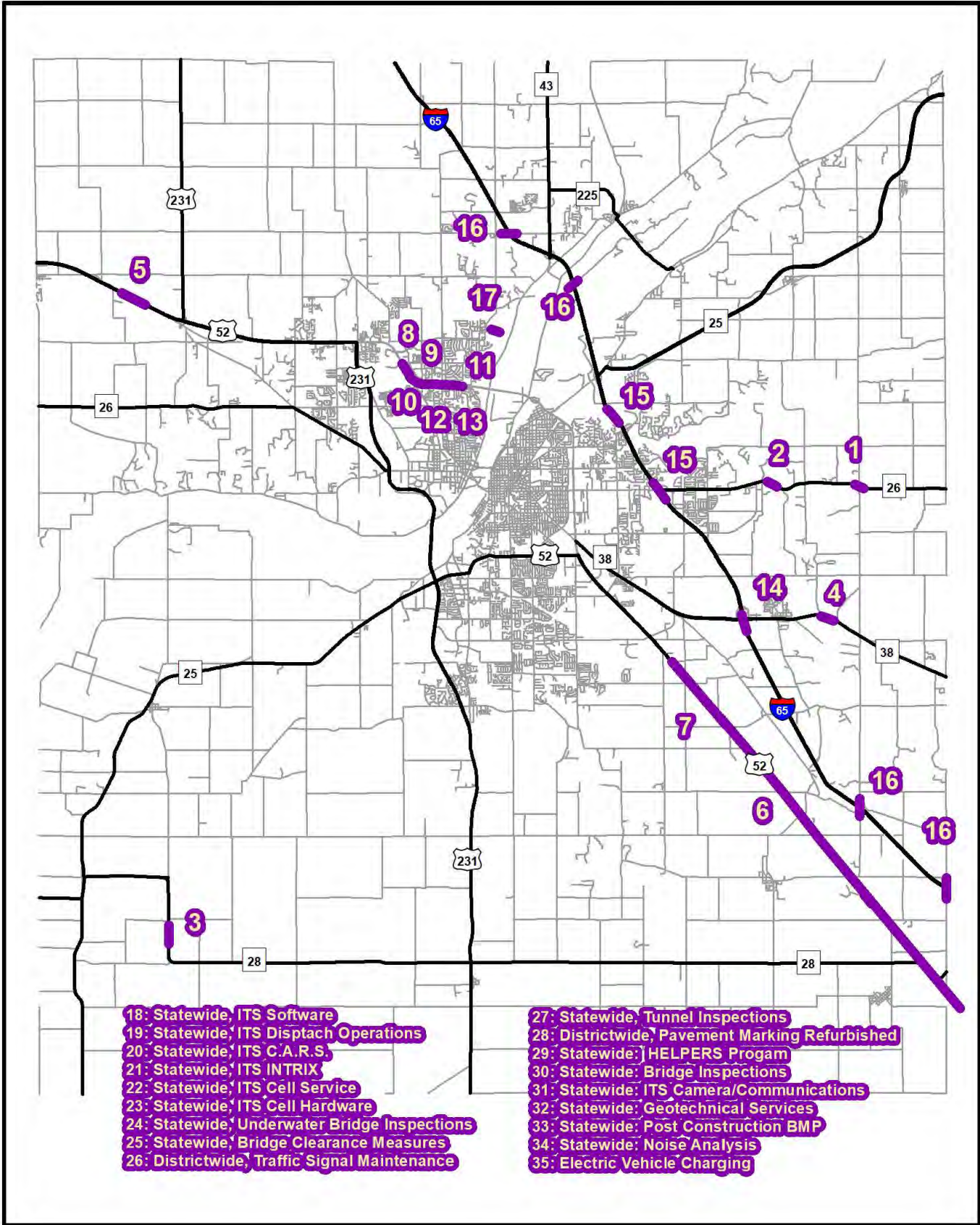
Table 6: Funded Indiana Department of Transportation Projects, continued

Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
24 Various Statewide Locations, Des #2300076					P.M.: Bridge Condition	
Statewide Underwater Bridge Insp.	PE	STBG	320,000	80,000	400,000	2026
	PE	STBG	320,000	80,000	400,000	2027
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			2,000,000			
25 Various Statewide Locations, Des #2300077					P.M.: Bridge Condition	
Vertical Clearance Measuring,	PE	STBG	160,000	40,000	200,000	2026
Over/Under Bridges	PE	STBG	80,000	20,000	100,000	2027
	PE	STBG	80,000	20,000	100,000	2028
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			900,000			
26 District Traffic Project, Des # 2300178					P.M.: Safety	
Various Locations in District	CN	STBG	371,243	92,811	464,053	2026
Traffic Signal Maintenance						
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			1,392,000			
27 State Bridge Inspection, Des # 2300290					P.M.: Bridge Condition	
Tunnels throughout the State	PE	STBG	400,000	100,000	500,000	2026
	PE	STBG	310,696	77,674	388,370	2027
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			888,370			
28 District Pavement Project, Des # 2400075					P.M.: Safety	
Various Routes in District	CN	STBG	200,000	50,000	250,000	2026
Raised Pavement Markings, Refurbished						
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			250,000			
29 Statewide LPA Training, Planning & L. Assistance, Des # 2400077					P.M.: Safety	
HELPERS Program for Local Road	PE	STBG	295,628	32,848	328,476	2026
And Streets	PE	STBG	320,491	33,610	354,101	2027
	PE	STBG	309,524	34,392	343,916	2028
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			1,335,000			
30 Various State Locations, Des # 2400543					P.M.: Bridge Condition	
Bridge Inspections	PE	STBG	450,000	50,000	500,000	2026
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			500,000			
31 Various State Locations, Des # 2400823					P.M. Congestion Mitigation and Air Quality	
ITS Program Management Systems	CN	NHPP	450,000	50,000	500,000	2028
ATMS Camera / Communications / Detection / DMS Replacement						
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			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
32 Statewide, Des # 2001788						P.M.: Safety
Other Type Project	PE	STBG	2,400,000	600,000	3,000,000	2026
Geotechnical, On Call Service						
Contract Total Cost (includes costs prior to FY 2026)			30,983,000			
33 Statewide, Des # 2101642						P.M.: Safety
Other Type Project	PE	STBG	885,840	221,460	1,107,300	2026
Post Construction BMP						
Contract Total Cost (includes costs prior to FY 2026)			3,318,000			
34 Statewide, Des # 2400095						P.M.: Safety
Other Intersection	PE	STBG	200,000	50,000	250,000	2026
Noise Analysis Technical Review						
Contract Total Cost (includes costs prior to FY 2026)			500,000			
35 Various Statewide Locations, Contract # 44987, Des # 2300274					P.M. Congestion Mitigation and Air Quality	
Other Type Project (Miscellaneous)	CN	NHPP	16,972,586	4,243,146	19,948,211	2026
Electric Vehicle Charging	CN	NHPP	16,972,586	4,243,146	27,242,899	2027
Infrastructure throughout State	CN	NHPP	16,972,586	4,243,146	18,987,861	2028
Contract Total Cost (includes costs prior to FY 2026)			95,490,361			
Total Federal Funds:				116,947,662		
Total State Funds:				18,294,895		
Overall Total Cost:				135,242,557		

Figure 3: Location of Funded INDOT Projects



2030 Project information is shown for informational purposes only.

**Table 7: Indiana Department of Transportation Projects,
NOT FINANCIALLY CONSTRAINED & INFORMATION ONLY**

Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
1. 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	22,410,468	5,602,617	28,013,085	2027
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			30,628,085			
2. US 52, Contract # R-41617					P.M.: Safety	
US 52, Des # 2400859	PE	HSIP	18,000	2,000	20,000	2026
At Ross Road	RW					
Traffic Signal Modernization	CN	HSIP	180,000	20,000	200,000	2027
US 52, Des # 2400863	PE	HSIP	18,000	2,000	20,000	2006
At Teal Road	RW					
Traffic Signal Modernization	CN	HSIP	180,000	20,000	200,000	2027
US 52, Des # 2400865	PE	HSIP	18,00	2,000	20,000	2026
At Dale Drive / CR 450E	RW					
Traffic Signal Modernization	CN	HSIP	180,000	20,000	200,000	2027
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			1,695,732			
3. Special 52, Des # 2401224					P.M.: Bridge Condition	
Bridge over Wabash River & North River Road	PE	STBG	80,000	20,000	100,000	2026
	RW					
Bridge Thin Deck Overlay	CN	STBG	492,726	123,182	615,908	2029
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			1,422,143			
4. US 52, Contract # R-45883, Des # 2401522					P.M.: Safety	
From US 231 to 1.30 miles east of US 231	PE	HSIP	486,000	54,000	540,000	2026
	RW	HSIP	225,000	25,000	250,000	2028
Bike/Pedestrian Facilities	UT	HSIP	252,000	28,000	280,000	2028
	CN	HSIP	1,386,000	154,000	1,540,000	2029
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			2,351,524			
5. US 231, Des # 2401211, Contract #					P.M.: Bridge Condition	
Bridge over Big Wea Creek	PE	STBG	80,000	20,000	100,000	2026
Bridge Thin Deck Overlay	RW					
	CN	STBG	219,967	54,992	274,959	2029
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			1,422,143			
6 I-65, Des # 2401271					P.M.: Bridge Condition	
Northbound bridge over SR 25	PE	STBG	80,000	20,000	100,000	2026
Bridge Painting	RW					
	CN	STBG	282,194	70,549	352,743	2029
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			927,532			

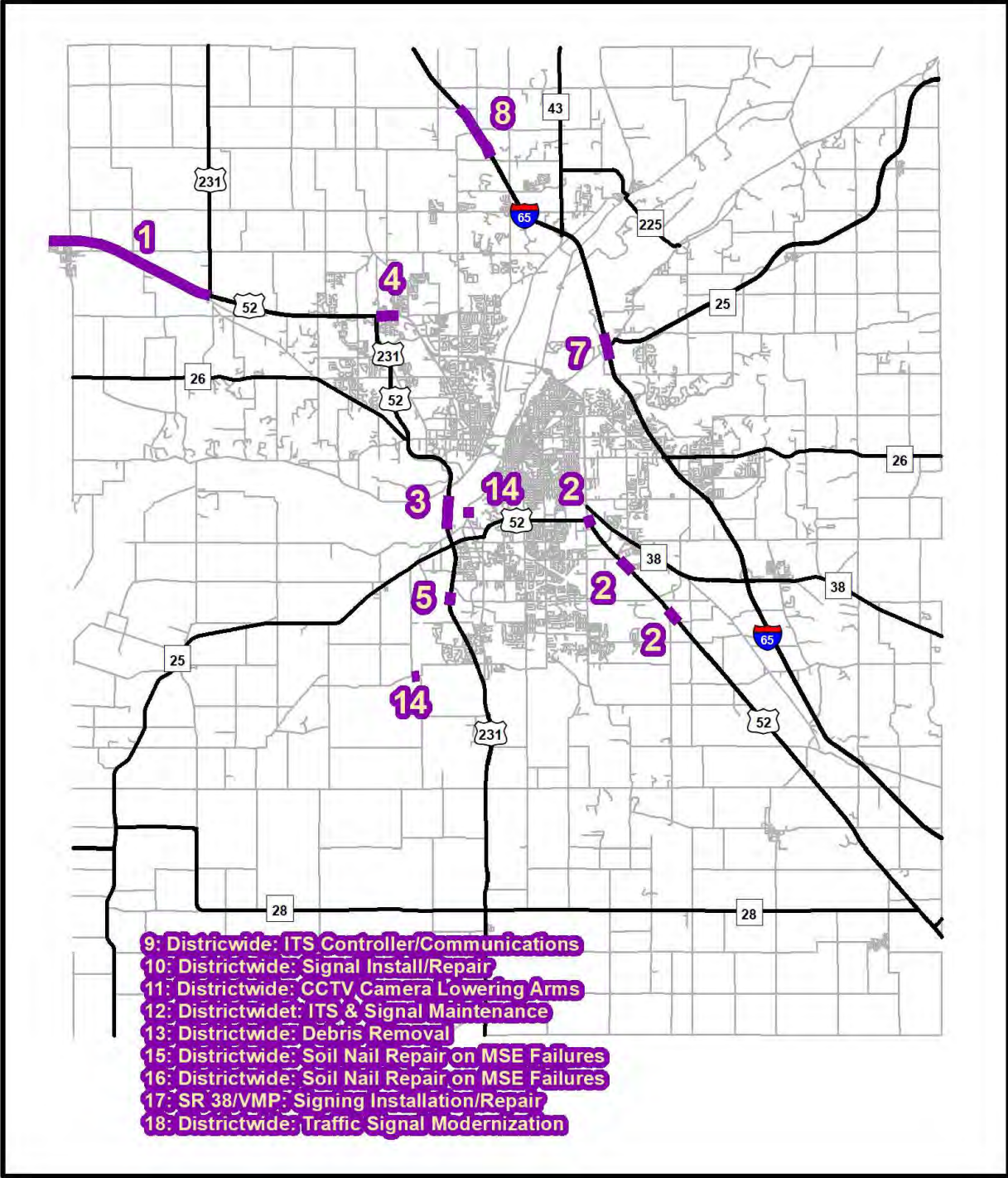
**Table 7: Indiana Department of Transportation Projects,
NOT FINANCIALLY CONSTRAINED & INFORMATION ONLY, continued**

Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
7 I-65, Des # 2401272					P.M.: Bridge Condition	
Southbound bridge over SR 25	PE	STBG	80,000	20,000	100,000	2026
Bridge Painting	RW					
	CN	STBG	299,831	74,958	374,789	2029
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			927,532			
8. I-65, 2.99 miles north of SR 43, Contract # R-45879, Des # 2401305					P.M. Safety	
Large Culvert, North of SR 43	PE	STBG	240,000	60,000	300,000	2026
Small Structure Pipe Lining	RW					
	UT	STBG	4,000	1,000	5,000	2028
	CN	STBG	656,000	164,000	820,000	2029
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			1,045,200			
9 Various District Locations, Contract # T-41765, Des # 1900414					P.M.: System Performance	
ITS Traffic Management Systems	PE					
Controller/Communications	RW					
	CN	STBG	563,670	140,917	704,587	2026
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			2,569,220			
10. Various District Locations, Contract # T-44781, Des # 2200001					P.M. Safety	
Signal Installation / Repair	PE					
	CN	STBG	406,120	101,530	507,650	2027
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			9,810,440			
11 Various District Locations, Contract # T-44794, Des # 2201702					P.M. Congestion Mitigation and Air Quality	
ITS Program Equipment	PE					
CCTV Camera Lowering Arms	RW					
	CN	STBG	437,284	109,321	546,605	2026
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			724,005			
12. Various District Locations, Des # 2201708 (FY 2026); Des # 2400813 (FY 2027); & Des # 2400827 (FY 2028)					P.M.: Congestion Mitigation and Air Quality	
ITS Devices Maintenance	CN	STBG	212,726	53,181	265,907	2026
ITS & Signal Maintenance	CN	STBG	251,478	62,869	314,347	2027
	CN	STBG	428,290	107,072	535,362	2028
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			2,440,889			
13 Various Districtwide Locations, Contract # B-45611, Des # 2400604					P.M.: Bridge Condition	
Debris Removal	CN	STBG	320,000	80,000	400,000	2026
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			400,000			

**Table 7: Indiana Department of Transportation Projects,
NOT FINANCIALLY CONSTRAINED & INFORMATION ONLY, continued**

Project Location & Description	Ph	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year
14. CR 550S & Wabash Avenue, Contract # R-44226, Des # 2000835						P.M. Safety
CSX Railroad	PE					
Railroad Crossing Protection	RW					
	CN	SAFETY	1,100,000	0	1,100,000	2031
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			<i>1,100,000</i>			
15. Various Northern District Locations, Des #2400589						P.M. Safety
Other Type Project	CN	STBG	1,600,000	400,000	2,000,000	2026
Soil Nail Repair on MSE Failures						
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			<i>2,000,000</i>			
16. Various Central District Locations, Des #2400590						P.M. Safety
Other Type Project	CN	STBG	1,600,000	400,000	2,000,000	2026
Soil Nail Repair on MSE Failures						
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			<i>2,000,000</i>			
17 Various Locations (SR 38/Veterans Meml Pkwy East), Contract #T-42995, Des # 2001561						P.M. Safety
Signing Installation / Repair	CN	HSIP	1,422,000	158,000	1,580,000	2026
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			<i>1,580,000</i>			
18 Various Locations in Crawfordsville District, Contract # T-41617, Des # 2500068						P.M. Safety
Traffic Signal Modernization	PE	HSIP	450,000	50,000	500,000	2026
	CN	HSIP	2,250,000	250,000	2,500,000	2027
<i>Contract Total Cost (includes costs prior to FY 2026)</i>			<i>3,000,000</i>			
Total			39,149,754	8,531,188	47,680,942	

**Figure 4: Location of INDOT Projects,
NOT FINANCIALLY CONSTRAINED & INFORMATION ONLY**



6. 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.

Currently, INDOT does not allow MPO’s to carry over or combine our annual allocations. Due to this imposed rule, and 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 allowed practice which involves trading federal funds with another MPO. This practice has been utilized nine times in previous TIPs.

In **Tables 9, 10, 11, and 12**, there are federal funds shown as either “Borrowed from” or “Trade for.” This indicates when the APC will be swapping federal funds with another MPO. “Borrowed from” 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.

Examples of trades can be found in **Tables 9, and 10**. Additional federal funds are needed in FY 2028, **Table 10**. At the top of the table, it states “Borrowed from FY 2027.” These federal funds are from another MPO. Those federal funds are prepaid in FY 2027, which is shown in **Table 9**. The repayment is shown in the bottom portion of the table and is titled “Trade for FY 2028 Funds.” Thus, we will be giving a portion of our FY 2027 federal funds to another MPO in exchange for their FY 2028 federal funds.

Table 11 shows a funding trade with the South Bend MPO. On December 16, 2024, we loaned \$2,000,000 in FY 2025 STBG Federal funds which are to be repaid in FY 2029.

Table 8 shows a funding trade with INDOT’s Local Program. On January 30, 2025, we traded FY 2025 STBG Federal funds for the same amount in FY 2026. The funds will be used for a corridor study.

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, STBG, 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 \$4,363,823 for each year of this TIP. Detailed information can be found in **Appendix 3**. It should be noted that when more accurate funding estimates are released, projects may experience a shift in schedule.

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 15, 2025. **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 2026

Project	Phase	Des #	STBG Allocation
STBG Funds			4,363,823
Flexed HSIP Funds			224,561
Trade from INDOT Local Program			340,523
Total			4,928,907
South 9 th Street, Ph. 1	CN	1900482	3,875,848
Soldiers Home Road Ph. 1	RW	1401291	712,536
Northern Corridor Study *1	PE	---	340,523
	Total		4,928,907
	Balance		0

Note *1: The amount reflects a future funding trade with INDOT

Table 9: STBG Funding, Fiscal Year 2027

Project	Phase	Des #	STBG Allocation
STBG Funds			4,363,823
Total			4,363,823
South 9 th Street, Ph. 2	CN	2400762	1,683,346
Emergency Vehicle Premp.	CN	2301575	105,439
CR 600N/CR 50W	PE	---	348,028
Trade for FY 2028 Funds *1	---	---	2,227,010
	Total		4,363,823
	Balance		0

Note *1: The amount reflects a future funding trade with another MPO.

Table 10: STBG Funding, Fiscal Year 2028

Project	Phase	Des #	STBG Allocation
STBG Funds			4,363,823
Borrowed from FY 2027 *1			2,227,010
<i>Total</i>			6,590,833
Soldiers Home Rd, ph. 1	CN	1401291	5,202,353
SHR Roundabout	CN	2201253	828,480
Soldiers Home Rd. ph. 2	RW	2201256	560,000
	Total		6,590,833
	Balance		0

Note *1: The amount reflects a future funding trade with another MPO.

Table 11: STBG Funding, Fiscal Year 2029

Project	Phase	Des #	STBG Allocation
STBG Funds			4,363,823
Trade from South Bend MPO			2,000,000
<i>Total</i>			6,363,823
CR 600N/CR 50W	CN	---	4,944,730
Soldier Home Rd, ph. 3	PE	---	1,070,923
Trade for FY 2030 Funds *1	---	---	348,170
	Total		6,363,823
	Balance		0

Note *1: The amount reflects a future funding trade with another MPO.

Table 12: STBG Funding, Fiscal Year 2030, Informational Purposes Only

Project	Phase	Des #	STBG Allocation
STBG Funds			4,363,823
Borrowed from FY 2029 *1			348,170
<i>Total</i>			4,711,993
Soldiers Home Road ph. 2	CN	2201256	4,711,993
	Total		4,711,993
	Balance		0

Note *1: The amount reflects a future funding trade with another MPO.

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 \$2,181,910 over the five fiscal years, **Table 13**. **Table 14** 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
2026	4,363,823	436,382
2027	4,363,823	436,382
2028	4,363,823	436,382
2029	4,363,823	436,382
2030	4,363,823	436,382
Total	21,819,115	2,181,910

The STBG financially constrained tables (**Tables 8-12**) include independent non-motorized projects that use our STBG funds. It is the South Street, ph. 3 project in Lafayette. **Table 14** summaries the information. The amount allocated is 5.5%, which is less than the target 10.0%. This TIP does not meet the independent non-motorized federal funding policy.

Table 14: Non-Motorized Projects, Fiscal Years 2026 - 2030

Project	Phase	Des #	STBG Allocation	Fiscal Year
STBG Funds				
South Street, ph. 3	PE	---	1,200,000	2029

It should be noted that all the other projects, except for the Emergency Vehicle Preemption Project, that have allocated STBG federal funds will contain a sidewalk or trail component.

STBG, Areas with Populations under 5K Funds

STBG funds for rural areas 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 five 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 North 9th Street bridge over the Wabash River, on CR 700W over the Flint Creek and on CR 510S also over the Flint Creek. The County has also applied for these funds to construct the rural portion of the CR 600N/CR50W project.

Carbon Reduction Funds

The purpose of the Carbon Reduction Program is to reduce transportation carbon dioxide pollutants through the development of State carbon reduction strategies and by funding projects designed to reduce transportation pollutants. The one pollutant targeted is the release of carbon dioxide (CO2) 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 June 2023. Three pathways that can help reduce on-road highway sources were identified: reduce total fuel consumption, switch to different 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 pollutants.

On January 15, 2025, 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
South 9 th Street (all phases)	Trail	Active Mode
Emergency Vehicle Preemption	Traffic Signal Upgrades	Technology Solutions
Soldiers Home Road (all phases)	Sidewalk & Trail	Active Mode
South Street, ph. 3	Trails	Active Mode
Yeager Road	Sidewalk & Trail	Active Mode
Salisbury Street	Sidewalk & Trail	Active Mode
CR 600N & CR 50W	Trail	Active Mode

Based on current information from INDOT, we have been directed to use an estimated \$478,490 in Carbon Reduction funding for FY 2026 through FY 2030. Detailed information can be found in **Appendix 3**.

The Technical Transportation Committee reviewed and financially constrained the LPA project requests and **Tables 15** through **19** 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 2026

Project	Phase	Des #	TA Allocation
Carbon Reduction Funds			478,490
South 9 th Street, ph. 1	CN	1900482	478,490
Total Balance			478,490 0

Table 16: Carbon Reduction Funding Fiscal Year 2027

Project	Phase	Des #	TA Allocation
Carbon Reduction Funds			478,490
South 9 th Street, ph. 2	CN	2400762	478,490
Total Balance			478,490 0

Table 17: Carbon Reduction Funding, Fiscal Year 2028

Project	Phase	Des #	TA Allocation
Carbon Reduction Funds			478,490
Soldiers Home Road, ph. 1	CN	1401291	478,490
Total Balance			478,490 0

Table 18: Carbon Reduction Funding, Fiscal Year 2029

Project	Phase	Des #	TA Allocation
Carbon Reduction Funds			478,490
CR 600N/CR 50W	CN	---	478,490
Total Balance			478,490 0

Table 19: Carbon Reduction Funding, Fiscal Year 2030
Informational Purposes Only

Project	Phase	Des #	TA Allocation
Carbon Reduction Funds			478,490
Soldiers Home Road ph. 3		---	478,490
Total Balance			478,490 0

PROTECT Funds

The purpose of this program is to help make surface transportation more resilient to natural hazards and disasters, and extreme weather events. This is done through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal 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 changing conditions, such as 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 systems that remove rainwater from surface transportation facilities, relocating roadways in a base floodplain to high ground above projected flood elevation levels, lengthening or raising bridges to increase waterway openings, and increase the size and number of drainage structures.

On January 15, 2025, 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 systems that remove rainwater from facilities,
- Upgrades to and installation of structural stormwater controls, and
- Evacuation routes

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 South Street, ph. 3 project is currently a rural cross section that is a major corridor with in the urban. It is located just west of I-65. The project involves converting the open ditch drainage to a better underground drainage system.

Based on current information from INDOT, we have been directed to use an estimated \$176,195 in PROTECT funding for all five fiscal years. Detailed information can be found in **Appendix 3**.

Tables 20 through 24 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 2026

Project	Phase	Des #	TA Allocation
PROTECT Funds			176,195
<i>Total</i>			176,195
South 9 th Street, ph. 1	CN	1900482	176,195
Total Balance			176,195 0

Table 21: PROTECT Funding Fiscal Year 2027

Project	Phase	Des #	TA Allocation
PROTECT Funds			176,195
South 9 th Street, ph. 2	CN	2400762	176,195
Total Balance			176,195 0

Table 22: PROTECT Funding, Fiscal Year 2028

Project	Phase	Des #	TA Allocation
PROTECT Funds			176,195
Soldiers Home Road, ph. 1	CN	1401291	176,195
Total Balance			176,195 0

Table 23: PROTECT Funding, Fiscal Year 2029

Project	Phase	Des #	TA Allocation
PROTECT Funds			176,195
South Street, ph 3.	PE	---	176,195
Total Balance			176,195 0

Table 24: PROTECT Funding, Fiscal Year 2030, Informational Purposes Only

Project	Phase	Des #	TA Allocation
PROTECT Funds			176,195
Soldiers Home Road ph. 2	CN	2201256	176,195
Total Balance			176,195 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 IJJA 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 \$548,401 in TA funding for all five years of this TIP. Detailed information can be found in **Appendix 3**.

All four projects, South 9th Street, Soldiers Home Road, South Street and CR 600N/CR 50W are eligible for Transportation Alternative funds. The South 9th Street, and Soldiers Home Road projects include constructing new sidewalks and trails.

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 15, 2025. **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 2026			
Project	Phase	Des #	TA Allocation
Transportation Alternative Funds			548,401
South 9 th Street, ph. 1	CN	1900482	548,401
Total			548,401
Balance			0

Table 26: Transportation Alternative Funding Fiscal Year 2027

Project	Phase	Des #	TA Allocation
Transportation Alternative Funds			548,401
South 9 th Street, ph. 2	CN	2400762	548,401
Total Balance			548,401 0

Table 27: Transportation Alternative Funding, Fiscal Year 2028

Project	Phase	Des #	TA Allocation
Transportation Alternative Funds			548,401
Soldiers Home Road, ph. 1	CN	1900482	548,401
Total Balance			548,401 0

Table 28: Transportation Alternative Funding, Fiscal Year 2029

Project	Phase	Des #	TA Allocation
Transportation Alternative Funds			548,401
CR 600N/CR 500W	CN	---	3,086
South Street, ph. 3	PE	---	545,315
Total Balance			548,401 0

Table 29: Transportation Alternative Funding, Fiscal Year 2030
Informational Purposes Only

Project	Phase	Des #	TA Allocation
Transportation Alternative Funds			548,401
Soldiers Home Road ph. 2	CN	2201256	548,401
Total Balance			548,401 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 \$787,647 per year for this TIP. Detailed information can be found in **Appendix 3**. Unlike STBG funds, the MPO can transfer up to 50% (\$393,824) of its HSIP funds to STBG funds. A portion of the FY 2026 funds are being flexed.

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, 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 \$186,914 for all five years of the TIP. These funds cannot be flexed to STBG funds.

Combining our HSIP allocation and Section 164 Penalty funds, we have \$974,561 to allocate toward safety projects each year.

The Technical Transportation Committee reviewed and financially constrained the LPA project requests on January 15, 2025. The Emergency Vehicle Preemption project scope is one of INDOT’s 25 eligible systemic programmatic improvements. **Tables 30** through **34** show the projects that were chosen along with the amount of federal funding. It also shows the funding trade with Northwestern Indiana Regional Planning Commission (NIRPC). 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 30: Safety Funding, Fiscal Year 2026

Project	Phase	Des #	HSIP Allocation
HSIP/Penalty Funds			974,561
Vehicle Emergency Preemption	CN	2400793	750,000
Flexed to STBG funds	CN	---	224,561
Total Balance			974,561 0

Table 31: Safety Funding, Fiscal Year 2027

Project	Phase	Des #	HSIP Allocation
HSIP/Penalty Funds			974,561
Emergency Veh. Preemption	CN	2301575	974,561
	---	---	
Total Balance			974,561 0

Table 32: Safety Funding, Fiscal Year 2028

Project	Phase	Des #	HSIP Allocation
HSIP/Penalty Funds			974,561
Soldiers Home Road, ph. 1	CN	1401291	974,561
Total Balance			974,561 0

Table 33: Safety Funding, Fiscal Year 2029

Project	Phase	Des #	HSIP Allocation
HSIP/Penalty Funds			974,561
CR 600N/CR 50W	CN	---	974,561
Total Balance			974,561 0

Table 34: Safety Funding, Fiscal Year 2030, Informational Purposes Only

Project	Phase	Des #	HSIP Allocation
HSIP/Penalty Funds			974,561
Soldiers Home Road ph. 2	CN	2201256	974,561
Total Balance			974,561 0

Summary of Federal Funds for Local Projects

Table 35: Federal Funding, by Project, Fiscal Year 2026

Project	Phase	Des #	Federal Fund	Allocation
South 9 th Street, ph. 1	CN	1900482	STBG	3,875,848
			TA	548,401
			PROTECT	176,195
			Carbon Red.	478,490
Total				5,078,934
Emergency Veh. Preemption West Lafayette	CN	2400793	Section 164	186,914
			HSIP	563,086
Total				750,000
Soldiers Home Road, ph. 1	RW	1401291	STBG	712,536

Table 36: Federal Funding by Project, Fiscal Year 2027

Project	Phase	Des #	Federal Fund	Allocation
South 9 th Street, ph. 2	CN		STBG	1,683,346
			TA	548,401
			PROTECT	176,195
			Carbon Red.	478,490
Total				2,886,432
Emergency Veh. Preemption Lafayette	CN		HSIP	787,647
			Section 164	186,914
			STBG	105,439
Total			I	1,080,000
CR 600N / CR 50W	PE		STBG	348,028

Table 37: Federal Funding, Fiscal Year 2028

Project	Phase	Des #	Federal Fund	Allocation
Soldiers Home Road, ph. 1	CN	1401291	STBG	2,975,343
			TRADE	2,227,010
			TA	548,401
			PROTECT	176,195
			Carbon Red.	478,490
			HSIP	787,647
			Section 164	186,914
Total				7,380,000
Soldiers Home Road Roundabout	CN	2201253	STBG	828,480
Soldiers Home Road, ph. 2	RW	2201256	STBG	560,000

Table 38: Federal Funding, Fiscal Year 2029

Project	Phase	Des #	Federal Fund	Allocation
South Street, ph. 3	PE	---	TA	545,315
			PROTECT	176,195
			Carbon Red.	478,490
Total				1,200,000
Soldiers Home Road, ph. 3	PE	---	STBG	1,070,923
CR 600N / CR 50W	PE	---	HSIP	787,647
			Section 164	186,914
			STBG	2,944,730
			TA	3,086
			TRADE	2,000,000
Total				5,922,377

Table 39: Federal Funding, Fiscal Year 2030

Project	Phase	Des #	Federal Fund	Allocation
Soldiers Home Road, ph. 2	CN	2201256	STBG	4,363,823
			TRADE	348,170
			TA	548,401
			PROTECT	176,195
			Carbon Red.	478,490
			HSIP	787,647
			Section 164	186,914
Total				6,889,640

Table 40: FY 2026-2030 Overall Federal Funding Constraint Comparison, FHWA

FHWA Funding	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
STBG	4,363,823	4,363,823	4,363,823	4,363,823	4,363,823
Transportation Alternatives	548,401	548,401	548,401	548,401	548,401
HSIP	787,647	787,647	787,647	787,647	787,647
Section 164	186,914	186,914	186,914	186,914	186,914
Carbon Reduction	478,490	478,490	478,490	478,490	478,490
PROTECT	176,195	176,195	176,195	176,195	176,195
MPO Traded Funds *1	---	---	---	2,000,000	---
INDOT Traded Funds *2	340,523	---	---	---	---
Proposed MPO Trades *3, *4	---	-2,227,010	2,227,020	-348,170	348,170
Total	6,881,993	4,315,460	8,768,480	6,193,300	6,889,640
Programmed Federal Funds	6,881,993	4,314,460	8,768,480	6,193,300	6,889,640
Remaining Balance	0	0	0	0	0

Note *1: The Federal funds being repaid by the South Bend MPO.
Note *2: The Federal funds are from an INDOT trade.
Note *3: The Federal funds are future MPO funding trades.
Note *4: The amounts in red reflect future MPO trades. Specifically, these are the years and funds in which APC with repay the funds traded with another MPO.

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. Construction was anticipated to be in FY 2025, but INDOT moved it to 2031.

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 2026 through FY 2030. A summary of these sources and amounts is shown in **Table 41**. The City of Lafayette anticipates using various local funds for its projects: Tax Increment Financing (TIF), Economic Development Income Tax (EDIT), General Funds (GF) and other sources not specified. The City of West Lafayette anticipates using Tax Increment Financing (TIF), Motor Vehicle Highway Account Funds (MVHA), County Option Income Tax funds (COIT), and general funds. The County anticipates using Local Road and Street Funds (LR&S), Motor Vehicle Highway Account funds (MVHA), and other funds not specified. Cumulative Bridge funds (CBF) will be used for all bridge projects.

Table 41: Amount of Local Funds for Funded Local Projects

Jurisdiction	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Lafayette	14,009,133	1,258,568	10,350,00	800,000	3,000,000
West Lafayette	3,578,134	21,550,000	7,692,120	2,367,731	2,222,410
Tippecanoe County	3,708,409	87,007	3,091,935	1,480,594	0
CityBus	16,137,653	13,283,046	13,215,564	13,147,407	13,078,569

INDOT Funding

INDOT uses a variety of federal and state funds for its road and bridge programs. **Table 42** summarizes that information by source and year. INDOT is responsible for fiscally constraining its project list.

Table 42: INDOT Project Expenditures by Fund and Year (Financially Constrained)

FY 2026			
Funding Type	Federal	State	Total
STBG	13,653,589	3,247,338	16,900,927
NHPP	23,592,790	2,621,421	26,214,211
HSIP	---	---	---
Total	37,246,379	5,868,759	43,115,138
FY 2027			
Funding Type	Federal	State	Total
STBG	2,881,187	611,284	3,492,471
NHPP	29,283,459	3,467,378	32,750,837
HSIP	---	---	---
Total	32,164,646	4,078,662	36,243,308

**Table 42: INDOT Project Expenditures by Fund and Year (Financially Constrained),
Continued**

FY 2028			
Funding Type	Federal	State	Total
STBG	20,459,052	5,134,185	25,593,237
NHPP	26,489,295	3,066,216	29,555,511
HSIP	---	---	---
Total	46,948,347	8,200,401	55,148,748
FY 2029			
Funding Type	Federal	State	Total
STBG	120,000	30,000	150,000
HSIP	---	---	---
Total	120,000	30,000	150,000
FY 2030			
Funding Type	Federal	State	Total
STBG	468,290	117,073	585,363
NHPP	---	---	---
HSIP	---	---	---
Total	468,290	117,073	585,363

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 2020 to 2023. Information for 2024 is not yet available from the local government agencies. Individual tables for each jurisdiction follow, **Tables 42** through **44**.

There are a few trends among receipts, disbursements, and differences for the three jurisdictions. 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 only one exception.

Comparing cash and investments at the beginning and end of the year, the ending balances are always positive. Over the four-year period, the ending balances have 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 43
City of Lafayette
Operating and Maintenance History, 2020 - 2023

	2020	2021	2022	2023
<i>Cash and Investments as of January 1</i>				
Balance	1,935,816.37	2,232,318.25	2,605,143.84	2,872,524.41
<i>Annual Information</i>				
<u>Receipts</u>				
MVH	6,009,256.30	4,798,151.43	5,215,115.08	5,658,819.54
MVH Restricted	2,081,307.49	1,408,346.28	1,468,930.67	1,524,200.18
LRS	1,005,121.96	1,101,556.85	1,125,245.38	1,152,315.90
LH	---	---	---	---
Other	974,258.72	995,583.08	970,891.34	974,862.78
Total	10,069,944.47	8,303,637.64	8,780,182.47	9,310,198.40
<u>Disbursements</u>				
MVH	5,499,062.51	4,791,003.04	5,155,544.74	5,539,388.86
MVH Restricted	2,688.658.04	1,002,147.94	1,095,433.72	1,459,009.45
LRS	605,724.81	1,027,889.88	1,297,395.64	1,172,096.99
Cum. Bridge	0.00	0.00	0.00	0.00
Other	979.997.23	1,012,409.55	936,951.36	875,202.42
Total	9,773,442.59	7,833,450.41	8,485,325.46	9,045,697.72
Total Receipts	10,069,944.47	8,303,637.64	8,780,182.47	9,310,198.40
Total Disbursements	9,773,442.59	7,833,450.42	8,485,325.46	9,045,697.72
Difference	296,501.88	470,187.23	260,917.03	164,840.32
<i>Cash and Investments as of December 31</i>				
Balance	2,118,130.14	2,702,505.48	2,866,060.87	3,037,364.73

Table 44
City of West Lafayette
Operating and Maintenance History, 2020 - 2023

	2020	2021	2022	2023
<i>Cash and Investments as of January 1</i>				
Balance	7,526,126.66	8,625,435.54	9,988,456.26	10,907,225.28
<i>Annual Information</i>				
<u>Receipts</u>				
MVH	4,902,792.45	2,285,721.92	2,580,928.95	1,965,218.19
MVH Restricted	800,019.67	882,604.62	1,147,852.15	1,428,395.26
LRS	565,868.82	619,485.20	668,773.58	811,948.04
Other Funds	179,742.00	167,713.06	8,093,753.05	7,063,272.43
Total	6,448,422.94	3,955,524.80	12,491,307.73	11,268,833.92
<u>Disbursements</u>				
MVH	4,528,050.36	2,044,459.13	2,031,737.00	1,472,818.87
MVH Restricted	385,686.85	189,246.82	921,677.15	419,895.22
LRS	256,341.09	191,085.07	254,708.86	176,025.83
Other	179,742.00	2,922,066.74	8,093,753.05	7,063,272.43
Total	5,349,820.30	5,346,857.76	11,301,876.06	9,132,012.35
Total Receipts	6,448,422.94	3,955,524.80	12,491,307.73	11,268,833.92
Total Disbursements	5,349,820.30	5,346,857.76	11,301,876.06	9,132,012.35
Difference	1,098,602.64	-1,391,332.96	1,189,431.67	2,136,821.57
<i>Cash and Investments as of December 31</i>				
Balance	8,624,729.30	7,234,102.58	11,177,887.93	13,044,046.85

Table 45
Tippecanoe County
Operating and Maintenance History, 2020 - 2023

	2020	2021	2022	2023
<i>Cash and Investments as of January 1</i>				
Balance	7,966,087.40	8,875,653.47	12,044,201.65	13,283,347.59
<i>Annual Information</i>				
<u>Receipts</u>				
MVHs	2,676,039.24	2,953,380.25	3,090,353.14	3,167,706.51
MVH Restricted	3,197,391.23	3,343,375.70	3,546,389.74	3,228,333.65
LRS	1,550,662.68	1,610,504.11	1,664,767.63	1,929,710.11
Cum. Bridge	3,002,733.35	3,226,404.19	3,397,346.40	4,006,718.43
Other	7,076,998.14	6,461,546.65	8,579,976.21	9,971,033.05
Total	17,503,824.64	17,595,210.90	20,278,833.12	22,303,501.75
<u>Disbursements</u>				
MVH	2,462,361.71	2,726,785.69	3,155,465.86	2,469,134.26
MVH Restricted	3,043,852.01	1,644,015.93	2,725,848.02	4,209,379.10
LRS	1,310,801.93	1,313,297.34	1,555,985.20	1,580,764.96
Cum. Bridge	2,758,162.98	2,315,220.15	3,226,024.70	2,864,208.61
Other	4,500,497.71	4,584,608.08	9,190,726.08	12,061,583.76
Total	14,075,676.34	12,583,927.19	19,854,049.86	23,185,070.69
Total Receipts	17,503,824.64	17,595,210.90	20,278,833.12	22,303,501.75
Total Disbursements	14,075,676.34	12,583,927.19	19,854,049.86	23,185,070.69
Difference	3,428,148.30	5,011,283.71	1,035,533.13	-1,208,981.77
Investments				
<i>Cash and Investments as of December 31</i>				
Balance	8,826,869.95	12,027,682.47	13,150,146.63	14,491,329.36

7. *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. 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 section. For Example, the safety performance measure was one used in selecting and prioritizing projects. The Area Plan Commission agreed to support INDOT's safety targets on December 12, 2024.

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 constructing 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 section. 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 maintain its fixed route buses over the next five years. Detailed project information by calendar year can be found on pages 78 through 87.

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.

A new public outreach technique implemented in developing this TIP was a short three question on-line survey. Two questions asked; a) what is your primary mode of transportation during a typical week; and b) what would be the best way we can get information to you. The first gauges which transportation modes were more prevalent and the second looks at what media should be used in gauging the public.

The third question targeted allocating federal funds and the question was: if you could choose how to spend tax money on transportation projects, what type of projects would be your top priority. Seven options were given, and the survey asked to rank them from most to least important. Below are the priority ranking generated from the survey with one being the most important.

- 1) Reconstruct or repave roads in poor condition.
- 2) Improve safety on dangerous road and at dangerous intersections.
- 3) Reduce wait times at intersections.
- 4) Build new roads and widen existing roads.
- 5) Build new sidewalks.
- 6) Build new trails.
- 7) Build new bike lanes.

Comparing the survey priorities, the South 9th Street, Soldiers Home Road, and Yeager Road projects are reconstruction projects and match the top survey recommendations. The CR 600N/50W projects involves reconstruction as well as building new trails. The emergency vehicle preemption project improves safety. The Salisbury Street roundabout improves the intersection safety as well as reduces intersection waiting times.

The survey ran from December 18, 2024, to January 7, 2025. There were 665 responses to question two.

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 15, 2025.

Project Selection Priority Review

The funding priorities in this TIP and the FY 2024 - 2028 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 three projects. The City of Lafayette will use federal funds to start the engineering of South Street, ph 3. The City of West Lafayette will start the third phase of targeted improvements to Soldiers Home Road. Finally, Tippecanoe County is moving forward to improve portions of CR 600N and CR 50W near three county schools.

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 following projects were reviewed:

- *Soldiers Home Road, ph. 3*
- *Salisbury Street Roundabout*
- *South Street, ph. 3*

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

INDOT Projects

Since the TIP addresses transportation needs by programming projects, in the past it has also identified proposed improvement on state-maintained routes that are a priority to this community. The Technical Transportation Committee affirmed at its January 15, 2025, meeting that the needs and proposed improvements listed in **Table 45** are needed and a priority to this community.

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 45** shows the recommended improvements.

Table 46: Recommended Unmet Needs/Improvements on State-Maintained Roads are Needed and a Priority to this Community*

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 Northern Corridor as a future INDOT road.

Emergency Event Routing Evaluating

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**.

8. 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 insertion 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 insertion 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 carbon reduction strategy. 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 the 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 2025 and are based on an anticipated five-year rolling average (2021-2025). To support progress towards approved highway safety targets, a total of \$32.3 million has been programmed in the FY 2026-2030 TIP to improve highway safety. **Table 46** 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 47: INDOT Performance Measures by the Number of Projects and Funding

		2023	2024 Targets	2025 Targets	TIP Support (FY 2026- 2030)
Safety	Number of Fatalities	847.7	830.0	812.4	16 TIP Projects, \$32.3 Million in funding
	Rate of Fatalities (per million VMT)	1.078	1.078	1.032	
	Number of serious injuries	3,163.7	3,097.8	3031.9	
	Rate of serious injuries (per million VMT)	3.823	3.682	3.484	
	Number of non-motorized fatalities and serious injuries.	379.2	371.3	363.4	
		Baseline	2-Year Target	4-Year Target	
Pavement	Interstate System - % of pavements in Good condition	74%	60.0%	62.0%	1 TIP Projects, \$0.1 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%	19 TIP Projects, \$16.1 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)	94.2%	93.0%	93.5%	1 TIP Projects, \$2.8 Million in funding
	Non-Interstate NHS - % of person-miles traveled at are reliable Level of Travel time reliability (LOTTR)	97.6%	93.0%	93.5%	
	Interstate System – Level of truck travel time reliability (TTTR)	1.21	1.32	1.30	

The Area Plan Commission Policy Board moved to support INDOT’s safety targets at the December 12, 2024, meeting, and the pavement condition and bridge condition targets on December 8, 2022. The MPO supports the targets by reviewing and programming all pavement and bridge projects within 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 46** 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, thin 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 pollutants 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 by reviewing and programming all state performance project within 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 46** 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 Pollutants; 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 Pollution 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 12, 2024, and the adoption letter can be found in **Appendix 10**. The safety targets are as follows.

<i>Safety Performance Measure</i>	<i>Target</i>
• 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

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

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 South 9th Street, Soldiers Home Road and Yeager Road phase 5 projects involve road reconstruction. Roundabouts will be constructed within the Soldiers Home Road and Salisbury Street projects. The South 9th Street and Salisbury Street projects improve a critical arterial due to the proximity of a fire station located near the projects.

The local road projects as well as the South Street phase 3 and CR 600N / CR 50W 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 2026-2030 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 includes a substantial amount of funding for capital and preventable maintenance. It also includes funding for computer hardware/software, support vehicle replacement, bus replacement and facility rehabilitation. 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 November 20, 2024. The Area Plan Commission adopted the SPT performance measures with adoption of the FY 2026-2030 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
Motorbus	0	0	2	0.11	3	0.16	50,000
Demand Response	0	0	0	0	1	0.09	40,000

Mode	Pedestrian Collision Rate	Collision Rate	Vehicular Collision Rate	Transit Worker Fatality Rate	Transit Worker Injury Rate	Assaults on Transit Workers	Rate of Assaults on Transit Workers	Vehicle Revenue Miles Total
Motorbus	0	0.12	0.12	0	0.12	2	0.12	1,683,000
Demand Response	0	0.05	0.05	0	0	1	0.05	185,000

The CityBus capital projects programmed for each year of this TIP include major bus replacement components such as tires, engines, transmissions, turbo charge units, 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 Resilient Operations for Transformative, Efficient, and Cost Savings.
- 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 (South 9th Street, Soldiers Home Road, Yeager Road, Salisbury Street, and CR 600N/CR 50W) involve reconstructing the corresponding intersections with several being rebuilt as roundabouts (Soldiers Home Road and Salisbury). When completed, the roads will have improved road geometrics, should be safer and thus reduce crashes.
- The same projects as well as the South Street project will include new sidewalks, trails and ramps and will be ADA compliant.
- Bus stops within the Soldiers Home Road, Salisbury Street and South Street projects will be improved.
- All 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. The goal will be achieved 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 South 9th Street, Soldiers Home Road, Yeager Road, Salisbury Street, South Street and CR 600N/R 50W include 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 in the Soldiers Home Road, Salisbury Street and South Street projects 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, South Street, Soldiers Home Road, Yeager Road, and CR 600N/CR 50W currently have either very limited sidewalks or no trails.
- The South 9th Street, South Street, Soldiers Home Road, and CR 600N/CR 50W 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 South 9th Street, Soldiers Home Road, Yeager 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 Soldiers Home Road, Yeager Road, Salisbury Street, and South Street 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 Resilient Operations for Transformative, Efficient, and Cost Savings.

Improving the transportation network by incorporating various techniques will contribute to minimize the transportation sector's effect 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 resiliency.

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:

- All the local projects include improved drainage and will reduce the number of street flooding events. South 9th Street, South Street, and CR 600N/CR 50W currently have open drainage ditches. Soldiers Home Road currently has curbing and very limited underground drainage piping and drain inlets.
- All the 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:

- South 9th Street, Soldiers Home Road, Yeager Road and CR 600N/CR 50W projects will increase the mileage of reconstructed roads. Roundabouts will be constructed in the Soldiers Home Road and Salisbury Street projects.
- Four of the 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:

- South 9th Street and Yeager Road in the Thoroughfare Plan are classified as a primary arterial. Soldiers Home Road and CR 600N/CR 50W are classified as secondary arterials. Improvements to all four 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 of 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 South 9th Street, Soldiers Home Road, and Yeager Road are reconstruction projects and when complete will increase the number of miles of reconstructed roads.

9. 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 47** and **48**. Projected revenue (**Table 48**) 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 47**. 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 47**. 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 hours per capita, passenger miles per capita, and passenger trips per capita. CityBus met and exceeded five of the performance criteria for 2020 through 2023. It met all six of the criteria in 2024.

Table 48: Federal Funds Available to CityBus

CY Year	Total Apportionment	Percent Change	STIC funds
2020	3,937,650		1,372,289 (5)
2021	3,954,466	0.4%	1,380,267 (5)
2022	6,004,917	51.9%	2,687,632 (5)
2023	6,147,056	2.4%	2,752,028 (5)
2024	6,549,742	6.6%	3,020,316 (6)

Funding from the State’s PMTF has fluctuated over the years, (**Table 48**) 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 49: CityBus Financial Condition
(Information is shown by Calendar Year)

	2020	2021	2022	2023	2024
Operating Expenses by Revenue Source					
Operating ¹	3,178,216	3,309,416	4,092,167	3,674,251	4,002,924
% Change		4.1%	23.7%	-10.2%	8.9%
Local ²	3,644,916	3,788,506	3,837,288	4,137,569	3,862,902
% Change		3.9%	1.3%	7.8%	-6.6%
State (PMTF)	4,251,974	3,687,937	4,308,802	4,353,657	4,353,657
% Change		-13.3%	16.8%	1.0%	0.0%
Federal	4,071,724	3,015,344	4,977,543	3,921,988	4,309,742
% Change		-25.9%	65.1%	-21.2%	9.9%
Other	0	0	0	0	430,464
Section 5310	391,038	178,988	314,000	0	0
Section 5316	0	0	0	0	0
Section 5339	0	0	0	0	800,000
Total Operating Expenses	11,397,432	12,052,234	14,592,628	15,234,424	17,759,689
% Change		5.8%	21.1%	4.4%	16.6%
Capital Expenses by Revenue Source					
Local ³	1,381,998	1,937,287	1,221,543	451,315	3,470,464
Federal	2,117,274	4,202,292	498,136	2,086,116	694,093
Total Capital Expenses	3,499,272	6,139,579	1,719,679	2,537,431	4,164,557

Source: Greater Lafayette Public Transportation Corporation, CityBus

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 48**) fluctuated over the past five years 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 need additional revenue to maintain current service. Operating costs are anticipated to remain at the same level as well as capital costs. Projected revenues are anticipated to increase only slightly. Comparing projected operating and capital costs to total projected revenue, **Table 49** shows CityBus will need additional revenue, possibly through loans, from FY 2025 through FY 2028.

With the passage of an extension to the IIJA, CityBus foresees that federal Section 5307 funds will slightly increase. It is also anticipated that Section 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 slowly increase annually. At this time, funds generated from fares, bus passes, advertising and tokens are expected to remain constant. Funds generated from taxes are expected to increase (1.0% annually).

Table 50: CityBus Financial Capability
(Information is shown by Calendar Year)

	2025	2026	2027	2028	2029	2030
Projected Revenues						
Operating ¹	4,165,770	4,207,428	4,249,502	4,291,997	4,334,917	4,378,266
% Change		1.0%	1.0%	1.0%	1.0%	1.0%
Local ²	3,865,984	3,923,974	3,982,833	4,042,576	4,103,215	4,164,763
% Change		1.5%	1.5%	1.5%	1.5%	1.5%
State (PMTF)	4,353,657	4,440,730	4,529,545	4,620,136	4,620,136	4,620,136
% Change		2.0%	2.0%	2.0%	2.0%	2.0%
Federal	6,615,239	6,714,468	6,815,185	6,917,412	7,021,174	7,126,491
Section 5307		1.5%	1.5%	1.5%	1.5%	1.5%
%Change						
Other Funds	154,992					
Section 5339	10,531,030					
Carry Over	2,015,576					
Loan	3,500,000	750,000	500,000	200,000		
Total	35,202,248	20,036,599	20,077,065	20,072,121	20,079,441	20,289,656
Projected Operating Costs						
	17,711,252	17,711,252	17,711,252	17,711,252	17,711,252	17,711,252
Projected Capital Costs						
Sec. 5307	4,320,000	2,320,000	2,320,000	2,320,000	2,320,000	2,320,000
Sec. 5339	13,163,788					
Projected Operating and Capital Costs ³						
Total	35,195,040	20,031,252	20,031,252	20,031,252	20,031,252	20,031,252

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
 Note3: At the funding level identified, CityBus needs to reduce services and equipment replacement starting in 2025. Additional funding needed to support consistent service. At this time, loans have been identified to make up the shortfall.

FY 2022 Section 5307 Capital Expenditure, Justification
& Summary

1. Replacement Tires, \$0	LAF-22-002
2. Rebuild up to Five (5) Bus Engines, \$0	LAF-22-003
3. Rebuild up to Four (4) Bus Transmissions, \$0	LAF-22-004
4. Capital/Preventable Maintenance, \$3,756,146	LAF-22-005
Replacement components, security equipment or other equipment, and preventable maintenance costs. (Federal funding breakdown: \$1,424,000 in Section 5307, and \$8,793 in Carbon Reduction FHWA funds)	
5. Computer Hardware and Software, \$0	LAF-22-006
6. Support Vehicles, \$0	LAF-22-007
7. Bus Replacement, \$0	LAF-22-008
8. Security Cameras, \$0	LAF-22-009
9. New Facility Location, \$0	LAF-24-108
10. Facility Rehabilitation, \$0	LAF-24-109

Table 51: Updated CY 2022 Section 5307 Capital Grant Project

	Federal Share	Local Share	Total Cost
Replacement Tires	0	0	0
Capital/Preventable Maintenance	3,012,117	753,029	3,756,146
Computer Hardware/Software	0	0	0
Support Vehicle	0	0	0
Bus Replacement	0	0	0
Security Cameras	0	0	0
New Facility Location	0	0	0
Facility Rehabilitation	0	0	0
Total	3,012,117	753,029	3,765,146

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

1. Replacement Tires, \$0
LAF-23-002

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

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

4. Capital/Preventable Maintenance, \$2,500,000
LAF-23-005

Replacement components, security equipment or other equipment, and preventable maintenance costs.

5. Computer Hardware and Software, \$300,000
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, \$0
LAF-23-007

7. Bus Replacement, \$0
LAF-23-008

8. Security Cameras for Vehicles, \$100,000
LAF-23-009

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.

10. Facility Rehabilitation, \$500,000

CityBus will carry out maintenance rehab projects for the administration, maintenance and other facilities.
- Table 52: CY 2023 Section 5307 Capital Grant Summary
- | | Federal Share | Local Share | Total Cost |
|---------------------------------|------------------|----------------|------------------|
| Replacement Tires | 0 | 0 | 0 |
| Engine Rebuilds | 0 | 0 | 0 |
| Transmission Rebuilds | 0 | 0 | 0 |
| Capital/Preventable Maintenance | 2,000,000 | 500,000 | 2,500,000 |
| Computer Hardware/Software | 240,000 | 60,000 | 300,000 |
| Support Vehicle | 0 | 0 | 0 |
| Bus Replacement | 0 | 0 | 0 |
| Security Cameras for Vehicles | 0 | 0 | 0 |
| Van Pool Program | 203,056 | 50,764 | 253,820 |
| Facility Rehabilitation | 400,000 | 100,000 | 500,000 |
| TOTAL | 2,843,056 | 710,764 | 3,553,820 |
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Section 5307 Capital Expenditure, Justification & Summary for CY 2024, Des #1900479

1. Replacement Tires, \$0
2. Rebuild at least Five (5) Bus Engines, \$0
3. Rebuild up to Five (5) Bus Transmissions, \$0
4. Capital/Preventable Maintenance, \$2,500,000
5. Computer Hardware and Software, \$100,000
6. Support Vehicle, \$0
7. Bus Replacement, \$0
8. Security Cameras for Vehicles, \$0
9. Facility Rehabilitation, \$200,000

LAF-24-002
LAF-24-003
LAF-24-004
LAF-24-005
LAF-24-006
LAF-24-007
LAF-24-008
LAF-24-009
LAF-24-200
- Replacement components, security equipment or other equipment, and preventable maintenance costs.

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.

CityBus will carry out maintenance rehab projects for the administration, maintenance and other facilities.

Table 53: CY 2024 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	0	0	0
Engine Rebuilds	0	0	0
Transmission Rebuilds	0	0	0
Capital/Preventable Maintenance	2,000,000	500,000	2,500,000
Computer Hardware/Software	80,000	20,000	100,000
Support Vehicle	0	0	0
Bus Replacement	0	0	0
Security Cameras for Vehicles	0	0	0
Facility Rehabilitation	160,000	40,000	200,000
TOTAL	2,240,000	560,000	2,800,000

Section 5307 Capital Expenditure, Justification & Summary for CY 2025

1. Replacement Tires, \$0

LAF-25-002
2. Rebuild at least Five (5) Bus Engines, \$0

LAF-25-003
3. Rebuild at least (4) Bus Transmissions, \$0

LAF-25-004
4. Capital/Preventable Maintenance, \$2,500,000

LAF-25-005

Replacement components, security equipment or other equipment, and preventable maintenance 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, \$1,600,000

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 and #4003.
7. Security Cameras for Vehicles, \$0

LAF-25-009
8. Facility Rehabilitation, \$120,000

LAF-25-200

CityBus will carry out maintenance rehab projects for the administration, maintenance and other facilities.

Table 54: CY 2025 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	0	0	0
Engine Rebuilds	0	0	0
Transmission Rebuilds	0	0	0
Capital/Preventable Maintenance	2,000,000	500,000	2,500,000
Support Vehicle	80,000	20,000	100,000
Bus Replacement	1,280,000	320,000	1,600,000
Security Cameras for Vehicles	0	0	1,600,000
Facility Rehabilitation	96,000	24,000	120,000
TOTAL	3,456,000	864,000	4,320,000

Section 5307 Capital Expenditure, Justification & Summary for CY 2026

1. Replacement Tires, \$0
LAF-26-002

2. Rebuild up to Five (5) Bus Engines, \$0
LAF-26-003

3. Rebuild up to Four (4) Bus Transmissions, \$0
LAF-26-004

4. Capital/Preventable Maintenance, \$2,000,000
LAF-26-005

Replacement components, security equipment or other equipment, and preventable maintenance 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, \$0
LAF-26-007

7. Security Cameras for Vehicles, \$0
LAF-26-009

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

CityBus will carry out maintenance rehab projects for the administration, maintenance and other facilities.
- Table 55: CY 2026 Section 5307 Capital Grant Summary
- | | Federal Share | Local Share | Total Cost |
|---------------------------------|---------------|-------------|------------|
| Replacement Tires | 0 | 0 | 0 |
| Engine Rebuilds | 0 | 0 | 0 |
| Transmission Rebuilds | 0 | 0 | 0 |
| Capital/Preventable Maintenance | 1,600,000 | 400,000 | 2,000,000 |
| Computer Hardware/Software | 80,000 | 20,000 | 100,000 |
| Support Vehicle | 0 | 0 | 0 |
| Security Cameras for Vehicles | 0 | 0 | 0 |
| Facility Rehabilitation | 96,000 | 24,000 | 120,000 |
| TOTAL | 1,776,000 | 444,000 | 2,220,000 |
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Section 5307 Capital Expenditure, Justification & Summary for CY 2027

1. Replacement Tires, \$0
LAF-27-002

2. Rebuild at least Five (5) Bus Engines, \$0
LAF-27-003

3. Rebuild at least Four (4) Bus Transmissions, \$0
LAF-27-004

4. Capital/Preventable Maintenance, \$2,000,000
LAF-27-005

Replacement components, security equipment or other equipment, and preventable maintenance 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, \$120,000
LAF-27-007

CityBus will carry out maintenance rehab projects for the administration, maintenance and other facilities.

7. Computer Hardware and Software, \$100,000
LAF-27-010

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.

Table 56: CY 2027 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	0	0	0
Engine Rebuilds	0	0	0
Transmission Rebuilds	0	0	0
Capital/Preventable Maintenance	1,600,000	400,000	2,000,000
Support Vehicle	80,000	20,000	100,000
Facility Rehabilitation	96,000	24,000	120,000
Computer Hardware/Software	80,000	20,000	100,000
TOTAL	1,856,000	464,000	2,320,000

Section 5307 Capital Expenditure, Justification & Summary for CY 2028

1. Replacement Tires, \$0

LAF-28-002
2. Rebuild at least Five (5) Bus Engines, \$0

LAF-28-003
3. Rebuild at least Four (4) Bus Transmissions, \$0

LAF-28-004
4. Capital/Preventable Maintenance, \$2,000,000

LAF-28-005

Replacement components, security equipment or other equipment, and preventable maintenance 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, \$0

LAF-28-009
8. Security Cameras for Vehicles, \$0

LAF-28-010
9. Facility Rehabilitation, \$120,000

LAF-28-011

CityBus will carry out maintenance rehab projects for the administration, maintenance, and other facilities.

Table 57: CY 2028 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Replacement Tires	0	0	0
Engine Rebuilds	0	0	0
Transmission Rebuilds	0	0	0
Capital/Preventable Maintenance	1,600,000	400,000	2,000,000
Computer Hardware/Software	80,000	20,000	100,000
Support Vehicle	80,000	20,000	100,000
Bus Replacement	0	0	0
Security Cameras for Vehicles	0	0	0
Facility Rehabilitation	96,000	24,000	120,000
TOTAL	1,856,000	464,000	2,320,000

Section 5307 Capital Expenditure, Justification & Summary for CY 2029

1. Capital/Preventable Maintenance, \$2,000,000
LAF-29-010

Replacement components, security equipment or other equipment, and preventable maintenance costs.

2. Computer Hardware and Software, \$100,000
LAF-29-011

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.

3. Support Vehicle, \$100,000
LAF-29-012

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.

4. Facility Rehabilitation, \$120,000
LAF-29-013

CityBus will carry out maintenance rehab projects for the administration, maintenance, and other facilities.

Table 58: CY 2029 Section 5307 Capital Grant Summary

	<u>Federal Share</u>	<u>Local Share</u>	<u>Total Cost</u>
Capital/Preventable Maintenance	1,600,000	400,000	2,000,000
Computer Hardware/Software	80,000	20,000	100,000
Support Vehicle	80,000	20,000	100,000
Facility Rehabilitation	96,000	24,000	120,000
TOTAL	1,856,000	464,000	2,320,000

Section 5307 Capital Expenditure, Justification & Summary for CY 2030 (Informational Purposes Only)

1. Capital/Preventable Maintenance, \$2,000,000
LAF-30-010

Replacement components, security equipment or other equipment, and preventable maintenance costs.
2. Computer Hardware and Software, \$100,000
LAF-30-011

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.
3. Support Vehicle, \$100,000
LAF-30-012

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.
4. Facility Rehabilitation, \$120,000
LAF-30-013

CityBus will carry out maintenance rehab projects for the administration, maintenance, and other facilities.

Table 59: CY 2030 Section 5307 Capital Grant Summary

	Federal Share	Local Share	Total Cost
Capital/Preventable Maintenance	1,600,000	400,000	2,000,000
Computer Hardware/Software	80,000	20,000	100,000
Support Vehicle	80,000	20,000	100,000
Facility Rehabilitation	96,000	24,000	120,000
TOTAL	1,856,000	464,000	2,320,000

Low- and No- Grant, Section 5339(c) funds, CY 2024

CityBus was awarded \$10,531,030 in these special federal funds. The funding will be used to buy two hydrogen fuel cell buses, two CNG buses, install a hydrogen refueling station, and miscellaneous equipment, supplies and staffing resources which include painting and wrapping, delivery costs, spare parts, tools, laptop, equipment, pre- and post- buy America audit, QMS/QA periodic inspections, training, training aids, simulators, PPE, equipment workforce, development assessment, project management, technical assistance and procurement support. The following summarizes the revised changes to the TIP.

Total project cost is \$13,163,788. Local match is \$2,632,758.

10. Area Changes from FY 2024 - 2028 TIP

Since adoption of the FY 2024-2028 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 2024-2028 TIP.

City of Lafayette

3rd and 4th Streets

This project converts what were a one-way pair of streets to bidirectional traffic. Construction took place in October and November 2024 and officially opened to two-way traffic on November 9, 2024.

Emergency Vehicle Preemption

The request for proposals was posted on INDOT's website on October 1, 2024, and all proposals were due by October 31st. The city received, reviewed, and chose a firm. A contract with the firm is being developed.

Park East Boulevard Extension (McCarty Lane to Haggerty Lane)

This project is the remaining piece that connects South Street to SR 38. Atlas Excavating Inc. bid to construction; the award was approved on April 25, 2024, and the company started work shortly thereafter.

South 9th Street

Due to construction costs, the project was split into two phases with the southern section, just north of the Ortman Ln intersection to Veterans Memorial Pkwy, being the one to be built first. For both sections, engineering continues and since the environmental documentation has been approved, land acquisition is occurring.

Veterans Memorial Parkway

A portion of the corridor, from the Norfolk Southern railroad bridge to US 52, is being widened to four travel lanes. The construction bid award was given on May 28, 2024; the work started shortly thereafter.

City of West Lafayette

Sagamore Parkway Trail

Pedestrians and bicyclists are now enjoying this new trail with construction wrapping up in CY 2024. A ribbon cutting ceremony was held on October 29, 2024, which celebrated the completion of both city's portion of the new river crossing connection.

Soldiers Home Road, Ph. 1

The engineering firm and its subconsultant continue to work on engineering design and environmental review.

Soldiers Home Road, Ph. 2

With this portion of the road improvements being split off and now a separate project, an engineering firm has been chosen and started working on the design and environmental.

Cumberland Avenue, Phase 4

No work was done for this project.

Cherry Lane Extension Ph. 2

west of McCormick to Northwestern Avenue

This project was completed.

Tippecanoe County

County Bridge Inspection

The bridge inspection program is progressing and on schedule.

McCutcheon Pedestrian Safety

The project bids were open on December 7, 2022 with construction started in the spring of 2023. The project was completed in the fall of 2024.

Morehouse Road

The phase just north of Sagamore Parkway was awarded on December 13, 2023, and construction started the following spring. The road opened to traffic shortly before Thanksgiving of 2024.

The second phase, beginning just north of CR 350N, was let for construction in November 2024 and constructed started in 2025.

Yeager Road

The project finally advanced to the construction phase and construction bids were opened in January of 2023. All the bids were above the engineer's estimate and the project was rebid in March. When those bids were open, the project was awarded to Atlas Excavating Inc. The road, with the new curves, was opened on December 12, 2023.

Bridge #64 and #65

The projects are now in Stage 3 design and the environmental review has been completed. Bid letting is targeted for July of 2027.

Bridge #527 (Old US 231 Bridge)

The project was let for construction on November 14, 2024. Construction will start in the spring of 2025.

North 9th Street Road Bridge

This project is in the very early stages of development.

Bridge #80 and #83

Stage 1 design has been completed and the next design stage is currently underway. A significant portion of the environmental review has been completed. January of 2028 is the targeted letting date.

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 2024 and 2025.

SR 25 Projects

Bridge, 3.7 miles north of I-65, CR 625E over SR 25 (des #2000390)

Thin Deck Overlay

The project is scheduled for a February 12, 2025, bid letting.

SR 26 Projects

Bridge over Goose Creek (des #1900333)

New Bridge Construction

This project was let for construction on December 6, 2023, and was open to traffic on October 22, 2024.

At McCarty Lane (des #2300086)

New Traffic Signal Installation

Project was let for construction on October 9, 2024.

SR 28 Projects

Over east branch of the Wea Creek (des #2100886)

Repair or Replace Joints

The project was let for construction on October 12, 2023 and completed on April 12, 2023.

SR 38 Projects

West bound bridge over Elliott Ditch (des #1701561)

Bridge Deck Overlay

Project was let for construction on July 12, 2023.

East bound bridge over Elliott Ditch (des #1701562)

Bridge Deck Overlay

Project was let for construction on July 12, 2023.

SR 43 Projects

No Projects

US 52 Projects

Bridge over NS Railroad (des #2002033)

Bridge Deck Overlay

Project is on the February 12, 2025 bid letting.

West bound bridge over the Wabash River (des #2002143)

Bridge Thin Deck Overlay

Project was let for construction on November 14, 2024.

East bound bridge over the Wabash River (des #2002144)

Bridge Thin Deck Overlay

Project was let for construction on November 14, 2024.

5.17 to 5.42 miles north of SR 25 (des #2201174)

Other Project Type (On Road Vehicle Charging)

This project was let for construction on September 27, 2023.

West bound bridge over Wbash River (des #2200993)

Superstructure Repair/Rehab

Project was let for construction on April 10, 2024.

US 225 Projects

Bridge over the Wabash River (des #2002077)

Truss Rehabilitation or Repair

Project was on the November 14, 2024, INDOT bid letting. Two bids were received, and they were both over the engineer's estimate. INDOT reviewed the bids and it is on an April 2025 bid letting.

US 231 Projects

No Projects

I-65 Projects

At SR 38 Interchange (des #1900647)

Concrete Pavement Restoration

Project was let for construction on January 18, 2024. Work was completed on October 7, 2024.

At CR 680S (des #2001932)

Small Structure Pipe Lining

This project is on the May 7, 2025 bid letting.

At SR 43 and SR 38 (des #2400027)

Wrong Way Ramp Entrance Int.

Project was eliminated due to lack of funding.

Other State Projects

At CSX Railroad crossing at CR 500S & Wabash Avenue (des #2000835)

CSX Railroad Crossing

This project has been rescheduled for a 2031 bid letting.

Various Statewide Locations (des #1801113 & 2002554)

ITS Program Contacted Service (Software License, Statewide ATMS)

Contracts for both years (FY 2024 & 2025) were executed.

Various Statewide Locations (des #1801115 & 2002555)

ITS Program Contacted Service (TMC Dispatcher Operations)

Contracts for both years (FY 2024 & 2025) were executed.

Various Statewide Locations (des #1801117 & 2002556)

ITS Program Contacted Services ((O&M fee for C.A.R.S.)

Contracts for both years (FY 2024 & 2025) were executed.

Various Statewide Locations (des #1801118 & 2002557)

ITS Program Operations & Maintenance (INRIX Traffic Data)

Both contracts (FY 2024) were executed.

Various Statewide Locations (des #1801233 & 2101121)

ITS Program Equipment (ITS Field Device Cell Hardware)

Contracts for both years (FY 2024 & 2025) were executed.

Various Statewide Locations (des #1801227 & 2101120)

ITS Operations & Maintenance (Cell Service for Communications)
Contracts for both years (FY 2024 & 2025) were executed.

Various Statewide Locations (des #2201205)

Other type Project (Purchase Contract for NEPA Support)
The work was done and purchase order completed on April 1, 2024.

Various Statewide Locations (des #2300274)

Other Type Project (Electric Vehicle Charging Infrastructure)
Project was scheduled for 2026, 2027 and 2028 construction; let for construction on February 9, 2022. It is funded through FY 2027.

Districtwide (des #2300199)

Repair or Replace Lighting
Project was let for construction on April 10, 2024.

Various Locations within Tippecanoe County (des #2301684)

Traffic Signal Visibility Improvements
Project was let for construction on January 15, 2025.

Districtwide (des #2300651)

Raised Pavement Markings, Refurbish
Project was let for construction on March 13, 2024.

Districtwide (des #2301270)

Bridge Maintenance
Project was let for construction on January 19, 2024.

Statewide (des #2300671)

Other Type Project Miscellaneous
Project was scheduled for FY 2024. No letting date has been set.

Statewide (des #2400077)

Helpers Program
Project was to be a multiyear contract. No letting date has been set.

Districtwide (des #2400076)

Raised Pavement Markings, Refurbish
Project was for let for construction on January 15, 2025.

Districtwide (des #2400075)

Raised Pavement Markings, Refurbish
Project is scheduled for a March 11, 2026 letting date.

Statewide (des #2400584)

Electric Vehicle Charging Infrastructure
Project was scheduled to be let in FY 2025. No Letting date has been assigned.

11. ITS Projects for FY 2026 - 2030 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 59** lists TIP projects, along with the corresponding Market Package¹, identified as having an ITS component. Descriptions of each ITS Market Package (i.e., grouping of similar technology) are provided following the table.

Table 60: ITS Summary

ITS Market Package Name	Projects
ATMS01: Network Surveillance	City of Lafayette (projects are from Table 4, <i>Funded Local Projects</i>) 1. South 9 th Street (phase 1 & 2) 2. Emergency Vehicle Preemption 3. South Street, phase 3
ATMS03: Surface Street Control	
ATMS03: Pedestrian Crossing	
APTS01: Transit Vehicle Tracking	City of West Lafayette (numbers are from Table 4, <i>Funded Local Projects</i>) 4. Soldiers Home Road, phases 1, 2 & 3 5. Yeager Road, phase 5 6. Salisbury Street at Navajo
APTS02: Transit Fixed-Route Operations	
APTS03: Demand Response Transit Operations	
APTS04: Transit Fare Collection Management	Tippecanoe County (numbers are from Table 4, <i>Funded Local Projects</i>) 7. CR 600N / CR 50W Intersection & Trail
APTS05: Transit Security	
APTS06: Transit Fleet Management	
APTS08: Transit Traveler Information	CityBus (numbers are from Table 4, <i>Funded Local Projects</i>) 8. Operating Assistance 9. Capital Assistance
APTS10: Transit Passenger Counting	

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.

ATM03 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.

ATM03 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 2026-2030 TIP

RESOLUTION T-25-06
RESOLUTION TO ADOPT THE
FY 2026-2030 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 2026-2030 Transportation Improvement Program has been developed by staff with the assistance of local jurisdictions and INDOT and has been recommended for approval by the Technical Transportation Committee, and

WHEREAS, the Board of Directors of the Greater Lafayette Public Transportation Corporation endorsed the transit portion of the Five-Year Program of Projects on December 18, 2024, and

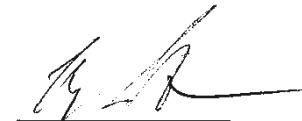
WHEREAS, the projects herein have been selected from the adopted Metropolitan Transportation Plan, Thoroughfare Plan, transportation systems management plans, transit development plans, Coordinated Human Services Transportation Plan, ITS Architecture, and the Indiana Statewide Transportation Improvement 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 2026-2030 Transportation Improvement Program for the MPO Planning Area.

ADOPTED on Thursday, the 8th of May 2025.



Tony Roswarski
Chair, MPO Policy Committee



Ryan O'Gara
Secretary

Appendix 2, GLPTC Board Meeting Minutes

**GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION
BOARD MEETING NO. 696
MEETING MINUTES**

- DATE:** December 18, 2024
- Present:** Julie Ginn, Chair
- Board** Mike Gibson, Secretary (Virtual Attendee)
James Blanco
Tino Atisso
Ben Murray
Angel Valentin (Virtual Attendee)
Joel Wright
- Present:** Bryan D. Smith: Chief Executive Officer
- Staff** Joanne Zhang: Chief Financial Officer
Bryan Walck: Chief Operating Officer
Ron Peters: Operations Manager
Shawn Coffman: Fleet Manager
Randy Anderson: Information Technology Manager
Derek Streeter: Safety and Training Administrator
Shelby Yeaman: Executive Assistant/Project Manager
- Guests:** J.P. Shafer, James Cover

Chair, Julie Ginn, called the meeting No.696 to order at 5:13PM in the GLPTC Board Room, 1250 Canal Road.

COMMUNICATIONS & ANNOUNCEMENTS

CEO, Mr. Bryan Smith, wished everyone a Happy Holidays and mentions his looking forward to the end of the year excitement.

PUBLIC COMMENT

REVIEW AND APPROVAL OF AGENDA ITEMS AND MINUTES

Mr. Benjamin Murray made the motion to amend the agenda, adding 4.1 Authorize CityBus to add a one-time deposit to Administration HSA accounts, excluding CEO. Mr. James Blanco seconded the motion. The motion carried by a vote of 6 ayes and 0 nays through a roll call.

Mr. Tino Atisso made the motion to approve the agenda of meeting No.696, with the amendment of 4.1, held on December 18, 2024. Mr. Benjamin Murray seconded the motion. The motion carried by a vote of 6 ayes and 0 nays through a roll call.

Mr. Joel Wright made the motion to approve the minutes of meeting No.695 held on November 20, 2024. Mr. Tino Atisso seconded the motion. The motion carried by a vote of 6 ayes and 0 nays through a roll call.

OLD BUSINESS

Mr. Mike Gibson made the motion to approve authorization for CityBus to add a one-time deposit to Administration HSA accounts, excluding the CEO. Mr. Benjamin Murray seconded the motion. The motion carried by a vote of 6 ayes and 0 nays through a roll call.

NEW BUSINESS

Mr. Benjamin Murray made the motion to approve to authorize CEO Bryan Smith to execute the ERP System Contract Renewal with Avail for 2025 at the price of \$52,556. Mr. Tino Atisso seconded the motion. The motion carried by a vote of 6 ayes and 0 nays through a roll call.

Mr. Angel Valentin inquired that this amount is what matches what was placed in the budget for 2025 and Mr. Smith reassured this is what had been budgeted.

Mr. Benjamin Murray made the motion to approve Resolution 24-07 of the pricing of New Flyer Hydrogen Fuel Cell Buses. Mr. Joel Wright seconded the motion. The motion carried by a vote of 6 ayes and 0 nays.

This money is coming a majority from our Low/No grant awarded in 2024 for bus delivery in January of 2027.

Mr. James Blanco made the motion to approve the 2026 – 2030 TIP. Mr. Joel Wright seconded the motion. The motion carried by a vote of 6 ayes and 0 nays through a roll call.

Mr. Smith drew the Boards attention to page 13 of the TIP, which is not new news but important to point out. This is the carry over looking at the years to come. We will work to increase revenue by decreasing costs everywhere. We could also use 5307 funds, and also could ask the cities and counties to add to our budget through their general funds. Mr. Bryan Smith was not looking for a vote to have this conversation, but more the Board's "permission" to move forward with these conversations.

Board Members gave their advice on how to approach the scenario and situation with the Cities and Counties, but were in support of Mr. Smith having these conversations.

The Board considered approval of claims list numbering 40169 through 40245, in the amount of \$576,704.90. Mr. Mike Gibson made the motion to approve the claims list. Mr. Benjamin Murray seconded the motion. The motion carried by a vote of 6 ayes and 0 nays through a roll call.

The Board considered approval of payroll for November 1, 2024, through November 30, 2024, in the amount of \$1,434,314.82. Mr. Mike Gibson made the motion to approve the payroll. Mr. Benjamin Murray seconded the motion. The motion carried by a vote of 6 ayes and 0 nays through a roll call.

It was mentioned this was a three (3) pay period month which is why payroll is much higher than normal.

BOARD AND STAFF REPORTS (CEO REPORT)

CityBus has chosen a few agencies to help lead our Hydrogen Fuel Cell Station and we are excited to move forward with this project. Mr. Smith will bring to the Board a not to exceed amount hopefully in January of 2025. We are also still on track of our timeline with this project.

PUBLIC COMMENTS

Mr. Mike Gibson will be joining the January and February Board Meetings virtually.

ADJOURNMENT

With there being no further business to be transacted, Mr. Joel Wright made the motion to adjourn. Mr. James Blanco seconded the motion. The motion carried by a vote of 6 ayes and 0 nays through a roll call. The next regular Board Meeting is scheduled for Wednesday, January 22, 2-25, at 5:00PM in the GLPTC Board Room, 1250 Canal Road Lafayette, IN. 47904. The Board Meeting adjourned at 5:47PM.



Mr. Mike Gibson, Secretary
CityBus Board of Directors

01/13/2025

Date:

Appendix 3, INDOT Local Federal Funding Information, Lafayette MPO

2026 Local Share of Federal Formula Apportionments - ESTIMATE									
Last Updated - 12/15/2023									Spending Authority 98.7912%
Group I	STBG	HSIP	CMAQ	TA	Section 164 Penalty	CARBON REDUCTION	PROTECT	FY 26 Target	FY 26 Spending Authority
Indianapolis	\$42,941,673	\$6,057,295	\$7,475,357	\$5,979,035	\$2,047,222	\$5,216,825	\$1,929,824	\$71,647,231	\$70,781,159
Fort Wayne	\$8,486,222	\$1,077,935	\$1,596,416	\$1,181,589	\$404,576	\$1,030,960	\$381,376	\$14,159,074	\$13,987,919
Louisville	\$3,578,176	\$423,012	\$704,616	\$498,212	\$170,588	\$434,699	\$160,805	\$5,970,107	\$5,897,940
South Bend	\$6,319,587	\$788,060	\$1,203,497	\$879,915	\$301,283	\$767,743	\$284,006	\$10,544,092	\$10,416,635
Northwest	\$13,429,306	\$1,224,960	\$3,007,156	\$1,869,845	\$640,235	\$1,631,477	\$603,521	\$22,406,501	\$22,135,651
Evansville	\$5,225,483	\$642,005	\$1,004,755	\$727,576	\$249,122	\$634,825	\$234,836	\$8,718,603	\$8,613,213
TOTAL GROUP I	\$79,980,448	\$10,213,266	\$14,991,797	\$11,136,173	\$3,813,026	\$9,716,528	\$3,594,368	\$133,446,608	\$131,892,517
Group II	STBG	HSIP	CMAQ	TA	Section 164 Penalty	CARBON REDUCTION	PROTECT	FY 26 Target	FY 26 Spending Authority
Anderson	\$1,462,900	\$403,550	\$772,899	\$280,972	\$95,765	\$245,154	\$90,273	\$3,351,513	\$3,311,000
Bloomington	\$3,095,792	\$558,774		\$389,047	\$132,601	\$339,452	\$124,997	\$4,640,663	\$4,584,567
Elkhart/Goshen	\$2,909,209	\$748,402	\$1,237,184	\$521,076	\$177,601	\$454,649	\$167,416	\$6,215,537	\$6,140,404
Kokomo	\$1,759,465	\$317,574		\$221,111	\$75,362	\$192,924	\$71,041	\$2,637,477	\$2,605,595
Lafayette	\$4,417,218	\$797,285		\$555,111	\$189,201	\$484,345	\$178,351	\$6,621,511	\$6,541,470
Muncie	\$1,566,450	\$428,240	\$806,140	\$298,163	\$101,624	\$260,153	\$95,796	\$3,556,565	\$3,513,573
Terre Haute	\$1,470,243	\$405,301	\$775,256	\$282,191	\$96,180	\$246,217	\$90,665	\$3,366,054	\$3,325,365
Columbus	\$1,714,645	\$309,485		\$215,479	\$73,443	\$188,010	\$69,231	\$2,570,293	\$2,539,223
Michigan City	\$1,202,482	\$341,457	\$689,302	\$237,740	\$81,030	\$207,433	\$76,383	\$2,835,827	\$2,801,548
Valparaiso/Shorewood Forest	\$1,458,357	\$263,226		\$183,271	\$62,465	\$159,908	\$58,883	\$2,186,110	\$2,159,684
TOTAL GROUP II	\$21,056,761	\$4,573,294	\$4,280,781	\$3,184,162	\$1,086,272	\$2,778,244	\$1,023,036	\$37,981,550	\$37,522,429
TOTAL GROUP III	\$31,196,465	\$2,506,715	\$360,714	\$2,749,116	\$694,859	\$699,664	\$2,308,703	\$40,316,236	\$39,826,893
TOTAL GROUP IV	\$22,777,365	\$2,506,715	\$975,321	\$7,131,822	\$694,859	\$1,556,664	\$2,308,702	\$37,850,448	\$37,392,912
SUB TOTAL	\$155,011,039	\$19,799,990	\$20,808,613	\$24,201,273	\$6,088,016	\$14,650,101	\$9,234,809	\$249,593,842	\$246,576,751
STBG (DISCRETIONARY)								\$40,208,068	\$39,722,023
RAIL/HIGHWAY CROSSINGS								\$7,930,846	\$7,834,978
TRANSPORTATION ALTERNATIVES (FLEX AREAS)								\$16,817,833	\$16,614,639
STBG OFF-SYSTEM BRIDGES								\$17,204,364	\$16,996,398
CARBON REDUCTION (FLEX AREAS)								\$2,842,550	\$2,808,189
GRAND TOTAL								\$334,597,492	\$330,552,878

Federal Funding Estimates for FY 2026 - 2030 TIP							
As provided by INDOT							
Spending Authority:		98.7912%					
Funding Category	STBG	Trans.	HSIP	Sec. 164	Carbon	PROTECT	Total
		Alternative			Reduction		
Apportionment	4,417,218	555,111	797,285	189,201	484,345	178,351	6,621,511
Spending Authority	4,363,823	548,401	787,647	186,914	478,490	176,195	6,541,470

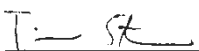
Appendix 4, MPO Certification

TRANSPORTATION PLANNING PROCESS
CERTIFICATION FY 2025

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 disadvantaged business enterprises in DOT funded projects;
- 6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
- 8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

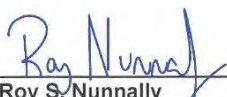
Area Plan Commission of Tippecanoe County
Metropolitan Planning Organization


Timothy Stroschne

Assistant Director
Title

4/15/24
Date

Indiana Department of Transportation


Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title

4/15/2024
Date

Appendix 5, Public – Private Participation Responses and Comments

November 20, 2024, Technical Transportation Committee Meeting

APC staff stated that the project requests will be sent out and are due back by December 6th. Committee members were informed that the project lists will be presented at the December Citizen Participation Committee as well as more details regarding the public participation process.

No comments or questions were received from the public,

December 11, 2024, Citizen Participation Committee Meeting

APC staff presented an overview of what the TIP is, why it is put together, the amount of federal funding available, and a development time line which included critical dates. All three projects lists were reviewed.

Comments:

Steve Clevenger asked if the removal of the Northwestern bridge will help alleviate some of the cross over traffic on 52. He said people coming over the bridge want to get into the right lane and people on Sagamore are wanting to get into the left lane.

Response: APC thinks it will alleviate it to some extent. The new intersection will be a T-intersection with Northwestern traffic having a merge area at the intersection going northward. Southbound traffic will be stopped controlled.

Steve Clevenger asked if the Cumberland project involved widening the road to create four lanes and if there are plans for a second turn lane on 52, turning west onto Cumberland. He said left turn traffic sometimes backs up into the left travel lane.

Response: APC believed this will be addressed, either by INDOT or city officials.

Deanna McMillan said she has seen in other states, the changing of the turn light to a blinking yellow light. She asked if that is planned throughout the Greater Lafayette area.

Response: There are some lights that are currently set this way. He thought they were only set on traffic signals controlled by INDOT. He would be surprised if the cities or county did not move towards this, however, he said it does cost money to convert the lights to flashing yellow.

Deanna McMillan asked if there were any studies showing the flashing yellow helps traffic flow, but if abused, could cause more accidents. She was curious to know if the blinking yellows at turn lanes helps or hurts with increased volume of traffic. She said the blinking yellows are a lot cheaper to have than the roundabouts.

Response: APC staff is unaware of any studies.

Steve Clevenger asked about the Michigan Left on Sagamore Parkway and if the plan is to remove the current left turn lanes, especially between Yeager and Salisbury.

Response: APC staff replied there will be no left turns. The proposed design has two big turn areas near Nighthawk and Yeager and smaller ones between those intersections. The design is to have notched out areas when left turns are made, to allow plenty of room to make the U-turn.

Steve Clevenger said it will be interesting to see how it works. He finds it to be very narrow to have an effective Michigan Left.

December 12, 2024, Policy Board Committee Meeting

Committee board members were presented a status report which included the draft list of projects, key meeting dates coming up and an overview of the public participation process.

No comments or questions were received from the public.

December 17, 2024, Email Comment

From Jeremy Slater

Good morning Ryan and Doug,

The attached document notes that a copy of the proposed projects is available upon request, any chance I can obtain a copy for our records?

Thank you and have a great holiday season!
Jeremy

Jeremy Slater | Vice President Capital Projects & Facilities
Purdue Research Foundation
Kurz Purdue Technology Center
1281 Win Hentschel Blvd., Suite 2500, West Lafayette, Indiana 47906

Response:
Greetings,

You will find the lists attached.

The local project list shows all the projects the two cities and county would like to fund with our federal gas tax funds. It also shows their large projects which will be funded solely with local funds. CityBus and airport projects are shown. The next step in developing the new document will occur in mid-January. We will review the federal funding requests and constrain the list.

There are two INDOT project lists. The first one is INDOT's financially constrained list, and it is the one we are instructed to officially show in the document. Because it does not include some projects that are currently being developed, as well as recently approved projects, we are showing them as information only in a separate list.

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

December 17, 2024, Email Comment

Good morning! I received two white letter-sized envelopes from the Area Plan Commission, 20 N 3rd Street, Lafayette IN 47901. Please **UPDATE** your mailing list:

OLD:
Michael B Cline
Purdue University Physical Facilities
2550 Northwestern Ave Suite 1100
West Lafayette IN 47906

NEW:
Michael B Cline
Purdue University Administrative Operations
HOVD 307 610 Purdue Mall

West Lafayette IN 47907-2040

OLD:

Jay Wasson
Purdue University
2550 Northwestern Ave Suite 1100
West Lafayette IN 47906

NEW:

Jay Wasson
Purdue University Physical Facilities
HOVD 313 610 Purdue Mall
West Lafayette IN 47907-2040

Thank you!
Sue

~~~~~  
Sue Provo  
HOVD Operations/Building Deputy  
Purdue University  
Hovde Hall Room 12  
610 Purdue Mall  
West Lafayette, IN 47907-2040  
Phone: 765-496-6676  
Email: [sprovo@purdue.edu](mailto:sprovo@purdue.edu)  
~~~~~

December 18, 2024, Technical Transportation Committee Meeting

It was reported to the committee that development of the document is underway. It was reported the project lists are compiled and the public participation process has started. Included in this TIP is a public survey. Critical dates were stated.

No comments or questions were received from the public.

December 19, 2024, Email Comment

From Nathan Florian, Lafayette Limo

Hello Doug. I would like to receive a copy of the proposed projects that are associated with the APC letter we received in the mail. I also wanted to provide you with an update that we are taking delivery of two 100% battery electric coaches in January of 2025 in case you have interest in knowing that. We also have two ADA compliant 56 passenger coaches and one 40 passenger ADA compliant bus. If you needed assistance with any projects I would be happy to help. Let me know what I can do and I will see you on January 15th.

Thanks,
Nathan

Nathan Florian
Operations Manager
Lafayette Limo Inc
[A Certified Woman Business Enterprise\(WBE\)](#)
[A Certified Woman Owned Small Business\(WOSB\)](#)
Phone:765-497-3828
Fax:765-497-4106
2525 Klondike Rd,

West Lafayette, IN 47906

Response (December 26,2024):

Greetings,

Thank you for reaching out and requesting the proposed project lists. The first one contains the major local projects within Tippecanoe County. The second and third lists show INDOT projects. We have been told that those shown in the second list are funded while the ones in the third list are not.

It's good to hear that you will be using electric powered coaches in the very near future. I'm assuming you have or will have shortly the infrastructure to charge them locally. But I'm curious to know if they will need charging stations outside of the county. The reason I ask is that we are seeing INDOT focus on installing new charging stations for cars and small trucks but nothing larger. Can you tell me if the charging stations are different for the coaches and if there are any new ones being constructed around the state?

Doug

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

Project lists were attached to response email.

December 26, 2024, Email Comment

From Nathan Florian, Lafayette Limo

Thank you for your email. Attached are all related documents to what we have done below.

1. Contracted Duke to up our Electric to a Building we have onsite to 480 three phase. This project was completed in May 2024(attached is the invoice).
2. FC electric then installed the panel, meter, etc to get us up and running(attached is that invoice).
3. We made the decision to go with ABB charging systems for a 150kW charging system with three dispensers and the equipment was delivered on 12.23.24(attached is that invoice).
4. I assume we will be looking at an additional \$25,000-\$40,000 in installation expenses for the charging system which I hope to have completed by 1.31.25.

It is my understanding that I can add to my Tesla account these buses and use them at Tesla DC fast chargers at Meijer. Currently the only place that I know that can fit the bus easier is Walmart on 26 but the chargers there don't charge as fast as they advertise which makes it excessively long to get a full charge on a 520kWh battery(8+ hours last I tried). The biggest challenge right now is you can't charge a vehicle fast enough for anyone to use for community infrastructure so you have to limit what the vehicle can do to be able to make it back to the garage and charge. So outside the county infrasture is unnecessary unless we can get the Coil in the Roads project up and going(231 stretch between Cumberland and Lindberg) on I-65 to Chicago &/or Indianapolis. We would be able to not worry about range anxiety as much getting to and from Indianapolis/Chicago. I understand this is still in the research phase and we have been in communication with the ASPIRE program about using our vehicles as needed for research.

I saw there was some money allocated for Low- & No- Emission Grant, LAF-24-220, CA 5339(c), 10,531,030/ 2,632,758/ 13,163,788/ 2025. I didn't know if there were any infrastructure kick backs the

County could provide for our current project. We procured funding the vehicles through the Volkswagen Diesel Emissions Environmental Mitigation Trust but have not received any funding assistance for infrastructure. We are also looking into all electric Mercedes Sprinters Vans when they offer them in a "passenger" model (currently only available as a Cargo) so we can do our 525,300 mile a year shuttle to IND airport from West Lafayette in an all electric van. This will use an incredible amount of energy so we are looking into Solar to help offset the load (attached is that project estimate).

Let me know if there is anything the county needs from me to help in these areas. I would be more than happy to show you around our site if you have time to come out.

Thanks,
Nathan

Seven picture attachments and five pdf's were attached.

January 9, 2025, Email Comment

From Nathan Florian, Lafayette Limo

Following up on this email. Let me know if there are any funds that the County can allocate to this project.

Thanks,
Nathan

Response (January 13,2025):
Greetings,

I had to do a bit of research regarding the types of federal funds we will be allocating and if the installation of charging stations is an eligible project. It appears the best federal funds for these types of projects are what we call Carbon Reduction Federal funds. In reading through project eligibility, it did not mention upgrading or installing charging stations for private companies. I do know that INDOT is using special federal funds to do this, but these are special federal funds. We unfortunately cannot tap into them.

For the CityBus Low- & No- Emission grant, the funds will mostly be used to convert their fleet to hydrogen. The project shown in the proposed list is their second and it addresses refueling and purchasing additional hydrogen powered buses. From what I recall, they do not have any diesel buses remaining in the fleet and are now phasing out the hybrid buses. Most of the fleet now operates on CNG.

If you want, I can find out who in INDOT is overseeing the electrification charging programs.

Doug

January 9, 2025, Policy Board Committee

APC staff reviewed the progress made in developing the TIP and mentioned when the Tech Committee will financially constrain and prioritize local project requests. Future target dates were also presented.

No comments or questions were received from the public.

January 15, 2025, Technical Transportation Committee

The Committee was presented the complete street policy, Carbon Reduction and Protect staff report. There are several new projects that requested federal funds. Staff presented the scope and amenities proposed and recommended they be affirmed as being complete street compliant. The Committee voted and affirmed that they are complete street compliant.

The Committee was presented the information in the APC funding allocation staff report and then they reviewed and discussed the APC funding proposal. Adjustments were made and additional projects were programmed. The Committee agreed and approved the funding recommendation.

The Committee reviewed the list of INDOT projects that were shown in the staff report and discussion followed. The Committee affirmed that the needs and proposed improvements are a priority to this community.

No comments or questions were received from the public.

January 15, 2025, Email Comment

From Nathan Florian, Lafayette Limo

Thank you for your email. We also provide a public shuttle nine times a day every day of the year to the Indianapolis Airport as well as three times daily to the O'Hare Airport and this is for people flying in and flying out visiting or living in Greater Lafayette and the surrounding areas. We are a private corporation that is correct and I will reach out to INDOT. Any assistance you can provide on a contact that may be able to assist me would be extremely helpful. I would like to further understand how private companies are not able to receive any funding when providing public transportation but City Bus is able to receive all of it? If you can help me navigate what I have to do to be thought of as an asset to the community and be eligible for community assistance that would be greatly appreciated.

Thanks,
Nathan

Mr. Florian resent all of the attachments from the January 9, 2025 email.

January 21, 2025, Email Comment

From Nathan Florian, Lafayette Limo

Mr. Florian called, and discussion included the service provided and the possibility of be able to secure and use federal funds to build a charging station off of Klondike Road.

APC staff mentioned Carbon Reduction funding and offered to look into the possibility of being able to use these federal funds.

APC staff emailed FHA representative:
Greetings Paige,

In developing the new TIP, I have been approached by a local transportation provider and he asked if it's possible to use our federal funds to upgrade his charging equipment. The private provider, Lafayette Limo, mainly provides shuttle service between Lafayette and the Indianapolis and O'Hare airports. Their web site is <https://www.lafayettelimo.com/>.

The company has two electric charter buses, and it sounds like he needs to upgrade his charging equipment for them. Not surprisingly, he's looking for money for the upgrade.

The only federal fund I can think of that would be applicable is Carbon Reduction funding. I've been reading through the Program Implementation Guidance, and it appears that these funds can be used to install publicly accessible electric vehicle charging stations. Unless I glossed over it, the only mention of the private sector is truck stop operators. I could not find any provision in transferring the funds to a private transportation provider for their specific use.

He has told me that he was told by some group, didn't write the name down, that he can use federal funds if a local government would sponsor the project. From what I recall, that is a possibility for certain federal funds, but not the ones we allocate through the TIP (STBG, HSIP, Section 164, Transportation Alternative, PROTECT and Carbon Reduction). Can you please confirm that I'm correct in that we

cannot allocated these funds to a private transportation provider for their use. Oh, it would not be available to the public.

Thank you for your help,
Doug

FHWA's response:
Good morning, Doug,

You are correct in your interpretation – CR funds cannot be transferred to a private limo company for installation of private electric charging stations. I don't think any federal funds could apply in this instance, however if I hear/see something that would apply, I will let you know.

Please let me know if you have any additional questions,

Paige Story

[Community Planner](#)

Federal Highway Administration (FHWA)
Indiana Division (IN-DIV)

APC staff emailed Mr. Florian
Greetings Nathan,

I'm following up on our phone conversation. First, I read through the FHWA/US DOT regulations regarding Carbon Reduction Federal funds. These are specific funds that can be use for electrical charging stations. In reading through the regulations, I did not see any mechanism to transfer federal funds to a private transportation provider. The only mention of being able to use these funds on privately owned land was truck stops and for charging it had to be available for anyone to use.

I also asked our FHWA representative, and she told me that Carbon Reduction funds cannot be transferred to a private company for installation of a private charging system.

The only federal funds we allocate through the TIP process are from the FHWA. Federal funds from the Federal Transit System are either allocated through the Indiana Department of Transportation to public transportation system, Section 5307 funds, or by grant application to INDOT (5310, 5311) or FTA (5339). We, as the MPO, are not able to allocate these federal funds.

If you would like to discuss this further, please feel free to email or call.

Doug

Mr. Florian's response email.

That is what I thought but I figured I would grill ya anyway. I will keep you posted on our progress and if you want to set up a site visit let me know. I have an obligation with my bus grant funds to provide site visits if the community would like to see it.

Thanks,
Nathan

February 3, 2025

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

The draft document was submitted to INDOT.

February 13, 2025, Policy Board

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

No comment or questions were received from the public.

February 19, 2025, Technical Transportation Committee

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

No comment or questions were received from the public.

February 20, 2025, INDOT Review Comments

The following email was sent to APC office.

Doug and Tim:

Here are INDOT’s comments for the APCTC draft FY 26-30 TIP. I have not yet received FHWA or FTA comments and will forward them to you as they are received. I am also attaching a copy of the APCTC TIP review checklist that guided INDOT’s review. Additional comments from INDOT are:

The sub-heading for table 7 starting on page 36 should be changed from "NOT FINANCIALLY CONSTRAINED & INFORMATION ONLY" to INDOT projects fiscally constrained in the INDOT Statewide Transportation Improvement Program (STIP). The APCT TIP is included in the INDOT STIP by reference.

Fiscal Constraint: In addition to what APCTC has provided in the document, please add two simple tables to the document to help illustrate APCTC’s fiscal constraint, one for APCTC awarded FHWA funds and one for the local transit funded projects programmed in the TIP. Here is an example for funding provided through FHWA and awarded by APCTC:

APCTC FY 26-30 TIP Fiscal Constraint Table					
Federal Highway Funding	FY 26	FY 27	FY 28	FY 29	FY 30
STBG					
HSIP					
CMAQ					
TA					
Section 164 Penalty					
Carbon Reduction					
Protect					
TOTAL Federal Funds					
Less APCTC Funded Projects Programmed in TIP					
Remaining Balance of Federal Funds					
NOTES:					
With the Federal transportation bill expiring at the end of FY 2026, INDOT's guidance is to use the 2026 numbers to program for each year out to 2030.					

Regarding the MPO loan program (practice), remember to debit from the table any funds that are loaned to other MPO and add back in the years in which the funds will be repaid. Also provide a sub-note with further explanation.

One of the requirements for fiscal constraint involves only programming funds that the MPO can reasonably expect to receive. In the narrative, please provide the reasons (the argument) why APCTC believes that the anticipated need to borrow funds in future years will be there, How is it that APCTC can reasonably expect funds to be available. For this, APCTC can rely on past experience to support its argument.

Project Listing: In comparing the project listings programmed in the draft, INDOT found a few typos in the draft. Please refer to the attached spreadsheet and contact Michael McNeil at INDOT for further clarification regarding how APCTC should adjust. The DES numbers in question are:

Des #	Contract #
2100720	43680
2002953	
2400077	
2400803	

Thank you for your assistance with the review of the draft APCTC FY26-30 TIP.

Jay

Jay Mitchell, Supervisor
Technical Planning Section
Indiana Department of Transportation
E-mail: jaymitchell@indot.in.gov

The email contained two attachments.

Attachments #1

APCTC TIP REVIEW CHECKLIST § 450.326 - Development and content of the transportation improvement program (TIP)			
CITATION	DESCRIPTION	WHAT IS EXPECTED	DOES THE DRAFT TIP MEET THE REQUIREMENT?
TIP Development § 450.316(c), § 450.316(g) and § 450.306(d)	The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53.		
§ 450.326(g)(4)	Project Sponsor: Identification of the agencies responsible for carrying out the project or phase.	The name of the agency responsible for carrying out the project or phase.	YES
§ 450.326(g)	The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following: (1) Sufficient descriptive material (i.e., type of work, term(s), and length) to identify the project or phase.	Project listings shall have the year, phase and dollar amounts listed for each TIP project. (Ph., RW or "N")	YES
§ 450.326(g)(3)(i)	Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.	This primarily applies to Reasonably significant (non-exempt) projects which must be included in the approved MPO MTP. For air quality, the project must also be consistent with the MTP's identified open to traffic year. INDOT shall verify that all reasonably significant projects listed in the TIP are indeed listed in and consistent with the MTP.	YES
§ 450.316(a)	The TIP should include the proposed funds to be obligated for project year and phase.	The proposed funding must be listed by phase and year.	YES
§ 450.326(g)(2)	The Estimated total project cost, which may extend beyond the 4 years of the TIP.	Each project must list the total estimated project cost. Note: This figure should be equal to or greater than the cumulative phasing costs.	YES
§ 450.326(g)(3)	The amount of Federal funds proposed to be obligated during each program year for the project or phase.	The Federal funds requested by phase and year.	YES
§ 450.306(d)	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 generally accomplished by the MPO including a statement for each project listed that identifies the performance measure that will be impacted most by the project. In some cases, an MPO may identify more than one performance measure.	YES
40 CFR part 93 subpart A	Projects shall be specified in sufficient detail (design, concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations.	The project descriptions and limits must make sense to the public.	YES
INDOT STIP Requirement	DES Numbers	No projects for Federal FHWA funding, other than illustrative projects, can be included in the TIP without a DES number. TBD will not be acceptable. Transit Projects do not use DES numbers.	YES, both DES number and contract numbers are included.
Project Listings	INDOT TIP Project Listing Confirmation	The project listings and phases must be identical to the agreed upon project listings resulting from the TIP STIP early coordination meetings.	A review indicated that a few projects were not included in the TIP or were listed with Type errors. The list be forwarded to APCTC separately. Please see note.
23 CFR 321.117(c) and (d) and or 40 CFR part 93	Grouped Projects	Does the MPO use grouped projects and if so, are they consistent with the approved "grouped project listing?"	No, APCTC does not appear to use "grouped projects."

CITATION	DESCRIPTION	WHAT IS EXPECTED	
§ 450.316(a) Public Involvement	Public Involvement - The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP	Since we are reviewing a draft, has the MPO provided an outline of the steps that it will undertake for its TIP public insolvent process and are the steps consistent with the activities identified in the PIP? For the final TIP, are the MPO's TIP public involvement actions consistent with the adopted PIP?	YES
	Public Involvement Continued - TMAs with non-attainment/maintenance areas	In nonattainment area TMAs, the MPO shall provide at least one formal public meeting during the TIP development process.	Not Applicable - APCTC is not a TMA and is not subject to Air Quality Conformity at this time.
	TIP public input received	Has the MPO documented in the TIP the comments received and its response to any substantive comments?	Currently in draft form but it is expected that APCTC will comply with this requirement in the final TIP.
	Air Quality Conformity Applicable only to MPOs in non-attainment and maintenance areas	For MPOs subject to air quality conformity the MPO must identify in the draft the schedule of the steps and actions it will be undertaking for air quality conformity. No final MPO TIP can be included in the STIP without an air quality finding letter from FHWA.	Not Applicable - APCTC is not subject to Air Quality Conformity at this time.
§ 450.316(j)	Financial Plan - Fiscal Constraint	The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.	Yes, but it is difficult to follow. Add one overriding table that list all Federal Funding allocations by year. Then the sum of all federally funded projects programmed in the TIP. Subtract from the total allocated funding. If the remaining balance is equal to or greater than programmed when then the TIP is constrained. Example provided.
Part 667	Emergency Events Evaluation	Map with identification with accompanying narrative for any such projects in the MPA	YES
§ 450.328	Amendment Procedure	Does the TIP have a section that explains MPO's TIP amendment process?	YES
§ 450.336	Self-certifications and Federal certifications	Current Signed Self Certification Statement included in TIP	YES, dated 4-15-24, APCTC may consider an updated certification for final TIP.
NOTES Additional Comments:			
The sub-heading for table 7 starting on page 36 should be changed from "NOT FINANCIALLY CONSTRAINED & INFORMATION ONLY" to INDOT projects fiscally constrained in the INDOT Statewide Transportation Improvement Program (STIP). The APCTC TIP is included in the INDOT STIP by reference. Therefore, the INDOT projects listed in the TIP are not merely listed for informational purposes.			
In comparing the project listings programmed in the draft, INDOT found a few typos in the draft. Please refer to the attached spreadsheet and contact Michael McNeil at INDOT for further clarification regarding how APCTC should adjust. The DES numbers for the projects are: 2100720 - Contract 43680, 2002953, 2400077 and, 2400803.			

Attachment #2

Version Name	Record Type	Des #	Contract #	Lead Des	Route	Planning Area	Urban Area	Sponsor	Work Category	Work Type
STIP 2026 - 2030	Initial	2100720	43680	2100720	I 65	APCTC	Lafayette - West Lafayette	Indiana Department of Transportation	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay
STIP 2026 - 2030	Initial	2002953			VA VARI	Statewide	Not Applicable	Indiana Department of Transportation	Traffic Management System Project	ITS Program Contracted Services
STIP 2026 - 2030	Initial	2400077			VA 1030	Statewide	Not Applicable	Indiana Department of Transportation	Planning/Feasibility/Corridor Study Project	Other Type Project (Miscellaneous)
STIP 2026 - 2030	Initial	2400803			VA VARI	Statewide	Indianapolis	Indiana Department of Transportation	Traffic Management System Project	ITS Traffic Management Systems
See Column AR "Typos" IN APCTC draft TIP										
See Column AR "Typos" IN APCTC draft TIP										
See Column AR "Typos" IN APCTC draft TIP										

Statewide	Division	Contracting Division	Project	Project	Project	Project	Project	Project	Project	Project
Division	Division	Division	Division	Division	Division	Division	Division	Division	Division	Division
Division	Division	Division	Division	Division	Division	Division	Division	Division	Division	Division
Division	Division	Division	Division	Division	Division	Division	Division	Division	Division	Division
Division	Division	Division	Division	Division	Division	Division	Division	Division	Division	Division

Est. Cost left to Complete	STIP Category	Comments	Phase	Funding Program Total	Federal %	Federal Funding Amt	Match %	Match Amount	2026	2027	2028	2029	2030	Status	Updated (PERFORM)	INDOT	TIP	
1,325,000	NHPP	Qiao, Chen AUG 21	CN	Bridge Construct	1,325,000	90 %	1,192,500.00	10 %	132,500.00		1,325,000			Draft	10/15/2024	Bridge Condition	1,325,000	11/09/20
1,300,000	NHPP		PE	Statewide Const	1,300,000	90 %	1,170,000.00	10 %	130,000.00	1,300,000				Draft	10/14/2024	Congestion Mitigation	1,300,000	Needs to be added
1,335,000	STBG		PE	Safety Consult	1,008,493	80 %	806,794.40	20 %	201,698.60		336,000			Draft	8/21/2024	Safety	1,335,000	354101
300,000	NHPP		CN	Statewide Const	300,000	90 %	270,000.00	10 %	30,000.00		300,000			Draft	8/21/2024	Congestion Mitigation	300,000	Needs to be added
in heading 18 - typo FY2007 and FY2008																		
in heading 19 - typo FY2006																		
in heading 20 - typo FY2006																		

The APC Response was:

1) The sub-heading for table 7 starting on page 36 should be changed from "NOT FINANCIALLY CONSTRAINED & INFORMATION ONLY" to INDOT projects fiscally constrained in the INDOT Statewide Transportation Improvement Program (STIP). The APCTC TIP is included in the INDOT STIP by reference.

Response
A clarification email was sent to Jay Mitchell on March 3, 2025. The email stated:

Greetings Jay,
I am working on the responses to comments and have a question regarding the one that is highlighted in yellow. From what I recall, I was directed to only include INDOT projects in the TIP that are shown in the spreadsheet that Michael emailed to us. You mentioned that to me at the MPO conference. Those projects are shown in Table 6. The issue we see is that there are INDOT projects currently in various development stages that are shown in the 2024 TIP and they are excluded from the financially constrained list. In order to maintain fiscal constraint with the INDOT projects, those projects not in Michael's list are shown in Table 7 and the table has the heading mentioned. Do I now need to include them in the financially constrained list?

Thank you for your clarification.
Doug

A response email was sent, and it was:

Doug:
Oh - okay. If that is the case, then leave the table 7 heading alone.
Jay

2) Fiscal Constraint: In addition to what APCTC has provided in the document, please add two simple tables to the document to help illustrate APCTC's fiscal constraint, one for APCTC awarded FHWA funds and one for the local transit funded projects programmed in the TIP. Here is an example for funding provided through FHWA and awarded by APCTC:

APCTC FY 26-30 TIP Fiscal Constraint Table					
Federal Highway Funding	FY 26	FY 27	FY 28	FY 29	FY 30
STBG					
HSIP					
CMAQ					
TA					
Section 164 Penalty					
Carbon Reduction					
Protect					
TOTAL Federal Funds					
Less APCTC Funded Projects Programmed in TIP					
Remaining Balance of Federal Funds					
NOTES:					
With the Federal transportation bill expiring at the end of FY 2026, INDOT's guidance is to use the 2026 numbers to program for each year out to 2030					

Response
The table was added and it's Table 40: FY 2026-2030 Overall Federal Funding Constraint Comparison, FHWA.

The corresponding FTA table already exists, and it is Table 50: CityBus Financial Capability. APC staff reviewed it and refined it with CityBus's assistance.

3) Regarding the MPO loan program (practice), remember to debit from the table any funds that are loaned to other MPO and add back in the years in which the funds will be repaid. Also provide a sub-note with further explanation.

Response
The basic documentation already existed in the draft document, and it was based on the requested changes when developing the FY 2024 TIP. The draft TIP states why it is needed and the number of times done. A detailed explain of the wording is given as well as an example. The document includes wording for the South Bend and INDOT trade.

Footnotes were added for the tables that shows where trades occur.

One of the requirements for fiscal constraint involves only programming funds that the MPO can reasonably expect to receive. In the narrative, please provide the reasons (the argument) why APCTC believes that the anticipated need to borrow funds in future years will be there, How is it that APCTC can reasonably expect funds to be available. For this, APCTC can rely on past experience to support its argument.

Response
An email was sent to Jay Mitchell and asked for clarification. It was:

Greetings Jay,

I need additional clarification regarding a review comment. It is:

One of the requirements for fiscal constraint involves only programming funds that the MPO can reasonably expect to receive. In the narrative, please provide the reasons (the argument) why APCTC believes that the anticipated need to borrow funds in future years will be there, how is it that APCTC can reasonably expect funds to be available. For this, APCTC can rely on past experience to support its argument.

Can you please tell me where in the document the narrative being referenced is located?

Thank you again for your help.
Doug

Shortly after sending the email, Jay Mitchel called, and this was discussed. This comment was resolved.

4) **Project Listing:** In comparing the project listings programmed in the draft, INDOT found a few typos in the draft. Please refer to the attached spreadsheet and contact Michael McNeil at INDOT for further clarification regarding how APCTC should adjust. The DES numbers in question are:

Des #	Contract #
2100720	43680
2002953	
2400077	
2400803	

Response

An email was sent to April Leckie and Michael McNeil on March 10, 2025, and was:

Greetings April,

I'm following up on our draft 2026 TIP review. Specifically, I want to address the four projects.

1) 2100720

This is a mother/baby project issue. The project spreadsheet sent to us shows only the detailed information for just the mother project and none for the babies. Of course, the funding is for all five. Our policy is to show all the projects individually rather than just the one. We do this so the public has a full understanding of all the individual projects. For these particular projects, we shown them individually in the FY 2020, FY 2022 and FY 2024 TIPs. Besides this, one of the five projects is in White County and not in our planning area.

2) 2002953

The typo has been corrected.

3) 2400077

It appears the issue with this project are the funding amounts shown in the INDOT spreadsheet. The spreadsheet sent to us has federal funds as \$806,794.40, state funds as \$201,698.60. From those two numbers, the total is \$1,071,493. According to the spreadsheet, the total cost is spread out over three years and is: \$328,000, 336,000 and \$344,000. Adding the three numbers sums to \$1,008,000. This does not equal to the combined federal and state amounts. Please provide us with the correct amounts to show in the draft TIP for each of the three years.

4) 2400803

The reason why this project was not included is due to the information shown on the INDOT spreadsheet. According to the spreadsheet, this project is in the Indianapolis Urban Area.

If you have any additional questions or comments, please email or call me.

Doug

We are waiting for a response.

March 12, 2025, Phone Call from CityBus Driver

A CityBus driver, after reading the posted public notice, called and asked about the public meeting to be held later in the evening. He mentioned a part of the notice including complete streets, environmental justice, the financially summary and plan and the project status report. He then focused and asked for more information about the environmental justice review.

Response:

APC staff explained who the agencies were requiring the environmental justice review, which minority groups were included in the review and why they were, and how the macro and micro reviews were done. He was invited to attend the public hearing and if he could not, was offered a one on one follow up if desired.

March 12, 2025, Citizens Participating Committee (Public Hearing)

APC staff presented the draft TIP and specifically reviewed each chapter/section individually. This included the public participation process, environmental justice, ADA, red flag investigations, the project selection process, all of the project tables, the financially summary and plan, the project selection processes, performance measures, CityBus information, project review, ITS and the appendices.

Comments / Questions from those attending:

1) What are STBG funds.

Response: APC staff explained what the acronym stood for and then gave more details about the funds.

- 2) Has the change in administration as the state and federal level will have any impacts on the submission of the TIP.

Response: APC staff reported that no official word or direction has been given. He then mentioned that the environmental justice review may change or not be included in future documents. They also stated that they dollar amounts for federal funds have not been reduced or changed.

March 13, 2025, Policy Board Committee

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

No comments or questions were received from the public.

March 13, 2025, Citizen Phone Call

APC received a phone call regarding the TIP, and they specifically asked what the environmental justice review was.

Response:

Several APC staff members returned her phone call and explained to her what the review entailed.

March 26, 2025, 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 4, 2025, FHWA

The Indianapolis FHWA division office held a virtual meeting and provided guidance per new Presidential Executive Orders. All new draft TIP and UPWP documents are to remove certain analyses and wording. This must be done. If not, the draft TIP will not be approved.

Response:

The draft TIP was updated to reflect the new guidance. It was posted to the APC website on April 11, 2025.

April 9, 2025, FHWA Comment Response Sent

On March 24, 2025, INDOT forwarded to APCTC FHWA's review comments and questions. They were:

- Is there a FY 2026-2030 project list that will be attached to the APCTC TIP document?
- It looks like many dates, appendices, or other information has yet to be added. Please ensure all information is complete for a thorough review. For example, many dates in the public participation section are not included.
- FHWA suggests that TIP project lists follow the suggested INDOT formatting.

Later that day, APCTC requested additional information regarding the first question. The request was:

Greetings Jay,

Thank you for forwarding FHWA's questions/comments.

I need some additional information / clarification to the first question. In the past, we were directed to send any questions through INDOT and not directly ask FHWA. Assuming that still is the case, here is a question.

Comment: Is there a FY 2026-2030 project list that will be attached to the APCTC TIP document?

Question: Table 4 shows all funded local projects and Table 6 shows all funded INDOT projects and these are within the document. What project list is the first question referring to?

If we can speak with Paige directly, please let me know.

Doug

INDOT forwarded the request to FHWA later in the day.

Response:

After waiting two weeks for a response and none were received, APCTC response to all FHWA's questions and comments were sent to INDOT. The response was:

- 1) Is there a FY 2026-2030 project list that will be attached to the APCTC TIP document?

Asked for clarification on March 24, 2025.

Email sent to Jay Mitchell:

I need some additional information / clarification to the first question. In the past, we were directed to send any questions through INDOT and not directly ask FHWA. Assuming that still is the case, here is a question.

Comment: Is there a FY 2026-2030 project list that will be attached to the APCTC TIP document?

Question: Table 4 shows all funded local projects and Table 6 shows all funded INDOT projects and these are within the document. What project list is the first question referring to?

As of April 9, 2025, no response from FHWA to the clarification question has been received.

- 2) It looks like many dates, appendices, or other information has yet to be added. Please ensure all information is complete for a thorough review. For example, many dates in the public participation section are not included.

The submitted draft TIP included placeholder pages that will be filled in between when the draft document was submitted and when the Policy Board acts on its adoption.

For the Public – Private Participation Responses and Comments, the appendix includes future dates when a TIP status report will be presented.

The Public Notices, Facebook and Nextdoor Public Notices, Legal Notices and Press Release, Contact Letters appendices all include blank placeholder pages where future notices will be added.

The draft document was submitted to INDOT on February 3, 2025. Since then, the formal public meeting was held, and the second round of notices have gone out. The draft document has been updated and includes all comments and responses from the public meeting as well as all the notices. Two phone call inquiries were received and were responded to. That information has been added to the draft document. The updated document was uploaded to the APC web page on March 21, 2025.

The remaining blank placeholder pages will be filled in when the next round of notices go out before adoption.

Of course, all comments and questions received, even during the Policy Board meeting when the TIP will be reviewed possibly adopted, will be included.

- 3) FHWA suggests that TIP project lists follow the suggested INDOT formatting.

The overriding goal of the TIP is informing the public as to which projects their gas tax (Federal) dollars are going to. That is why we have worked over the years in developing project tables that are easy to read and where projects can be easily found. Multiple tables show INDOT and local projects. We also show unfunded projects, both INDOT and local, in separate tables because at the time of adoption, the projects do not have guaranteed funding. They are listed and labeled as information only.

For the INDOT project tables, the projects are sorted by route number with the lowest number first. Most often when a local constituent asks about a project, the route number is what they refer to. Our sorting method allows a person to easily find the project.

The same applies to local projects. The tables are subdivided by the local government jurisdiction as well as transit and the Purdue airport. This provides the reader an easy way to find the project.

Another technique we employ are location maps. All the projects are shown on maps that correspond to the individual INDOT and local project tables. This helps persons who have trouble reading tables to find the project by where it's located.

We have found the STIP table to be difficult to read. While the projects are sorted by county, that's about it. Except being sorted by contract number, there are no further sorting methods used and projects, whether they be INDOT, local or transit are jumbled together.

We have also found reading the funding information in the STIP to be a bit challenging. The total project cost is shown in individual columns by the target year so there are five columns that need to be looked at. When looking at a project at the bottom of a page, there is a challenge in figuring out what year it is because the header is at the top of the page. Our TIP simplifies this by showing the funding (by phase) in one line and at the far left of the line it states the fiscal year. There is no need to have the five columns for years.

Another issue we continually see is clearly conveying project information in a mother/baby situation or when projects are combined under a single contract number. For example, INDOT has one contract (B-43680) which includes five projects, and we show four of them in our existing and draft TIP. In the INDOT table sent to us this past October, the detailed project information only included one project (des # 2100720). The other four project locations (des #s 2100678, 2100719, 2100191, and 2100756) are not identified individually. The only way to figure out if there is a combination of projects is by looking at the comments. If there is a combination, it only mentions the other project des numbers. There is no information as to what and where the other projects are and are located. Funding information shows a combination of all five projects so there is no ability to figure out the individual project costs.

We feel this method is not as public friendly as it should be. We list projects separately with their own estimated funding costs. The example just referenced includes four projects within Tippecanoe County (des #s 2100720, 2100678, 2100719 and 2100191) and one in White County (des #2100756). White County is not in the Metropolitan Planning Area and does not need to be in our TIP. By following our methodology, the project information is easily understandable and accurately correct. Our draft 2026 TIP shows the four projects under the one contract number and all four projects are listed separately.

Our TIP document is updated after every amendment and modification. So, the document reflects the most up to date and accurate information, especially funding information. This makes it very easy to track where federal funds, and especially the amounts, have been allocated to.

In summary, our project tables are designed with the public in mind, and we feel they are reader friendly. We provide detailed information for every and all projects.

Additional Information from INDOT

Emailed on April 9, 2024, 9:47 am

Sorry to put you through all that work Doug. I missed forwarding this reply from Paige to your TIP question where your response was okay. You might still want to include your response and rationale for the APCTC's choice of project formatting.

Jay Mitchell, Supervisor
Technical Planning Section
Indiana Department of Transportation
E-mail: jaymitchell@indot.in.gov

Emailed on April 9, 2024, 9:57 am

Thanks, Doug.

Good explanation.

Just one more reminder based on the Friday, March 4th FHWA guidance meeting: It would be a good idea to screen the final document and remove or change any of the following words and phrases so that they do not appear in the document.

climate change

greenhouse gas emissions
racial equity
gender equity
diversity equity and inclusion
environmental justice
Justice 40 initiative
sustainability
cumulative impacts
sea level rise

Jay Mitchell, Supervisor
Technical Planning Section
Indiana Department of Transportation
E-mail: jaymitchell@indot.in.gov

April 10, 2025, Policy Board Committee

The committee was presented a status report. They were informed of the FHWA comments, the April 4, 2025, FHWA meeting, changing in the document, and the next developments steps.

No comments or questions were received from the public.

April 16, 2025, Technical Transportation Committee

APC staff provided a status report regarding TIP development and highlighted key dates and when key actions occurred. The date when the draft document was posted on the APC web page and both INDOT and FHWA comments and APC responses were reported. The Committee voted and recommended adoption by the Policy Board.

No comments or questions were received from the public.

April 28, 2025, Email Comment

Ryan,

I received letters today for Brian Edelman and Rich Michal who no longer work at PRF. Please put Jeremy Slater down as the new contact. His contact information is below.

Jeremy Slater
Vice President – Real Estate & Partnerships
1281 Win Hentschel Blvd. Suite 2500
West Lafayette, IN 47906
JDSlater@prf.org

If you have any questions please let me know,

Victoria Mowery
Executive Assistant and Receptionist
Purdue Research Foundation
1281 Win Hentschel Blvd., Suite 2500 | West Lafayette, IN 47906
765.588.3470

APC Response
Greetings,

Thank you for letting me know and I have updated our mailing database accordingly.

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

April 29, 2025, Email Comment

Doug,

I received the letter (Ref No. 2025-120) about the upcoming meeting about the TIP. When looking through the document (which I'm afraid is more than I can digest!!), I found a copy of a letter sent to me in December, but I never received it. When I looked closer, I found that it was addressed to me at 1018 N 10th St., as was the recent letter cited above. While I own 1018 N 10th St, we live at 1021 N 10th, and apparently the letter carrier delivering knew to deliver it to our residence this time.

So, could you please correct my address to 1021 N 10th St?

Also, coming in on the middle or end of this issue, it would be helpful if you could point me to particular portions that you would desire to have some input.

Thanks,

Alan

Alan H. Welch
1021 N 10th St.
Lafayette, IN 47904
765 412 0019 - text
welchah@gmail.com

APC Response
Greetings,

Thank you for letting me know of your correct address and I will update our mailing database.

Basically, the document shows which road projects our federal gas tax dollars are going to for the next five years. The three big local projects are improving a portion of South 9th Street in Lafayette, Soldiers Home Road in West Lafayette, and a portion of CR 600N and County Farm Road in Tippecanoe County. We will be using our federal safety funds to install emergency vehicle preemption in nearly all traffic signals in Tippecanoe County. The cities and county also have large projects coming up that will be funded with just local funds. And of course, CityBus, the Purdue airport and all INDOT projects are shown. Tables 4 and 5 show the local projects and tables 6 and 7 show INDOT projects.

If you have any question or comments, please feel free to email or call me.
Doug

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

May 8, 2025, Policy Board Committee

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

No comments or questions were received from the public.

May 12, 2025, Approved Document Submitted to INDOT

The document was submitted to INDOT.

Summary of Facebook Comments

Posted on Tippecanoe County, Indiana Facebook page.

A) Initial Notice (posted on December 11th)

Three shares.
Eleven likes or thumbs up.
No comments.

B) Survey (posted on December 18th)

46 shares
58 thumbs up.
34 total comments.

Comments:

- 1) Stop giving bids to the lowest bidders and this goes for anywhere in general. You get what you pay for and the public definitely should have a say so in who gets the work. Basically do it right the first time. (Sakoi Vargo)
- 2) Intersection wait times 100%. Please add more roundabouts. People will adjust. Put in trails and bike paths at the very bottom. (Tyson Johnson)
1 Reply : Agree (Chad Baumgartner)
- 3) Fix it all with the "Sculpture" half mill! (Denise Alderson-Hittle)
- 4) Thank you **Tippecanoe County, Indiana** for seeking public input. To ensure that my opinions are heard and counted. I will follow your instruction and submit them on the survey! (Patty Martin Payne)
1 Reply: Thank you! (Tippecanoe County, Indiana)
- 5) Ninth and Kossuth!!! (Wesley Odle)
- 6) Mabe instead of doing a bunch of new projects they could go around and fix the busted up sidewalks all around town there r many I'm sure that need repair not to mention the 9th Street and kossuth intersection that's failing again and becoming a giant speed bump cause the brick r sinking into the ground already (Anthony Goonen)

8 Replies:

6a) I also forgot to mention curbs cause there's a lot of them missing or busted as well I know of a sidewalk that's been screwed sine 1940 and curbs been missing since around the 70s they did a project in that location and replace all sidewalks and curbs around it but refused to replace this one stretch of sidewalk and curb for some reason made no sense not to have done it and it's curb as well (Anthony Goonen)

6b) That intersection was a joke right after it was in. Now you about tear the front end of you vehicle when you go thru it. Mayor's pet project !! (Jim Blair)

6c) Jim Blair yea I mean look they blocked off smith street for a walking bridge that's basically starting to show signs of where the slabs on it r becoming trip hazards an not to

mention last time I saw it there was a big hole at the top that needed fixed not sure if it ever was but u know let's block a street and cause more chaos for the city when in was never needed. (Anthony Goonen)

6d) Anthony Goonen We have a million speed bumps in Lafayette. All the manhole covers are set below the grade of the street so they are all chuck holes year round. Black top over them or bring them up to grade of the street (Jim Blair)

6e) Jim Blair u r right on that some days I wonder who engineer's this stuff and allows it to happen I mean that intersection I mentioned has already been done twice and now needs a 3 repair might as well just asphalt over it and be done I mean most streets in this city have brick under the asphalt any ways (Anthonly Goonen)

6f) Anthony Goonen they do make spacer rings that fit on manholes to bring they up to grade without surfacing over. We don't seem to use them in this town. (Michael S Hines)

6g) Jim Blair Sad when the contract for the work did not include it .. now, who and how many signed off on it?? (CK Martin)

6f) Jim Blair according to City Council notes, it's currently in the works
<http://www.lafayette.in.gov/Agenda.../ViewFile/Item/21825...> (James Geszvain)

- 7) There's a giant tree rump LIFTING the sidewalk between NY street & Lingle (Alex Pollack)
- 8) FYI: I've created a lot of Qualtrics surveys. Good practice for Q2 is to add "...using drag and drop/" (Dan Bollinger)
- 2 Replies
- 8a) Dan Bollinger Dipshit, thanks for your inquiry (Alex Pollack)
- 8b) Oh, and go in Qualtrics, Survey options, Security, and set "Prevent multiple submission " to ON. (Dan Bollinger)
- 9) Folks, the best way to get hears is to take the survey more so than commenting here. (Dan Bollinger)
- 10) No one cares what we have say on the city council anyway A survey won't improe anything
- 11) Use the "other issues" comment box to list other things not listed. Then drag it to the top of their pre-complete list. That's the way to priorit8ze what YOU want. (Cindy Salazar)
- 12) The prioritized list question does not work on my phone, no way to proceed to next question or submit. (Susan Schechter)

2 Replies

11a) Susan Schechter! Try dragging and dropping your answer in order of your ranking, and let us know if that works. (Tippecanoe County, Indiana)

11b) Tippecanoe County, Indiana I was able to drag and drop was not able to submit. Will use another device. (Susan Schechter)

13) Fix all railroad crossings (Jim Blair)

4 Replies

12a) Jim Blair I believe from past notes that the Railroads are responsible for that. It's a definite need for sure. (Michael S Hines)

12b) Michael S Hines Then someone from area plan needs to contact them. But that means they would have to do something difficult like cleaning up the mess east of Dayton on 38. Been pushing that can down the road for years now !! (Michael S Hines)

12c) Jim Blair is that the same segment of 38 that is now closed, under repair? (Michael S Hines)

12d) Michael S Hines No (Jim Blair)

14) Turn lanes on 550E and SR26E, with Faith letting out and Wyndott letting out at about the same time it is a disaster & getting dangerous. This intersection definitely needs improved or Faith needs to force all their parents to used the east exit that goes directly to 26. I'm sure it's just a matter of time before someone gets killed here if they haven't already. (Chad Baumgartner)

C) Second Notice (posted on February 26th)

One share.

Five likes or thumbs up.

No comments.

D) Adoption Notice (posted on April 24th)

No shares.

Seven likes or thumbs up.

No comments.

Summary of Nextdoor Comments

Notice Posted on Tippecanoe County Government Nextdoor page.

A) initial notice regarding development of TIP and when location projects will be prioritized. (posted on December 11th)

Number of Hearts: Six

One Comment:

- 1) Thank you for sharing this information. (Mary Isaaces)

B) From the first survey notice (posted on December 18th)

Number of Hearts: Seven

Two Comments:

- 1) Pave streets on the north end please. (Jimi L.)
- 2) Fix the RR crossing on South street (James Dawson)

C) From the second notice (posted on February 26th)

Number of Hearts: Two

Two Comments:

How about fixing our railroad track issues??? Feel they r all n bad shape. Don't tell me it's the railroad's problem. (Lila White)

Responses

Greetings and thank you for your comment. After some research, we found this information in Indiana Code.

IC 8-6-12 Chapter 12. Repair of Railroad Grade Crossings by Local Government

[8-6-12-1](#) Suit to collect municipal expenses; collection by special tax duplicate

[8-6-12-2](#) Improvement order; repair of street occupied by rails of railroad or street railroad; failure to comply; assessment of costs; collection

IC 8-6-12-1 Suit to collect municipal expenses; collection by special tax duplicate

Sec. 1.

- (a) Each railroad company whose road or tracks lie in any public street, road, or alley in any city, town, or county shall properly grade, plank, gravel, or asphalt the road and tracks in accordance with the grade and surfacing material of the public street, road, or alley in such a manner as to afford security for life and property of persons and vehicles using the public streets, roads, or alleys.
- (b) If a railroad company fails to comply with the provisions of this section, the city, town, or county in which the public street, road, or alley is located may, after thirty (30) days written notice to the superintendent or regional engineer of railroad company, do the work and either:
 - (1) recover the amount of the cost thereof from the railroad company by suit filed in any court of competent jurisdiction, in which case the city, town or county may collect reasonable attorney fees; or
 - (2) certify the amount owed to the county auditor who shall prepare a special tax duplicate to be collected and settled for by the county treasurer in the same manner and at the same

time as property taxes are collected; provided, that before the municipal corporation, city, town, or county shall undertake to do the work themselves they shall notify an agent of the railroad as to the time and place.

Formerly: Acts 1969, c.174, s.1. As amended by P.L.62-1984, SEC.103.

IC 8-6-12-2 Improvement order; repair of street occupied by rails of railroad or street railroad; failure to comply; assessment of costs; collection

Sec. 2. The board of public works or board of public works and safety of a city or town legislative body may issue a written improvement order requiring that any railroad, interurban, or interurban street railroad undertake to repair or improve that portion of the street occupied by its track, including the space between the rails, the space between the tracks if there is more than one (1) track, and the space to the end of its ties in width on the outside of said rails. The written improvement order shall be given by the board or body to the railroad, interurban, or interurban street railroad company and must allow the railroad company thirty (30) days in which to commence the repairs or improvement. If the railroad company fails to commence the work within the thirty (30) day period, then the board or body may have the repairs or improvements made and shall assess the cost against the railroad company, to be collected in the same manner as assessments for other public improvements are collected. The board or body may certify the amount owed to the clerk of the circuit court, where the amount certified shall be entered by the clerk upon the judgment docket in the clerk's office, whereupon it has the same force as a judgment pronounced in the circuit court of the county and is subject to execution in the same manner as any other judgment for money.

[Pre-Local Government Recodification Citation: 19-8-16-10 part.]

As added by Acts 1981, P.L.11, SEC.49. Amended by P.L.8-1989, SEC.51.

D) Adoption Notice (posted on April 24th)

Number of Hearts: Two

Twelve Comments:

- 1) What happened to the money Indiana Lottery. I thought that paid for roads.
(David Keen)

Response

The funding in the document specifically covers the federal funds coming back to use from our gas taxes. Local governments may use the lottery funds for the locate match, but we do not show that specific information. Thank you for your comment. (1 heart)

- 2) The last time I looked at the map, there was nothing for the roads south of SR 28. Why does our tax money not get invested in the road in our area (Jackson, Randolph, Laramie). This has been a pattern for many years and is not improving. We have gravel roads, some chip/seal, and a few paved roads. Meanwhile, other townships get deluxe treatment for their roads, Same thing in the winter-roads in the inner townships get plowed, if we want our roads cleared we have to do it ourselves, especially on weekends when no plows venture out past the inner townships. Should we secede and join Montgomery county? (Pat Rund)

Additional comment:

You'd get better service at least!

Cville takes excellent care of their roads and city streets

They have a brand new road maintenance facility filled with newish trucks and plows and never run out of salt.

How is it a small city is capable and can take better care of their public roads/streets than a major city like Lafayette?! And their mayor or street commissioner doesn't get paid near as much as Lafayette does! Hummmm. (Cricket B)

Response

I will pass along our comments and concerns to county officials.

Additional comment:

Been there, done that, I have lived in Jackson twp in the same house for 70 years and things have been the same except our tax bills. Property taxes go up, gas tax goes up, wheel tax added on, local income tax added on. I don't mind paying for a good school system and a good library, but living on the same gravel road all this time has shown me that the ONLY time we get decent service out there is when we complain. Do any of the road related officials live on a gravel road? Do they have to plow their road to get to town? Maybe if a commissioner lived near me the roads would have better care. (Pat Rund)

3) Thank you for posting this here! (Marisa Exter)

Response

Thank you.

4) I sure hope they do something besides patch Union St. east of 18th St. It has been 21 years since it was paved. (Rosemary Overman)

Response

A project at this location is not shown in this document. We will pass along your comment to the city representatives. (1 heart)

5) Bet the railroad crossing on South street is not one of them. (James Dawson)

Response

The railroad crossing you are referring to is part of a three phase project for South Street. It can be found on page 19 (project #4) in Table 4. It's included in phase 1.

Appendix 6, On-Line Survey

The public survey went live on December 18th on both Facebook and Nextdoor and closed on January 5, 2025. The three-question survey included:

Question 1:

What is your primary mode of transportation during a typical week?

- ☐ Personal Vehicle
- ☐ Carpool
- ☐ Rideshare (Uber, Lyft, etc.)
- ☐ Bus
- ☐ Bicycle
- ☐ Walking
- ☐ Taxi

Question 2:

If you could choose how to spend tax money on transportation project, what type of projects would be your top priority? Drag and drop to rank the follow types of projects from most important (1) to least important (9).

- ☐ Reconstruct or repave roads in poor condition.
- ☐ Reduce wait times at intersections.
- ☐ Improve safety on dangerous roads and at dangerous intersections.
- ☐ Build new roads and widen existing roads.
- ☐ Build new sidewalks.
- ☐ Build new trails.
- ☐ Build new bike lanes.
- ☐ Increase and improve bus service.
- ☐ Other (fill in the blank)

Question 3:

We want to make sure you are getting information and updates about transportation projects in Tippecanoe County. What would be the best way we can get that information to you?

- ☐ TV advertising.
- ☐ Tippecanoe County website.
- ☐ Social Media (Facebook, Nextdoor, Twitter, etc.).
- ☐ Printed Notices posted on public bulletin boards.
- ☐ Other (fill in the blank).

Survey Responses

Question 1

Mode	Responses	Percent
Personal Vehicle	624	94.4%
Carpool	3	0.5%
Rideshare	1	0.2%
Bus	5	0.8%
Bicycle	11	1.7%
Walking	16	2.4%
Taxi	1	0.2%
<i>Total</i>	<u>661</u>	

Question 2

Project Type	1	2	3	4	5	6	7	8	9
Reconstruct or repave roads in poor condition.	282	174	91	42	32	32	8	4	0
Reduce wait times at intersections.	50	82	126	118	72	63	71	71	12
Improve safety on dangerous road and at dangerous intersections.	176	193	147	71	38	28	10	2	0
Build new roads and widen existing roads.	19	53	114	150	97	69	54	83	26
Build new sidewalks.	30	57	63	118	178	139	54	20	6
Build new trails.	22	30	40	48	90	148	137	109	41
Build new bike lanes.	12	23	20	42	54	84	222	154	54

665 responses

Question 3

Mode	Responses	Percent
TV advertising	25	3.8%
Tippecanoe County website	46	7.0%
Social media (Facebook, Nextdoor, Twitter, etc.)	546	83.1%
Printed notices posted on public bulletin boards	4	0.6%
Other (fill in the blank)	36	5.5%
<i>Total</i>	<u>657</u>	

Comments from questions two and three can be found in a separate document, **FY 2026 TIP Survey Results**, which is available on the APC Transportation Improvement Program (TIP) web page.

Appendix 7, 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.

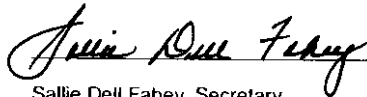
April 11, 2006

- 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 8, 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

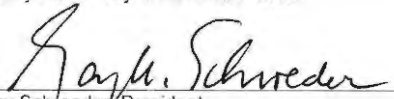
- The request is an INDOT project or a local project using dedicated Federal funds such as "earmarks", HES or TE. In these cases, the locally controlled STP allocation will not be used for the request.

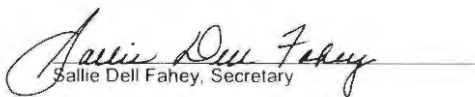
AND FOR EITHER SITUATION LISTED ABOVE,

- 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


Shalle Dell Fahey, Secretary

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

Appendix 9, 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 9 th Street, Ph. 1 & 2 <i>Brick'N'Wood to Veterans Memorial Parkway</i>	Reconstruction & Urbanization	1900482, 2400762, 2400763 & 2400764	2050 MTP, FY '24 TIP
Emergency Vehicle Preemption, Ph. 1 & 2 <i>80 traffic signals in Laf.</i>	Traffic Signal Preemption	2301575 & 2400793	City Identified, FY '24 TIP
McCarty Lane <i>At Creasy Lane</i>	Intersection Improvement	---	City Identified, FY '24 TIP
South Street Safety Imp. <i>Hammon to Red Cloud Trail</i>	Multi-use paths, improve Ped crossings, transit stops, Curb/gutter & lighting	---	Road Safety Audit
South 9 th Street <i>Kossuth to South Street</i>	Sidewalk and curbing reconstruction, traffic calming, trees & lighting	---	City Identified
City of West Lafayette			
Cumberland Ave <i>Sagamore Parkway to 1/2 mi west of Sagamore Parkway</i>	Road Widening	---	2050 MTP, FY '24 TIP
Soldiers Home Road Phase 1, 2 & 3 <i>Sagamore Pkwy to Kalberer</i>	Road Reconstruction & Urbanization	1401291	2050 MTP, FY '24 TIP
McCormick Road <i>Cherry Lane to Lindberg Road</i>	Reconstruction & Complete Streets	---	City identified
Wood Street <i>River Road to South Street</i>	Reconstruction & Complete Streets	---	City Identified
New CR 425N <i>Salisbury to Soldiers Home Rd</i>	New Road Construction	---	City Identified, 2050 MTP
Northwestern Avenue <i>Wiggins to Cherry Lane</i>	Reconstruction & Complete Streets	---	City Identified
Cherry Lane, Ph. 2 <i>West of McCormick to Northwestern Ave</i>	Road Reconstruction/Trail	---	2050 MTP, FY '24 TIP
N. River Road <i>Robinson to Dehart</i>	Reconstruction & Complete Streets	----	City Identified, 2050 MTP
Yeager Road, Ph. 5 <i>Kalberer to Cumberland</i>	Reconstruction & Complete Streets	---	City Identified
Salisbury Street <i>At Navajo</i>	Roundabout Construction	---	City Identified
Tippecanoe County			
CR 600N / CR 50W <i>At intersection, and along both roads</i>	Road & Intersection Reconstruction, New Traffic Signals, Trails, Drainage	---	Road Safety Audit, FY '24 TIP

LOCATION	PROJECT TYPE	PROJCT or DES NO.	SUPPORTING DOCUMENTATION
Tippecanoe County continued			
Bridge #64 over Branch of Wea Creek	Bridge Replacement	1802905	County Inspection, FY '24 TIP
Bridge #65 over Wea Creek	Bridge Replacement	1802907	County Inspection, FY '24 TIP
North 9 th Street Bridge over Wabash River	Bridge Deck Replacement	2003019	County Inspection, FY '24 TIP
Bridge #80 over Flint Creek	Bridge Replacement	2101724	County Inspection, FY '24 TIP
Bridge #83 over Flint Creek	Bridge Replacement	2101726	County Inspection, FY '24 TIP
North River Road WL City Limits to I-65	Install Raised Pavement Markings	2401654	County Identified
CR 150W CR 500N to CR 600N	Road & Intersection Recon.	---	County Identified, FY '24 TIP
CR 450E CR 800S to CR 450S	Reconstruction	---	County Identified
CR 900E SR 38 to SR 26	Reconstruction	---	2050 MTP, County Identified
CR 500S CR 250E to CR 450E	Reconstruction	---	2050 MTP, County Identified
CR 800S US 231 to US 52	Reconstruction	---	County Identified
CityBus			
CityBus	Operating Assistance & Capital Assistance	Various	TDP, SP, CHSTP, FY '24 TIP
Purdue University Airport			
Airfield Lighting Rehab, Ph. 1	Engineering	---	AMP
Taxiway "B" & "C"	Environmental Assessment	---	AMP, FY '24 TIP
Airfield Lighting Rehab, Ph. 2	Construction	---	AMP
Taxiway "B" & "C", Ph. 1	Engineering / Design	---	AMP, FY '24 TIP
Taxiway "B", Ph. 2	Construction	---	AMP
Taxiway "C", Ph. 3	Construction	---	AMP, FY '24 TIP
Snow Removal	Purchase Equipment	---	AMP, FY '24 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 26 At CR 900E	New Signal Installation	1800215	INDOT Review, FY '24 TIP, STIP
SR 26 Over S. Fork of Wildcat Cr	Bridge Thin Deck Overlay	2200569	INDOT Review, FY '24 TIP, STIP
SR 28 Over Little Wea Creek	Bridge Deck Overlay	1800670	INDOT Review, FY '24 TIP, STIP
SR 38 Southfork Wildcat Creek	Scour Protection	2000519	INDOT Review, FY '24 TIP, STIP
US 52 Over Gaylord Branch	Replace Superstructure	2002042	INDOT Review, FY '24 TIP, STIP
US 52 CR 400S to CR 700S	Auxiliary Lane	2002394	INDOT Review, FY '24 TIP, STIP
US 52 Bridge over Ilgenfristz Ditch	Small Structure Replacement	2300937	INDOT Review, FY '24 TIP, STIP
Special 52 1.74 mi. east of US 52/231	Small Structures & Drain CN	2101617	INDOT Review, FY '24 TIP, STIP
Special 52 1.43 to 1.73 mi. east of Wabash River	Surface Treatment, Ultra Bond	2301191	INDOT Review, FY '24 TIP, STIP
Special 52 Old US 231 NB Bridge	Bridge Removal	2301193	INDOT Review, FY '24 TIP, STIP
Special 52 Soldiers Home Rd Bridge	Thin Deck Overlay	2301194	INDOT Review, FY '24 TIP, STIP
Special 52 1.43 to 1.73 mi. east of Wabash River	Bike/Ped Facilities	2301198	INDOT Review, FY '24 TIP, STIP
Special 52 1.43 to 1.73 mi. east of Wabash River	Traffic, Other	2301199	INDOT Review, FY '24 TIP, STIP
I-65 SB Bridge over NS Railroad	Bridge Deck Overlay	2001743	INDOT Review, FY '24 TIP, STIP
I-65 NB Bridge over NS Railroad	Bridge Deck Overlay	2002107	INDOT Review, FY '24 TIP, STIP
I-65 NB Bridge over SR 38	Bridge Deck Overlay	2002108	INDOT Review, FY '24 TIP, STIP
I-65 SB Bridge over SR 38	Bridge Deck Overlay	2002109	INDOT Review, FY '24 TIP, STIP
I-65 NB Bridge over SR 26	Bridge Deck Overlay	2002110	INDOT Review, FY '24 TIP, STIP
I-65 SB Bridge over SR 26	Bridge Deck Overlay	2002111	INDOT Review, FY '24 TIP, STIP
I-65 NB Bridge over Wildcat Cr.	Bridge Deck Overlay	2002112	INDOT Review, FY '24 TIP, STIP
I-65 SB Bridge over Wildcat Cr.	Bridge Deck Overlay	2002113	INDOT Review, FY '24 TIP, STIP
I-65 CR 600N	Bridge Thin Deck Overlay	2100720	INDOT Review, FY '24 TIP, STIP
I-65 CR 900E	Bridge Thin Deck Overlay	2100678	INDOT Review, FY '24 TIP, STIP
I-65 Swisher Road	Bridge Thin Deck Overlay	2100719	INDOT Review, FY '24 TIP, STIP

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
I-65	Bridge Thin Deck Overlay	2101091	INDOT Review, FY '24 TIP, STIP
<i>East County Line Road</i>			
Indiana Veterans Home	Road Maintenance	2200164	INDOT Review, FY '24 TIP, STIP
<i>Throughout Campus</i>			
Statewide	Software License	2002952, 2400804, 2400819	INDOT Review, FY '24 TIP, STIP
Statewide	TMC Dispatcher Operations	2002953, 2400806, 2400821	INDOT Review, FY '24 TIP, STIP
Statewide	O&M fee for C.A.R.S.	2002955, 2400807, 2400820	INDOT Review, FY '24 TIP, STIP
Statewide	INRIX Traffic Data	2002956, 2400808, 2400818	INDOT Review, FY '24 TIP, STIP
Statewide	ITS Field Device Cell Hardware	2201180, 2400810, 2400825	INDOT Review, FY '24 TIP, STIP
Statewide	Cell Service for Comm.	2201179, 2400809, 2400824	INDOT Review, FY '24 TIP, STIP
Statewide	Underwater Bridge Inspection	2300076	INDOT Review
Statewide	Vertical Clearance Measuring	2300077	INDOT Review
Districtwide	Traffic Signal Maintenance	2300178	INDOT Review
State Bridge Inspection	Tunnels Throughout State	2300290	INDOT Review
Districtwide	Raised Pavement Markings, Refurbished	2400075	INDOT Review
Statewide	HELPERS Program	2400077	INDOT Review
Statewide	Bridge Inspections	2400823	INDOT Review
Statewide	ATMS Camera, Communications, Detection & DMS Replacement	2400823	INDOT Review
Statewide	Geotechnical, On Call Service	2001788	INDOT Review
Statewide	Post Construction BMP	2101642	INDOT Review
Statewide	Noise Analysis Tech Review	2400095	INDOT Review

MM: Major Moves
STIP – Indiana DOT TIP
MTP: 2050 Transportation Plan
TIP: Transportation Improvement Program

INDOT Projects, NOT FINANCIALLY CONSTRAINED & INFORMATION ONLY

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
SR 26 Bridge over S. Fork Wildcat	Bridge Thin Deck Overlay	2200569	INDOT Review, FY '24 TIP, STIP
SR 28 3.82 mi. east of SR 25 EJ.	Drainage Ditch Correction	2101796	INDOT Review, FY '24 TIP, STIP
US 52 SR 352 to US 231 W Jct.	HMA Overlay	2200795	INDOT Review, FY '24 TIP, STIP
US 52 At Ross Road	Traffic Signal Modernization	2400859	INDOT Review
US 52 At Teal Road	Traffic Signal Modernization	2400863	INDOT Review
US 52 At Dale Drive/CR 450E	Traffic Signal Modernization	2400865	INDOT Review
Special 52 Bridge over North River Road	Bridge Thin Deck Overlay	2401224	INDOT Review
US 52 231 to 1.3 mi. east of 231	Bike/Pedestrian Facilities	2401522	INDOT Review
US 231 Bridge over Big Wea Creek	Bridge Thin Deck Overlay	2401211	INDOT Review
I-65 NB bridge over SR 25	Bridge Painting	2401271	INDOT Review
I-65 SB bridge over SR 25	Bridge Painting	2401272	INDOT Review
I-65 Culvert north of SR 43	Small Structure Pipe Lining	2401305	INDOT Review
Various District Locations	ITS Traffic Management	1900414	INDOT Review
Various District Locations	Signal Installation / Repair	2200001	INDOT Review, FY '24 TIP, STIP
Various District Locations	CCTV Camera Lowing Arms	2201702	INDOT Review, FY '24 TIP, STIP
Statewide	ITS Devices & Signal Maintenance	2201708, 2400813, 2400827	INDOT Review
Statewide	Electric Vehicle Charging Infrastructure	2300274	INDOT Review, FY '24 TIP, STIP
Districtwide	Debris Removal	2400604	
CR 550S / Wabash Avenue Norfolk Southern RR Xing	Crossing Protection	2000835	INDOT Review, FY '24 TIP, STIP

MM: Major Moves
STIP – Indiana DOT TIP
MTP: 2050 Transportation Plan
TIP: Transportation Improvement Program

Appendix 10, Performance Measures Adoption Letters



Planning for Tippecanoe County, Lafayette, West Lafayette
Battle Ground, Clarks Hill, and Dayton
Ryan O’Gara, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

December 12, 2024

Mr. Taylor Ruble, 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: 2025 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 2025 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 2025 targets established by the Indiana Department of Transportation as reported to the National Highway Traffic Safety Administration and Federal Highway Administration. The 2025 safety targets based on five-year rolling averages are:

Number of fatalities – 812.4 or fewer
Rate of fatalities per 100 million miles traveled – 1.009 or less
Number of serious injuries – 3,031.9 or fewer
Rate of serious injuries per 100 million miles traveled – 3.402 or less
Number of non-motorist fatalities and serious injuries – 363.4 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 12, 2024. The approved minutes of that meeting will be available upon request and on our website.

Sincerely,

Ryan O’Gara, Executive Director
Area Plan Commission of Tippecanoe County





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%



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,

A handwritten signature in black ink, appearing to read "D. Hittle", with a horizontal line extending from the end of the signature.

David Hittle, Executive Director
Area Plan Commission of Tippecanoe County



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



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

Nathan Shellhamer, Corridor Development Office
Jay Mitchell, Long Range Planning Office
Indiana Department of Transportation
100 Senate Street N755
Indianapolis, IN 46204

RE: On-Road Mobile Source Emission and Reliability Performance Measures

Dear Gentlemen,

Although the Lafayette MPO is an attainment area and this performance measure does not apply, the Area Plan Commission of Tippecanoe County (APCTC) has elected to plan and program projects so that they contribute towards the accomplishment of the Indiana Department of Transportation's 2024 and 2026 statewide on-road mobile source emissions and reliability targets for the performance measures listed below.

- 1) CMAQ project reduction volatile organic compounds (VOC)
- 2) CMAQ project reduction carbon monoxide (CO)
- 3) CMAQ project reduction oxides of nitrogen (NOx)
- 4) CMAQ project reduction particulate matter less than 10 microns (PM10)
- 5) CMAQ project reduction particulate matter less than 2.5 microns (PM2.5)
- 6) Interstate Percentage of Person-Miles Reliable
- 7) Non-Interstate Percentage of Person-Miles Reliable
- 8) Truck Travel Time Reliability Index

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

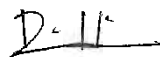
2024 Volatile organic compounds reduction of 590 kilograms per day
2024 Carbon Monoxide reduction of 330 kilograms per day
2024 Oxides of nitrogen reduction of 690 kilograms per day
2024 Particulate matter less than 10 microns reduction of 0.02 kilograms per day
2024 Particulate matter less than 2.5 microns reduction of 3.0 kilograms per day
2024 Interstate Percentage of Person-Miles Reliable of 93.0%
2024 Non-Interstate Percentage of Person-Miles Reliable of 93.0%
2024 Truck Travel Time Reliability Index of 1.32
2026 Volatile organic compounds reduction of 600 kilograms per day
2026 Carbon Monoxide reduction of 520 kilograms per day
2026 Oxides of nitrogen reduction of 725 kilograms per day
2026 Particulate matter less than 10 microns reduction of 0.03 kilograms per day
2026 Particulate matter less than 2.5 microns reduction of 4 kilograms per day
2026 Interstate Percentage of Person-Miles Reliable of 93.5%



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 11, 2024

Funding Transportation Projects Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2026–2030 Transportation Improvement Program (TIP) for the Lafayette, West Lafayette, and Tippecanoe County area. This posting notifies the 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 15, 2025, 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 8, 2025. 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: 2024-287

December 11, 2024

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 2026-2030 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 fondo federal anual. Esto se llevará a cabo durante la reunión del Comité del 15 de enero de 2025 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 8 de mayo de 2025. 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 diríjelas 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: 2024-287

February 26, 2025

Transportation Improvement Program Funding Transportation Projects Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2026–2030 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 12 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/47393/FY-2026-2030-Transportation-Improvement-Program-TIP-Final-Draft>

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: 2025-***

Febrero 26, 2025

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

El personal del Comité de Planificación Regional (APC siglas en inglés) está desarrollando un Programa de Mejoras de Transporte (TIP siglas en inglés) para el año fiscal 2026-2030 que comprende el área de Lafayette, West Lafayette y el Condado de Tippecanoe. Este comunicado invita a los ciudadanos a una reunión pública y en línea para revisar, presentar comentarios y formular preguntas sobre este documento y los proyectos que se están incluyendo para la financiación.

El borrador del documento se presentará durante la reunión del Comité de Participación de Ciudadanos (CPC siglas en inglés) el 12 de marzo a las 6:00 p.m. La reunión se hará virtual y las personas podrán unirse a ella a través de la página web de Facebook del Condado o por nuestro canal de YouTube.

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

<https://www.tippecanoe.in.gov/DocumentCenter/View/47393/FY-2026-2030-Transportation-Improvement-Program-TIP-Final-Draft>

Si desea una copia impresa, por favor póngase en contacto con nosotros.

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

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

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

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

Número de Referencia: 2025-***

April 24, 2025

Transportation Improvement Program Funding Transportation Projects Public Notice

The staff of the Area Plan Commission (APC) is developing the Fiscal Year 2026-2030 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 8, 2025, 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 2026-2030 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/48870/FY-2026-2030-Transportation-Improvement-Program-TIP-Final-Draft-with-FHWA-Direction>. 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: 2025-109

April 24, 2025

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 2026-2030 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 8 de mayo de 2025 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 2026-2030 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/48870/FY-2026-203--Transportation-Improvement-Program-TIP-Final-Draft-with-FHWA-Direction>. 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: 2025-109

Appendix 12, Facebook and Nextdoor Public Notices

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 2026-2030 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 11, 2024.

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 15, 2025, 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 2026-2030 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/47393/FY-2026-2030-Transportation-Improvement-Program-TIP-Final-Draft>

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 12th 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/48870/FY-2026-2030-Transportation-Improvement-Program-TIP-Final-Draft-with-FHWA-Direction>

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 8, 2025, 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

NOTICE THAT THE
FISCAL YEAR 2026 - 2030 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 2026-2030 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 15, 2025, 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

BY


EXECUTIVE DIRECTOR

Date Approved:

12/5/24

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Brad Neilhouser,
#AU19000091
Cell: 765-427-5052
Email: brnelhouser@shook.com

Your Source Public Notices

for the latest...

Govt Public Notices

NOTICE OF PUBLIC HEARING
The Battle Ground Conservancy District ("BGCD"), by and through its Board of Directors, filed a petition with the Tippecanoe Circuit Court, Cause No. 79C01-2308-MI-000168, to Add Area to the BGCD and for Order to Amend District Plan (the "Petition"). The purpose of the BGCD is to

Govt Public Notices

provide water supply, including treatment and distribution, for domestic, industrial, and public use. The proposed additions to the BGCD lie, in whole or in part, within the Town of Battle Ground, and Tippecanoe Township, Tippecanoe County. A public hearing on the Petition is scheduled for January 13, 2025 at 11:00 AM at the Tippecanoe Circuit Court, located at 301 Main Street Lafayette, IN 47901. David Steiner, Chairman of the Board.
HSPAXLP
December 2, 9 2024
LSBN02003715

Notice To Creditors

Notice of Administration
STATE OF INDIANA, TIPPECANOE CIRCUIT COURT
IN RE THE UNSUPERVISED ADMINISTRATION OF THE ESTATE OF CAROL ANN GAUSE, Deceased - Cause No., 79C01-241-EU-000298

Notice is hereby given that on November 18, 2024, Kathleen L. Hyman-Andersen was appointed Executrix of the Estate of Carol Ann Gause, deceased, who died on October 21, 2024. All persons having claims against this estate, whether or not now due, must file the claim in the office of the Clerk of this Court within three (3) months from the date of the first publication of this notice, or within nine (9) months after the decedent's death, whichever is earlier, or the claims will be forever barred.

Dated at Lafayette, Indiana, November 18, 2024.

/s/ Julie A. Roush
Clerk, Tippecanoe Circuit Court
HSPAXLP
December 9, 16 2024
LSBN0203672

79C01-2411-EU-000309

NOTICE OF ADMINISTRATION

IN THE CIRCUIT COURT OF TIPPECANOE COUNTY, INDIANA

In the Matter of the Unsupervised Estate of Betty L. Plaspohl, Deceased

Notice is hereby given that on November 25, 2025, Jennifer L. Craig and Catherine M. Davis were appointed Co-Personal Representatives of the Estate of Betty L. Plaspohl, Deceased, who died on October 18, 2024. All persons having claims against this estate, whether or not now due, must file the claim in the office of the Clerk of this Court within three (3) months from the date of the first publication of this notice, or within nine (9) months after the decedent's death, whichever is earlier, or the claims will be forever barred.

Dated at Lafayette, Indiana, on November 25, 2024.
Julie A. Roush
Clerk of the Tippecanoe Circuit Court
Andrew S. Gutwein, Attorney No. 18673-66
GUTWEIN LAW
250 Main Street, Suite 590
Lafayette, IN 47901

Notice To Creditors

Telephone: 765.423.7900
Facsimile: 765.423.7901
E-mail: andy.gutwein@gutweinalaw.com
Attorney for Personal Representative
HSPAXLP
December 2, 9 2024
LSBN02000071

Public Notices

Notice of Hearing of Name Change

Notice is hereby given that Petitioner filed a verified petition for change of name on Nov. 11th, 2024. Requesting a name change from Dustin Kyle Curry to Alexis Curry Kingsbury. The Petition is scheduled for hearing on Jan. 29th, 2025 at 10:30 AM at Tippecanoe County Court-house which is more than (30) days after the third notice of publication. Any person has the right to appear at time of hearing & to file written objections on or before the hearing date.

#79D052411M1000286
HSPAXLP
December 2, 9, 16 2024
LSBN0191347

NOTICE OF AN APPLICATION FOR PERMISSION TO RELOCATE A BRANCH BANKING OFFICE

FEDERAL DEPOSIT INSURANCE CORPORATION
Notice is hereby given that an application has been filed with the Federal Deposit Insurance Corporation for permission to relocate the branch banking office at 303 Columbia Street, Suite 1A, Lafayette, Tippecanoe County, Indiana to 201 Main Street, Suite 100, Lafayette, Tippecanoe County, Indiana. This application has been filed on behalf of Center Bank, Whiting, Lake County, Indiana. Any person wishing to comment on this application may file his or her comments in writing with the Regional Director of the Federal

Govt Public Notices

INVITATION TO BID
Purdue University - Daniels School of Business Bid Event 4 - Notice is hereby given that Pepper Construction, LLC will receive bids for the Purdue University - Daniels School of Business project located in West Lafayette, IN.

BID EVENT 4 BID PACKAGES: BP4-01: Exterior Studs & Sheathing; BP4-02: Air & Vapor Barrier; BP4-03: Masonry; BP4-04: Glass & Glazing; BP4-05: Roofing & Exterior Sheet Metal; BP4-06: Monumental Stairs; BP4-07: Exterior Panels & Screen Walls; BP4-08: Misc. Steel; BP4-09: Exterior Caulking; and BP4-10: Perimeter Fire Containment

XBE PROJECT GOAL: This project has an XBE project goal of 20% and diverse subcontractors and suppliers must be certified with the IDOA, Division of Supplier Diversity. All diverse subcontractors and suppliers are highly encouraged to attend the pre-bid meeting and submit bids for this project.

PRE-BID MEETING: Monday, December 2, 2024, 9:30 AM ET. Pre-bid meeting participation is highly encouraged but not required.

BIDS DUE: Friday, December 20, 2024, 2:00 PM ET.

All bidders are required to be prequalified with Pepper Construction & Purdue University prior to the bid submission deadline. Request prequalification and bidding documents by emailing Caitlin Poe at cpoe@pepperconstruction.com
HSPAXLP
December 4, 9 2024
LSBN0201754

Public Notices

Deposit Insurance Corporation of its Regional Office (300 S. Riverside Plaza, Suite 1700, Chicago, IL 60606) not later than 15 days of the publication of this notice. The nonconfidential portion of the application file is available for inspection within one day following the request for such file. It may be inspected in the Corporation's Regional Office during regular business hours. Photocopies of information in the nonconfidential portion of the application file will be made available upon request.
HSPAXLP
Cause No. 79D042419-SC-000982
December 9 2024
LSBN0203851

VERIFIED PETITION TO ISSUE REPLACEMENT CERTIFICATE OF TITLE
TIPPECANOE SUPERIOR COURT No. 4
Court House, 301 Main Street, Lafayette, Indiana 47901
Telephone: (765) 423-9266
www.tippecanoe.in.gov
I am the Petitioner listed above and I am seeking an Order from this Court for the Indiana Bureau of Motor Vehicles to issue a replacement Certificate of Title for the below-listed motor vehicle. I am requesting this Order because the original Certificate of Title:

Has not been provided to me by the person from whom I purchased the motor vehicle despite full payment for the motor vehicle and repeat requests to provide me with the Certificate of Title. I came into possession of and became the legal owner of this motor vehicle by: Purchase of the motor vehicle

Govt Public Notices

Public Notices

from Johnny Deth for the amount of \$300 on 10/5/2024. The motor vehicle is described as follows: Motorcycle 2004 Suzuki SV650S JS1VPS3A02102549
/s/ Evan Scholz
ORDER SCHEDULING HEARING ON VERIFIED PETITION TO ISSUE

Notice To Creditors

Public Notices

79C01-2409-EU-000235
STATE OF INDIANA) IN THE TIPPECANOE COUNTY SUPERIOR COURT)
) SS: COURT PROBATE DIVISION)
) COUNTY OF TIPPECANOE) CAUSE NO.)
) IN THE MATTER OF THE UNSUPERVISED)
) ESTATE OF JUDY RAE PATRICK)

DECEASED)
NOTICE OF ADMINISTRATION)
TO: ALL CREDITORS)
In the Superior Court of Tippecanoe County, Indiana. Notice is hereby given that Samantha J. Wagoner was on the October 21, 2024, appointed Personal Representative of the estate of Judy Rae Patrick, deceased.

All persons who have claims against this estate, whether or not now due, must file the claim in the office of the clerk of this court within three (3) months from the date of the first publication of this notice, or within nine (9) months after the decedent's death, whichever is earlier, or the claims will be forever barred. Dated at Lafayette, Indiana, October 21, 2024.
Clerk, Tippecanoe County Superior Court
HSPAXLP
December 2, 9 2024
LSBN0200796

Public Notices

NOTICE THAT THE FISCAL YEAR 2026-2030 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 2026-2030 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, Clarksville, Dorton, 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 15, 2025, 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 2025. 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

BY /s/ EXECUTIVE DIRECTOR
Date Approved: 12/5/24
(LAF - 12/9/2024 - 10636243) hspaxlp

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NOTICE THAT THE
FISCAL YEAR 2026 - 2030 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 2026-2030 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 12, 2025, 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/DocumentCenter/View/47393/FY-2026-2030-Transportation-Improvement-Program-TIP-Final-Draft>. 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) 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 3rd Street, Lafayette, Indiana, during normal office hours or on the APC website at www.tippecanoe.in.gov/apc

AREA PLAN COMMISSION OF
TIPPECANOE COUNTY, INDIANA

BY _____

EXECUTIVE DIRECTOR

Date Approved: _____

2-21-25



Indiana/Kentucky

PO Box 630485 Cincinnati, OH 45263-0485

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AFFIDAVIT OF PUBLICATION


Kristina Lamb
Area Plan Comm. Of Tippecanoe
20 N Third St
Lafayette IN 47901

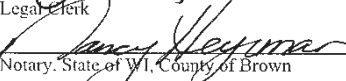
STATE OF WISCONSIN, COUNTY OF BROWN

The Journal and Courier, a newspaper printed and published in the city of Lafayette, Tippecanoe County, State of Indiana, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

02/25/2025

and that the fees charged are legal.
Sworn to and subscribed before on 02/25/2025



Legal Clerk


Notary, State of WI, County of Brown
5.19.27

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NANCY HEYRMAN
Notary Public
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NOTICE THAT THE
FISCAL YEAR 2026 - 2030 TRANSPORTATION
IMPROVEMENT PROGRAM IS BEING DEVELOPED
REGARDING PROJECTS SEEKING URBAN FEDERAL
TRANSPORTATION FUNDS FOR THE AREA PLAN
COMMISSION OF TIPPECANOE COUNTY
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Please contact us at (765) 473-9242 if you would like a paper
copy.
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("CityBus") is seeking financial assistance from the Federal
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unless amended and a final notice is published.
All available information, including the draft document can be
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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
BY /s/
Executive Director
DATE APPROVED 2-21-25
(LAF - 2/25/25 - 11064976) HSPAXLP

NOTICE of PUBLIC MEETING to ADOPT the
FY 2026 - 2030 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 2026 - 2030 Transportation Improvement Program (TIP) on May 8, 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/48870/FY-2026-2030-Transportation-Improvement-Program-TIP-Final-Draft-with-FHWA-Direction>. 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 
EXECUTIVE DIRECTOR

Date Approved: 4/16/25

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Govt Bids & Proposals

The Trustees of Purdue University will receive sealed bids for the following projects until 3:00 p.m. Eastern Daylight Time on the 15th day of May 2025 in the offices of Capital Asset Management, 2520 Northwestern Avenue, Suite 1100, West Lafayette, IN 47906.

1. West Lafayette Campus Room 860 Computer Science Robotics Research Lab. The remainder of the Questionnaires and Material List shall be submitted prior to 3:00 p.m. (E.D.T.) on the 22nd day of May 2025, to Capital Asset Management, 2520 Northwestern Avenue, Suite 1100, West Lafayette, IN 47906, Phone (765) 494-0580.

Bids shall be for complete construction only, properly secured and sealed about in the offices of Capital Asset Management, 2520 Northwestern Avenue, Suite 1100, West Lafayette, IN 47906.

Bids received after such time will be returned unopened. Bids may be withdrawn prior to such time, but no bids shall be withdrawn for a period of sixty (60) days thereafter.

The Principal Subcontractor Questionnaires listing the names of the bidders, principal subcontractors shall be submitted with the bid. The remainder of the Questionnaires and Material List shall be submitted prior to 3:00 p.m. (E.D.T.) on the 22nd day of May 2025, to Capital Asset Management, 2520 Northwestern Avenue, Suite 1100, West Lafayette, IN 47906, Phone (765) 494-0580.

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Govt Bids & Proposals

total of the base bid and any alternate bids, guaranteeing the execution and faithful performance of the contract for the work it covers.

The instructions to bidders are located in the questionnaires for the projects are by this reference notice are part hereof, and all bidders shall be deemed to have read and understood the provisions thereof, and of the General Conditions of the contract, specifications, plans and drawings for the project.

A voluntary pre-bid meeting for Project No. 1 will be held on April 22, 2025 at 10:30 a.m. The meeting will be held in Room 860 of Lilly Hall (LJLH) located at 2520 Northwestern Blvd., West Lafayette, IN. Please meet in the Lobby near Room 8250.

A voluntary pre-bid meeting for Project No. 2 will be held on April 22, 2025 at 9:00 a.m. The meeting will be held in Room 860 of Lilly Hall (LJLH) located at 2520 Northwestern Blvd., West Lafayette, IN.

The architectural/engineering firms for these projects are:

Enrolled Architects: Enroll Architects, 201 N. Delaware Street, Suite 201, Indianapolis, IN 46204
 Enroll Architects, 201 N. Delaware Street, Suite 201, Indianapolis, IN 46204
 Project No. 2 - Applied Engineering Services
 2276 Castle Creek Parkway, North Drive, Suite 300
 Indianapolis, IN 46206
 Phone (317) 810-4141

To view or obtain bid documents online, go to:

1. 437 N. Illinois St., Indianapolis, IN 46204
 2. PurduePurdue.com
 3. 1500 N. Meridian, Ellettsville, IN 47207
 4. PurduePurdue.com
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Media Release

For Immediate Release

March 6, 2025

The Area Plan Commission of Tippecanoe County will present the draft Fiscal Year 2026-2030 Transportation Improvement Program at the on-line March 12th 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/UCJleeA9ZQo9EIIGdZTdjurQ>).

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/47393/FY-2026-2030-Transportation-Improvement-Program-TIP-Final-Draft>

Meeting details:

When: 6:00 pm, March 12, 2025

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



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

Ryan O'Gara, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

December 11, 2024
Ref. No. 2024-318

Alan Welch
Lincoln Neighborhood
1018 N 10th St
Lafayette, IN 47904

Dear Mr. Welch:

The staff of the Area Plan Commission of Tippecanoe County is developing the Fiscal Year 2026-2030 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 15, 2025, 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 then 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,

Ryan O'Gara
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





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

Ryan O'Gara, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

February 26, 2025
Ref. No. 2025-047

Donnie Allen, Owner
AMT Trucking Inc
3835 S 500E
Lafayette, IN 47905

Dear Mr. Allen:

Development of the FY 2026-2030 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 12th, 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/47393/FY-2026-2030-Transportation-Improvement-Program-TIP-Final-Draft>. 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 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,

Ryan O'Gara
Executive Director





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

Ryan O'Gara, AICP, Executive Director

Area Plan Commission of Tippecanoe County, Indiana

April 27, 2025
Ref. No. 2025-120

Anne Edwards, Director
Black Cultural Center PU
610 Purdue Mall
West Lafayette, IN 47907

Dear Ms. Edwards:

The 2026-2030 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/48870/FY-2026-2030-Transportation-Improvement-Program-TIP-Final-Draft-with-FHWA-Direction>

On May 8, 2025, 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,


Ryan O'Gara
Executive Director





Appendix 15, CPC Agendas





 Location: Tippecanoe County Office
Bldg. Tippecanoe Room / Virtual

 Date: December 11, 2024

 Time: 6:00 PM

NOTICE OF PUBLIC HEARING

The Area Plan Commission of Tippecanoe County

Citizens Participation Committee

Members of the public may watch and comment on the livestream of the meeting at
<https://www.facebook.com/TippecanoeCountyIndiana> and
<https://www.youtube.com/c/TippecanoeCountyGovernment>

I. Approval of Minutes from Previous Meetings

II. Program

a) 2026 Transportation Improvement Program (TIP) Project Lists

III. Questions, Comments, and Suggestions



IV. Adjournment


Meeting Dates for 2025 on the second Wednesday quarterly:


March 12, June 11, September 10, December 10


Check the APC website at <http://tippecanoe.in.gov/378/Area-Plan-Commission-APC> for updates.

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



 Location: Tippecanoe County Office
Bldg. Tippecanoe Room / Virtual

 Date: March 12, 2025

 Time: 6:00 PM

NOTICE OF PUBLIC HEARING

The Area Plan Commission of Tippecanoe County

Citizens Participation Committee

Members of the public may watch and comment on the livestream of the meeting at
<https://www.facebook.com/TippecanoeCountyIndiana> and
<https://www.youtube.com/c/TippecanoeCountyGovernment>

I. Approval of Minutes from Previous Meetings

II. Program

a) [2026-2030 Transportation Improvement Program \(TIP\) Public Hearing](#)

III. Questions, Comments, and Suggestions

IV. Adjournment

Meeting Dates for 2025 on the second Wednesday quarterly:

March 12, June 11, September 10, December 10

Check the APC website at <http://tippecanoe.in.gov/378/Area-Plan-Commission-APC> for updates.

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
Alan Welch	Lincoln Neighborhood
Amanda Florian	Lafayette Limo
Amish Patel	Heartland Ambulance Service
Andrew Smith	Hanna Community Center
Anne Edwards	Black Cultural Center Purdue
Beth Winstead	Winstead Enterprise
Bill Pate	Pate Trucking
Bob Fox	Fox Hauling Conveying
Brenda Mundell	Vinton Highlands
Bret Dunlap	Norfolk Southern
Brian Edelman	Purdue Research Foundation
British Cooksey	Foodliner Quest
Britt Huff	Wabash River Cycle Club
Bruce Rush	Fed Ex Freight
Bryon Huff	Schilli Distribution Services
Carina Olaru	Latino Cultural Center
Cassandra Salazar	Latino Center for Wellness & Education
Chris Brock	Necessitates Transportation
Chris Irons	Home Instead Senior Care
Chris Peters	Two Men and a Truck
Christopher Ayers	Saia LTL Freight
Chuck Ryan	CSX Railroad
Cindy Good	Vinton Highlands
David Bathe	United Way
David Lasater	The Community Foundation of Greater Lafayette
David Meadows	Hodson's Bay
Donna Brassie	Columbian Park Neighborhood
Donnie Allen	AMT Trucking Inc
Elva James	Area IV Agency on Aging and Community Services
Emily Middlesworth	Angels Senior Home Solutions
Emily Miller	Elevate Senior Services
Erica Stephen	Caregiver Companion
Gail Roberson	Tecumseh South Neighborhood
Golden Johnson	Old Dominion Freight Line
Harry Smith	Monon Neighborhood
Ivy Meyer	St Mary's Neighborhood
Jack Paddack	Paddack Brothers Inc
James Calloway	Imperial Travel Service
James Cowherd	Prompt Ambulance Central
Jason Jordan	Cassens Transport
Jason McManus	Wabash Center
Jason Pruitt	Tippecanoe Mountain Bike Association
Jason Spurlock	Spurlock Bud Enterprise Inc

Name	Organization
Jay Wasson	Purdue University
Jeff Marti	Stockton Crossing
Jennifer Layton	LTHC Homeless Services
Jeremy Lawley	Spirit EMS
Jerri Parks	Glenn Acres
Jessica Berkhardt	Venture Logistics
Jim Noonan	Wallace Triangle Neighborhood
Jo Wade	Visit Lafayette – West Lafayette
John Budzynski	Lone Star Logistics
John Copeland	Historic Jefferson Association
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
Kathy Peck	Star Ambulance
Kay Stephens	Lafayette Senior Transportation and Concierge
Ken McCammon	Centennial Neighborhood
Kitty Campbell	Leadership Lafayette
Laster Chaney	Magic Cab
Laura Bartrom	St Lawrence-McAllister
Laurie Earnst	Tippecanoe Senior Center
Lisa Minier	BrightStar
Luisa White	Legal Aid Corporation of Tippecanoe County
Lynn Nelson	South Oakland Neighborhood
Major Marlys Anderson	Salvation Army
Manuel Gaeta	Manolo Auto Sales
Maire Morse	Homesteadcs
Mark Holtsclaw	Wabash Avenue Neighborhood
Marvin Hill	Grane Transportation
Mary Loney	Help at Home
Michael B Cline	Purdue University Physical Facilities
Michelle Smith	Ability Services Inc
Nate Hendrick	Hoosiers at Home
Nathan Metz	Phoenix Paramedics Solutions
Nathan Sanders	Med-A-Port Non-Emergency Transportation Services
Nick Ferrell	Trans-Care Ambulance
Oluranti Ladapo	Integrity Care
Paul Branham	Reindeer Shuttle
Paul Davis	Express Air Coach INC
Randy Anderson	St Lawrence-McAllister
Renee Bauer	Lafayette Logistics

Name	Organization
Rev. Wes Tillett	Lafayette Urban Ministry
Richard Michal	Purdue Research Foundation
Rob Payne	Carry Transit
Rod Hutton	Northend Community Center
Sadie Harper-Scott	NAACP Branch 3056
Sandy Brettnacher	Mid-Land Meals
Sandy Cornell	Brady Lane/Pipers Glen
Scott Servies	VIP Taxi Service
Scott Skinner	Comfort Keepers
Sooyeon Shin	International Center
Stan Lambert	WREC
Stefan Efros	Efros Group LLC
Susan Bradford	Highland Park
Tammy Kennedy	Liquid Transport Corp
Tim Hill	Source Logistics
Tom Padgett	McLeod Express LLC
Tracy Cahee	Wabash River Runners Club
Tristen Comegys	Bauer Family Resources
Tyler Stroo	KB&S Railroad
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.

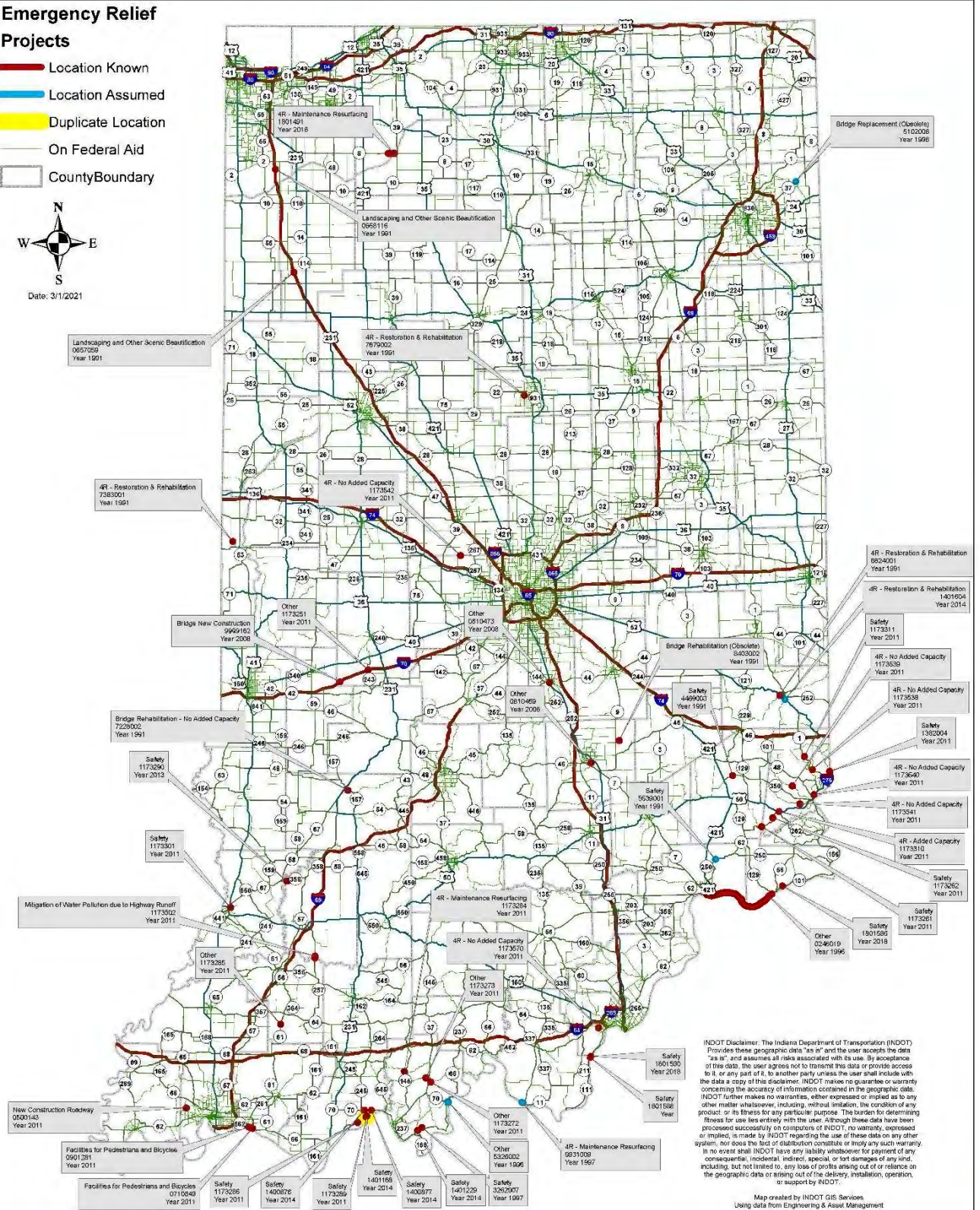
If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, the INDOT, in coordination with the MPO, will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. Additionally, 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 contacted INDOT on November 21, 2024, and asked if a new evaluation for the program funds has been or will be conducted. INDOT's response was:

"There have been no recent events that warrant additions to the map."

**Emergency Relief
Projects**

- Location Known
- Location Assumed
- Duplicate Location
- On Federal Aid
- CountyBoundary



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 lost 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\IER Final.mxd

www.in.gov/indot