

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
FULL COMMISSION/EXECUTIVE BOARD MEETING
Thursday, November 15, 2018, 9:00 A.M.
NIRPC Lake Michigan Room, 6100 Southport Road, Portage, IN
Annotated Agenda

- 1.0 Call to Order and Introductions** – Geof Benson, Chair

- 2.0 Public Comment**
 Members of the audience who have signed up to comment on agenda items will be recognized by the Chair. Time is limited to 3 minutes per commenter. Commenters must sign up on the blue form prior to the start of the meeting.

- 3.0 Approval of Minutes of October 18, 2018 Executive Board Meeting** Pages 1-3
ACTION REQUESTED: Approval

- 4.0 Report of the Executive Director** – Ty Warner
 - 4.1 Staff Service Awards**

- 5.0 Report of the Chair** – Geof Benson

- 6.0 Finance & Personnel Committee** - George Topoll Pages 4-5
 This Committee exercises financial oversight, procurement, budget development, and personnel policies over Commission operations and establishes more detailed accounts.
 - 6.1 Resolution 18-24, NIRPC FY 2019 Budget** Pages 6-14
ACTION REQUESTED: Approval
 - 6.2 Contract for RFP 18-05.03 City of Hobart Zoning and Sub-Area Plan** Pages 15-36
ACTION REQUESTED: Approval
 - 6.3 New Three-Year Executive Directors Contract and Compensation** Pages 37-42
ACTION REQUESTED: Approval

- 7.0 Environmental Management Policy Committee** – Bill Emerson, Jr. Pages 43-45

- 8.0 Technical Planning Committee** - Kevin Breitzke Pages 46-47
 The Federal Highway Administration requires NIRPC to adopt Transportation Performance Measures related to safety, pavement and bridge condition, system performance, freight, traffic congestion, and on-road mobile source emissions.
 - 8.1 Resolution 18-19, Safety Performance Measure Targets for 2019** Pages 48-50
ACTION REQUESTED: Approval
 - 8.2 Resolution 18-20, Pavement Condition and Bridge Condition Performance Measure Targets for 2019 and 2021** Pages 51-53
ACTION REQUESTED: Approval
 - 8.3 Resolution 18-21, System Performance, Freight, and Congestion Mitigation Air Quality Performance Measure Targets for FY 2019 and 2021** Pages 54-56
ACTION REQUESTED: Approval

- 8.4 Public Comment Report on Coordinated Transit Plan** Pages 57-68
The Coordinated Transit Plan is a federal requirement in order to receive funding for federal program 5310, "Enhanced Mobility of Seniors and Individuals with Disabilities." This federal funding program provides resources for eligible transit operators to improve the mobility for people who have disabilities, people who are elderly, and people who are low income.
ACTION REQUESTED: Informational
- 8.5 Resolution 18-22 Coordinated Transit Plan** Pages 69-136
ACTION REQUESTED: Approval
- 8.6 RTIP Demonstration - Charles Bradsky**
This is a web-based program that will allow anyone to easily see any of the federally funded multimodal surface transportation investments planned by local, regional and state partners in our region.
- 8.7 Resolution 18-23 FY 2020-2024 Transportation Improvement Program Notice of Funding Availability** Pages 137-163
The project type scores determined by Topical Committees at October meetings will be considered to target funding for programming in the draft 2020-2024 Transportation Improvement Program. These funding targets will in the project selection process following the call for projects that is estimated to conclude in Mid-January.
ACTION REQUESTED: Approval

9.0 Legislative Committee - Mary Tanis

10.0 Report of the Indiana Department of Transportation

Rick Powers, La Porte District Deputy Commissioner

11.0 Other Commission Business

12.0 Announcements

13.0 Next Meeting

The next meeting of the Full Commission/Executive Board is currently scheduled for January 17, 2019 at 9 a.m.

14.0 Adjournment

The Northwestern Indiana Regional Planning Commission (NIRPC) prohibits discrimination in all its programs and activities on the basis of race, color, sex, religion, national origin, age, disability, marital status, familial status, parental status, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program.

NIRPC Executive Board Meeting
6100 Southport Road, Portage, IN
October 18, 2018
Minutes

Call to Order - Chairman Geof Benson called the meeting to order at 9:10 a.m. with the Pledge of Allegiance and self-introductions. The meeting was streamed live on YouTube and filmed for local public access.

Executive Board members present included Geof Benson, Anthony Copeland, Justin Kiel, Tom McDermott, Jr., Greg Stinson, Jim Ton and George Topoll.

Other Commissioners present included Jeannette Bapst, Jim Biggs, Kevin Breitzke, Robert Carnahan, Christine Cid and Jeff Larson.

Guests present included Justin Mount, Lisa Shrader, Adam Parkhouse, Amy Stenley, Adam Parkhouse, Christopher Murphy, Don Oliphant, Ismail Attallah, David Wright, Andrew Steele and Tim Zorn.

Staff present included Dave Hollenbeck, Ty Warner, Kathy Luther, Daria Sztaba, Trey Wadsworth, Talaya Jones, Charles Bradsky, Eman Ibrahim, Mitch Barloga, James Winters, Lisa Todd, Peter Kimball, Scott Weber and Mary Thorne.

There were no public comments.

Minutes – The minutes of the September 20, 2018 Full Commission meeting were approved on a motion by Jim Ton and a second by Anthony Copeland.

Report of the Executive Director – Ty Warner

- The NWI Forum strategic plan for regional development (*“Ignite the Region: Northwest Indiana’s Strategy for Transformation”*), was released and an implementation meeting recently held to ensure progress is made in the strategies. NIRPC’s particular roles in the plan could be summarized in the acronyms of EDD, TOD, and GIS. A brief video produced in conjunction with the plan (*“In the Middle of Everywhere”*) was shown.
- NIRPC’s Greenways+Blueways 2020 Plan won the Medium Metro Achievement award from the National Association of Regional Councils (NARC), an Outstanding Planning Project award from the Indiana MPO Council, and the Outstanding Overall Achievement award from the Association of Metropolitan Planning Organizations. There is an Indiana Association of Regional Councils meeting in November. Warner thanked staff for their work on the plan, particularly project managers Mitch Barloga and Kathy Luther.
- Warner attended the NARC Executive Director’s Conference and once again facilitated a 2-½ hour session on innovations from 50 Regional Council Executive Directors from around the county.

Report of the Chair – Geof Benson

Geof Benson reported that he attended the National Association of Regional Councils Board Meeting in Cleveland as President. Justin Kiel is also on the NARC Board and Dave Shafer is past-president of NARC. Chairman Benson will be keynote speaker at the Indiana Association of Regional Councils meeting in November. NARC is working to get out ahead of the next transportation funding reauthorization.

Finance & Personnel Committee –

- George Topoll said the committee met this morning to review the financial status, reconciliation of expenses, and approve the claims register.

- Lisa Todd reported on the following procurements: 18-05.03 for the City of Hobart Conservation Zoning and sub-Area Plan; 18-24.01 for the purchase of two vehicle replacements for East Chicago Transit; 19-02, for the purchase of one vehicle replacement for North Township, two for Opportunity Enterprises, five for Valparaiso's V-Line and one vehicle replacement for South Lake County Community Services; and 19-03, one replacement vehicle for City of Valparaiso ChicaGo Dash. On a motion by George Topoll and a second by Jim Ton, the Executive Board voted to approve the procurements as presented.

Environmental Management Policy Committee –

Kathy Luther reported that the Committee met twice this month to review at length the draft Programmatic Investment Approach for the 2050 Plan and 2020-2024 Transportation Improvement Program. The second portion of the first meeting was held jointly with the Urban Waters Partnership on an EPA sub-area contingency plan for the region, particularly on petroleum spills. The meeting participants provided significant input on the notification and communication aspects of the plan.

Technical Planning Committee –

Kevin Breitzke reported that the Technical Planning Committee met on October 9 and heard staff presentations on Transit ADA Inventory, 2050 pop up events and the new Programmatic Investment Approach with revisions made from input received at all of the topical committees. Mitch Barloga briefed the Executive Board on the changes to the Approach. The transit operators are also meeting to provide their input. Kevin Breitzke said the Technical Planning Committee recommends action on the following items:

- Resolution 18-17, an amendment to the Congestion Mitigation and Air Quality Performance Plan changing the targets for traffic congestion measures which is consistent with the Chicago Metropolitan Agency for Planning's targets. On a motion by Jim Ton and a second by Greg Stinson, the Executive Board voted to adopted Resolution 18-17.
- Resolution 18-18 adopts the Transit Asset management Group Plan for Small Transit Providers as explained by James Winters. On a motion by Jim Ton and a second by Anthony Copeland, the Executive Board voted to adopted Resolution 18-18.
- No comments were received during a 30-day public comment period on Amendment 17 to the FY 2018-2021 Transportation Improvement Program which ended September 30.
- Resolution 18-14, Amendment to the FY 2018-2021 Transportation Improvement Program was explained by Charles Bradsky. On a motion by Greg Stinson and a second by Tom McDermott, Jr., the Executive Board voted to adopted Resolution 18-18.

Charles Bradsky said NIRPC's R-TIP is now online. Go to <https://rtip.nirpc.org>. This new electronic transportation improvement program platform presents open information about funding of transportation projects in the region.

The Technical Planning Committee will meet on November 13 at 9 a.m. at NIRPC.

Indiana Department of Transportation – Amy Stenley said INDOT is looking for CDL drivers. The rate of pay is \$15 per hour. INDOT is beginning to prepare for winter operations.

Other Business –

Tom McDermott expressed his frustration with idling trains blocking intersections in his community as a result of a recent Indiana Supreme Court decision which struck down the 1865 state law allowing local governments to fine railroads for violating stopped time limits. Discussion followed on the length of time trains are stopped and the issue of safe crossings by students, parents and vehicles trying to get to school or work on time as well as the very serious issue of blocking emergency vehicles and how this issue has negatively impacted communities across northwest Indiana. Tom McDermott made a motion, seconded

by Jim Ton, to form a task force to research what other MPOs are doing about this issue and how to address this increasingly problematic issue.

Announcements –

- Mitch Barloga announced the complete Streets Workshop will be held at NIRPC on December 7 from 9am to 4 pm.
- Bob Carnahan announced several events occurring in Cedar Lake, including Trunk or Treat, the Parade of Lights and Wonderland of Trees.
- Lisa Todd announced NIRPC's vehicle disposition sale with viewing on November 6 from 9 am to 2 pm and sale on November 7. Sealed bids will be opened on November 7 at 1 pm.
- Kevin Breitzke said the Household Travel Survey is going on and the last two 2050 pop up events will be held Friday, October 19 at Valparaiso's Harvest Festival in Central Park Plaza from 4 PM to 6:30 pm and on Saturday, October 20 at the Michigan City Farmer's Market from 8 am-1 pm.
- Jim Ton announced that Chesterton is installing a Safe Haven Baby Box. Questions can be directed to Safe Haven Baby Boxes, Inc.

Adjournment –

Hearing no other business, on a motion by Tom McDermott and a second by Greg Stinson, Geof Benson adjourned the meeting at 10:20 a.m.

A Digital MP3 of this meeting is filed. Contact Mary Thorne at the phone or email below should you wish to receive a copy of it. DVD recordings will be available once they are received by NIRPC from the videographer.

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NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

FINANCE AND PERSONNEL COMMITTEE

September 20, 2018

NIRPC Dune Room, Portage, Indiana

Members Present

George Topoll - Chair
Diane Noll
Richard Hardaway
Justin Kiel
Jim Ton
Dave Shafer

Staff and Others Present

Ty Warner
Dave Hollenbeck
Daria Sztaba
Kathy Luther
Talaya Jones
Glen Wells
Candice Eklund

Call to Order

George Topoll called the meeting to order at 8:02 a.m.

Approval of Minutes

The minutes of the August 16, 2018 meeting were approved as presented on motion by Jim Ton and second by Richard Hardaway.

Review of Financial Status – August 2018

- a. Daria Sztaba presented the August bank reconciliations for the NIRPC general fund account, the LaPorte County Revolving Loan fund (RLF) and the Sequestered Revolving Loan Fund. Kathy Luther stated that with the Economic Development Association (EDA) is having a change in roles in revolving loan funds so NIRPC will no longer need to keep a sequestered loan fund account. NIRPC will transfer the funds into a new loan fund which has already been established.
- b. Daria Sztaba presented the Budget to Actual Expenditures Report and the YTD August Expended by Category, for January through August 2018. Salaries, fringe benefits, occupancy, maintenance, contractual and capital outlays categories are all currently under budget. While the maintenance category was under budget, the line item for Other Equipment Maintenance was over budget due to the software subscription for electric vehicles charging station that in prior years, was paid by NIPSCO. The agreement expired in August 2018. Although the departmental category is currently over budget, it will most likely even out over the course of the rest of the year.
- c. Daria Sztaba discussed the Revenue YTD August 2018 graph. Each meeting will now include discussing revenue as well as expenses, based on a suggestion by the state auditor's. Billing to INDOT, state and federal agencies are billed on a quarterly basis to recover expenses, with the next billing date scheduled for October.

Approval of Claims Register – August 2018

Daria Sztaba presented the August 2018 claims register. Total claim paid in August was \$550,690.87. Kathy Luther explained that \$9,807.94 for Westat, Inc was for the Travel Household survey mailing. On motion by Richard Hardaway and second by Dave Shafer, the committee approved the claims register for August.

Contract Amendment

Kathy Luther presented the Addendum to the Agreement between NIRPC and South Shore Clean Cities (SSCC) for the implementation of the Northwest Indiana Green Fleets program. Kathy Luther stated with NIRPC's environmental coordinator leaving the company in July 2018, we have a vacant position and need a work plan. The amendment to the existing Green Fleets contract would reflect the increased duties for five and a half months for an additional \$30,000 CMAQ funding. On motion by Jim Ton and second by Richard Hardaway, the committee approved the addendum.

Sublease Office Room in Lobby with the City of Portage

The City of Portage owns the building that NIRPC is a tenant of. Dave Hollenbeck presented that NIRPC was approached by the Portage Economic Development Corporation, expressing a desire to sublease a portion of the building in the lobby area for \$300.00 monthly. This space is referred to as the Central Conference Room. NIRPC has no issue in accommodating this request and Mr. Hollenbeck instructed the Executive Director, Ty Warner, to sign the sublease. Hearing no concerns, this will proceed.

Procurement recommendations

Daria Sztaba presented the three proposed procurements to the Committee.

- a. Procurement #18-21 is to replace three (3) vehicles for the City of Valparaiso V-Line not to exceed \$255,000 in federal funds.
- b. Procurement #18-20 is to replace two (2) vehicles for Porter County Aging Community Services and two (2) vehicles for the City of Valparaiso V-Line, not to exceed \$263,775 in federal funds.
- c. Procurement #18-24 is to replace two (2) vehicles for East Chicago Transit not to exceed \$608,000 in federal funds.

On motion by Jim Ton and second by Diane Noll, the committee approved the three procurements for the replacement of nine (9) vehicles.

Discuss 2019 F & P Committee meeting schedule

With NIRPC potentially moving to a quarterly committee meeting schedule in 2019, Kathy Luther discussed the meeting frequency options with the Committee. After discussing several options, Jim Ton stated he would like to see a proposed schedule change. Kathy Luther offered to build a proposed schedule based on other committees' schedules.

Other Business

The State Board of Accountants have been on site for several weeks performing their 2017 audit. The exit interview was held on September 20, 2018.

Dara Sztaba is working to complete the budget for the October 2018 Finance and Personnel Committee meeting, which will be presented to the Full Commission Executive Board meeting in November.

Daria Sztaba introduced Glen Wells, NIRPC's newest addition to the Finance Department.

George Topoll shared with the Committee that he received a phone call from the Hammond High School students thanking him and NIRPC for donating computers and other hardware to the Information Technology Department.

Adjournment

There being no further business, the meeting adjourned at 8:40 am.
The next meeting is scheduled for October 18, 2018 at 8:00 am.

RESOLUTION 18-24

**A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING
COMMISSION ADOPTING THE YEAR 2019 APPROPRIATION BUDGETS FOR THE
COMMISSION'S GOVERNMENTAL FUNDS
November 15, 2018**

WHEREAS, a budget is required for governmental funds; and

WHEREAS, it is anticipated that sufficient revenues and other financing sources will be available to support the budgets herein proposed; and

WHEREAS, it is the responsibility of the Commission, as a whole, to approve the appropriations budget of the Commission;

NOW THEREFORE BE IT RESOLVED, that the Commission adopt as its Year 2019 budget for the General Fund for the budget identified in Attachment A to this resolution; and

BE IT FURTHER RESOLVED, that the Commission adopt as its Year 2019 budget for the Transit Capital Projects Fund the budget identified in Attachment B to this resolution; and

BE IT FURTHER RESOLVED, that the Commission adopt as its Year 2019 budget for the Transit Operating Projects Fund the budget identified in Attachment C to this resolution; and

BE IT FURTHER RESOLVED, that the Commission adopt as its Year 2019 budget for the LaPorte County Revolving Loan Fund the budget identified in Attachment D to this resolution; and

BE IT FURTHER RESOLVED, that the Finance and Personnel Committee of the Commission be designated to oversee the administration of these budgets within the framework of more detailed budget guidelines it might establish.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 15th day of November 2018.

Geof Benson
Chairperson

ATTEST:

Karen Freeman-Wilson
Secretary

2019 BUDGET

11/15/2018

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

2019 GENERAL FUND APPROPRIATIONS BUDGET

PERSONNEL - SALARIES	1,578,773
PERSONNEL - FRINGE BENEFITS	689,870
OCCUPANCY	274,052
EQUIPMENT SERVICE/MAINTENANCE	68,648
DEPARTMENTAL	256,719
CONTRACTUAL	720,849
CAPITAL OUTLAYS - Equipment & Furniture	64,200
TOTAL FUND BUDGET	3,653,111

ATTACHMENT B

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

2019 TRANSIT CAPITAL PROJECTS FUND APPROPRIATIONS BUDGET

CAPITAL OUTLAYS - TRANSIT EQUIPMENT	2,632,909
TOTAL FUND BUDGET	2,632,909

ATTACHMENT C

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

2019 TRANSIT OPERATING PROJECTS FUND APPROPRIATIONS BUDGET

OTHER SERVICES AND CHARGES	3,050,763
TOTAL FUND BUDGET	3,050,763

ATTACHMENT D

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

2019 LAPORTE COUNTY REVOLVING LOAN FUND APPROPRIATIONS BUDGET

OTHER SERVICES AND CHARGES	85,000
TOTAL FUND BUDGET	85,000

NIRPC FY 2019 Budget

	<u>FY 2018 Budget</u>	<u>FY 2019 Budget</u>	<u>Change %</u>
REVENUES			
COUNTY APPROPRIATIONS	540,271	540,271	
FEDERAL AGENCIES	786,680	592,258	
STATE AGENCIES	2,172,649	2,360,033	
LOCAL AGENCIES	142,000	76,212	
NON-GOVERNMENTAL	83,500	81,338	
INTEREST INCOME	2,511	3,000	
TOTAL REVENUES	3,727,611	3,653,111	-2%
EXPENDITURES			
SALARY	1,550,461	1,578,773	2%
FRINGE BENEFITS			
FICA CONTRIBUTIONS	118,610	120,776	
WORKERS COMPENSATION	7,350	8,218	
UNEMPLOYMENT COMPENSATION	2,660	3,293	
PERF CONTRIBUTIONS	200,861	200,864	
HEALTH INSURANCE	268,500	289,238	7%
LIFE & DISABILITY INSURANCE	24,000	25,614	
ICMA CONTRIBUTIONS	19,880	21,868	
STAFF DEVELOPMENT	19,500	20,000	
	661,361	689,870	4%
OCCUPANCY			
OFFICE LEASE	214,446	219,942	2.5%
PROPERTY INSURANCE	5,000	6,500	
BUILDING MAINTENANCE	18,000	18,720	
UTILITIES	27,000	28,890	
	264,446	274,052	4%
EQUIPMENT SERVICE/MAINTENANCE			
COPIER LEASING/MAINTENANCE	19,400	19,400	
COMPUTER SERVICE	20,000	25,000	
TELEPHONE & INTERNET SERVICE / MAIN.	21,600	22,248	
OTHER EQUIPMENT MAINTENANCE	500	2,000	
	61,500	68,648	10%
DEPARTMENTAL			
COMMISSION/EXECUTIVE DIRECTOR	44,877	41,500	
PLANNING	40,500	40,000	
SUBGRANTEE MANAGEMENT	10,000	10,000	
ENVIRONMENTAL PROGRAMS	75,000	87,219	
PARTNER AGENCIES	500	1,000	
ALLOCATED FUNCTIONS	28,000	25,000	
ENVIRONMENTAL PROMOTIONS	47,000	47,000	
GENERAL USE SUPPLIES	10,000	5,000	
	255,877	256,719	0%
CONTRACTUAL			
LEGAL SERVICES	18,600	20,000	
AUDIT & ACCOUNTING	18,000	18,000	
LA PORTE RLF SERVICES	1,000	1,000	
TRANSIT OVERSIGHT	11,300	11,865	5%
ENVIRONMENTAL CONTRACTS	536,985	394,984	
ALTERNATIVE FUEL	40,000	70,000	
BOARD DEVELOPMENT	2,000	2,000	
ORGANIZATIONAL DEVELOPMENT	16,000	11,000	
CORNUCOPIA CONTRACTUAL	3,000	-	
E-TIP	45,000	45,000	
HOUSEHOLD TRAVEL SURVEY	232,081	147,000	
	923,966	720,849	-28%
FURNITURE & EQUIPMENT	10,000	64,200	84%
TOTAL EXPENSES	3,727,611	3,653,111	-2%
FUND BALANCE - ENDING	(0)	(0)	

NIRPC FY 2019 Revenue Detail

COUNTY APPROPRIATIONS	
LAKE COUNTY	347,204
PORTER COUNTY	115,040
LA PORTE COUNTY	78,027
TOTAL	540,271
FEDERAL AGENCIES	
FTA OVERSIGHT	261,620
FTA PLANNING	140,800
FTA CAPITAL	64,838
USDA FOREST SVC	100,000
EPA URBAN WATERS	25,000
TOTAL	592,258
STATE AGENCIES	
INDOT PL 2019	1,038,527
INDOT PL 2020	692,351
STBG	130,200
CMAQ 2018	50,000
CMAQ 2019	360,000
CMAQ - FUEL	70,000
DNR SEPTIC SYSTEM GRANT	18,955
TOTAL	2,360,033
LOCAL AGENCIES	
CITY of PORTAGE	1,800
KRBC	67,162
PARTNERS for CLEAN AIR	6,500
FORUM	750
TOTAL	76,212
NON-GOVERNMENTAL	
CALUMET LAND CONSERVATION PARTN.	77,500
PURDUE UNIVERSITY	1,838
SHARED ETHICS ADVISORY COMMISSION	2,000
TOTAL	81,338
INTEREST INCOME	3,000
TOTAL FY 2019 REVENUE	<u>3,653,111</u>

NIRPC FY 2019 Budget				
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	Grant	Federal	Req. Match	Total
Architectual Services	X012	16,000	4,000	20,000
Ticket Kiosks and On-Board fare boxes	X012	48,000	12,000	60,000
Security Cameras	X667	16,320	4,080	20,400
Vehicles (2)	X667	110,500	19,500	130,000
Security Camera & Lighting	2016-033	100,000	25,000	125,000
TOD Ground Improvements	2016-033	100,000	25,000	125,000
Support Vehicle	2016-033	28,000	7,000	35,000
Replacement Vehicles (3)	2016-033	300,000	45,000	345,000
Computers/Sound System	2016-033	64,838	16,209	81,047
Replacement Vehicles/Bus (2)	2017-027	646,000	114,000	760,000
Replacement Vehicle/Truck (1)	2017-027	111,463	26,135	137,598
Replacement Revenue Vehicle (2)	2017-027	132,025	30,956	162,981
Support Vehicle	2017-028	44,000	11,000	55,000
Rehab/Renovate - Admin Facility	2017-028	19,200	4,800	24,000
	TOTAL	<u>1,736,346</u>	<u>344,680</u>	<u>2,081,026</u>
	Contingency			-
	TOTAL BUDGET			<u>2,081,026</u> **

** new projects for 2019 not included

CY 2019 TRANSIT CAPITAL PROJECTS FUND						
Subrecipient	Grant	Project	Let tin	Total	Federal Funds	Non-Federal Funds
Valparaiso	1193-2018-1	Replace 3 Revenue Vehicles		\$ 345,000	\$ 276,000	\$ 69,000
Valparaiso	1193-2018-1	Replace 2 Revenue Vehicles		\$ 220,000	\$ 176,000	\$ 44,000
Valparaiso	1193-2018-1	Replace 1 Communter Vehicle		\$ 792,500	\$ 637,500	\$ 155,000
SLCCS	1193-2018-1	Replace 2 Revenue Vehicles		\$ 164,350	\$ 131,198	\$ 33,152
PCACS	1193-2018-1	Route Match		\$ 16,151	\$ 12,921	\$ 3,230
SLCCS	1193-2018-1	Route Match		\$ 36,340	\$ 29,072	\$ 7,268
North Township	1193-2018-1	Route Match		\$ 13,500	\$ 10,800	\$ 2,700
North Township	1193-2018-1	Replace 1 Revenue Vehicle		\$ 70,500	\$ 56,400	\$ 14,100
OE	1193-2018-1	Replace 2 Revenue Vehicles		\$ 158,568	\$ 126,283	\$ 32,285
East Chicago	1193-2018-1	Replace 2 Communter Vehicle		\$ 816,000	\$ 646,000	\$ 170,000
TOTAL BUDGET				\$ 2,632,909	\$ 2,102,174	\$ 530,735

NIRPC FY 2019 Budget

	Federal	Req. Match	Total
City of East Chicago			
Preventative Maintenance	231,146	57,787	288,933
Complementary Paratransit	274,662	68,665	343,327
Operating Assistance	186,437	186,437	372,874
City of LaPorte			
Operating Assistance	238,190	238,190	476,380
Expanded Service			-
City of Valparaiso			
Capital Cost of Contracting	764,584	185,000	949,584
North Township			
Preventative Maintenance	28,000	7,000	35,000
Operating Assistance	190,000	190,000	380,000
Route Match - Other	-	-	-
Operating Assistance (CMAQ)	-	-	-
Opportunity Enterprises			
Preventative Maintenance	105,967	26,486	132,459
Porter County Community Services			
Preventative Maintenance	139,200	34,800	174,000
Operating Assistance	82,936	82,936	165,872
Southlake Community Services			
Preventative Maintenance	92,000	23,000	115,000
Operating Assistance	194,960	194,960	389,920
PMTF Funds (NT,SLCS,PCCS, OE & CV)	522,681	-	522,681
Public Mass Transportation Fund			
TOTAL BUDGET	<u>3,050,763</u>	<u>1,295,261</u>	<u>4,346,030</u>

CY 2019 LAPORTE COUNTY REVOLVING LOAN FUND

	2018 Budget	2019 Budget
New Loans	150,000	85,000
TOTAL	<u>150,000</u>	<u>85,000</u>
TOTAL BUDGET		<u>85,000</u>

PART I. BASIC AGREEMENT BETWEEN THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AND THE LAKOTA GROUP FOR PLANNING SERVICES PROCURED UNDER RFP 18-05.03.

By agreement entered into by and between the Northwestern Indiana Regional Planning Commission, hereinafter referred to as the Commission, and The Lakota Group hereinafter referred to as the Contractor, the following is hereby mutually agreed to:

1. Construction of Agreement:

This agreement consists of two parts: (1) the basic agreement and (2) scope of work, and (3) Lake Michigan Coastal Program Grant Agreements. Each of these parts is hereby made a part of this agreement. The Commission shall be governed by and the Contractor shall comply with all terms and conditions set forth within all parts of the Agreement.

2. Representations and Warranties of the Contractor:

A. The Contractor expressly represents and warrants that the information set forth in its grant application is true, complete and accurate. The Contractor expressly agrees to promptly repay all funds paid to it under this Agreement should it be determined either that it was ineligible to receive the funds, or it made any material misrepresentation on its grant application.

B. The Contractor certifies by entering into this Agreement that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from entering into this Agreement by any federal or state department or agency. The term "principal" for purposes of this Agreement is defined as an officer, director, owner, partner, key employee or other person with primary management or supervisory responsibilities, or a person who has a critical influence on or substantive control over the operations of the Contractor.

3. Description of Services provided by the Contractor:

The Contractor shall provide the following: adoptable zoning ordinance language for a new Conservation Zone, and create an environmentally protective sub-area plan for a developing portion of the city encompassing vulnerable segments of Deep River and Sprout Ditch for the City of Hobart. The Contractor shall perform the services to the satisfaction of the Commission as provided for in the scope of work which is described in **Part 2 of this Agreement**.

The Commission requires prior approval of the use of any Sub-Contractors for this project. Sub-Contractors identified in the proposal submitted under RFP 18-05.03 are considered to have met prior approval. A copy of the executed agreement between the Contractor and SubContractor is required to be submitted to NIRPC prior to any payment being made.

The Contractor must acknowledge the support of the National Oceanic and Atmospheric Administration and the Indiana Department of Natural Resources Lake Michigan Coastal Program on the title page of any publication written or published under this Grant Agreement. Correct examples of acknowledgement of support are: "This publication was made possible by a grant from the National Oceanic and Atmospheric Administration and the Indiana Department of Natural Resources, Lake Michigan Coastal Program." Or "Funding for this program was provided in part by the National Oceanic and Atmospheric Administration and the Indiana Department of Natural Resources, Lake Michigan Coastal Program."

4. Compensation:

The Contractor shall provide the identified goods and services as noted in Part 2 of this Agreement, for a cost not to exceed \$ 66,353.00. Payment for services provided by the Contractor will be on a reimbursement basis and in accordance with procedures provided for in the **Terms of Agreement section of this Agreement**.

5. Terms of Agreement:

The Contractor shall commence work hereunder on the 3rd of December, 2018 and all services must be completed by September 30, 2019.

6. Payment Procedures:

The Commission shall make periodic payments to the Contractor for services rendered in conjunction with this Agreement in the following manner:

- (A) The Contractor shall submit monthly invoices to the Commission, which are sent the last week of the month for services rendered for that month.
- (B) The Contractor shall include on its invoice the amount due in proportion to the percentage of work complete.
- (C) The Contractor shall attach copies of invoices from Subcontractors utilized in conjunction with this Agreement.
- (D) Invoices shall be accompanied by a narrative progress report describing activities which have been performed and for which reimbursement is being claimed.
- (E) Following its approval of the invoice and related materials submitted by the Contractor, the Commission shall make payment. Payment will normally be made within thirty days after said approval.
- (F) All invoices shall be submitted to:
 - Accounts Payable
 - Northwestern Indiana Regional Planning Commission
 - 6100 Southport Road
 - Portage, Indiana 46368

7. Modification Provisions:

This Agreement shall not be modified except in writing, signed by both parties to this Agreement. Further, the parties hereby agree that the Commission may hereby modify **Part 2 to this Agreement** by adding, deleting or modifying tasks, subtasks, schedules or the content or quantity of products to be produced by the contractor to the extent that such modifications result in no upward or downward cost adjustment.

8. Termination:

Either party may terminate the agreement by providing a written notice at least thirty (30) days prior to an effective termination date, which shall coincide with the last day of a calendar month. In the event of termination, the Commission shall be obligated to pay the Contractor only for services rendered and expenses incurred through the date of termination.

9. Agreement:

It is hereby agreed and understood by the party's signatory hereto that this Agreement becomes executed when the appropriate signatures are affixed hereto and the date of contract award is established as the Fifteenth day of November, 2018.

**NORTHWESTERN INDIANA REGIONAL
PLANNING COMMISSION**

By:

By:

**Tyson Warner
Executive Director**

NAME

Date:

Date:

Attest:

**Kathy Luther
Chief of Staff**

phase 1 » Engage & Analyze

october 2018-january 2018

In this first phase of planning, the Team will analyze existing conditions, opportunities, and constraints, as well as community, environmental, and development interests.

TASK 1.1: Conduct Project Kick-Off Meeting and Visits With City and NIRPC Staff.

At this meeting the Project Team will work with staff to:

- » confirm initial plan goals and mission.
- » refine the work plan and schedule.
- » develop an initial community outreach and engagement strategy.
- » coordinate and review available data, plans, reports, studies, and resources.
- » discuss initial issues and challenges.

Other items for discussion include:

- » pending plans and developments within the sub-areas.
- » general preservation and physical design issues.
- » community engagement needs and business and stakeholder interests.

A list of information needs will also be prepared, including maps, GIS data, and relevant planning documents. After the project kick-off meeting, the staff will lead a tour with the Project Team to view the conservation areas and review existing conditions.

TASK 1.2: Design and Launch Project Website. The Project Team will create a project-specific website to house key information regarding the Conservation Zoning and Sub-Area Plan to serve as a portal for document access, public input, and online participation.

TASK 1.3: Review Background Information. The Project Team will review background information provided by NIRPC and City staff, including the Hobart Marsh Plan, the Quality of Life Plan, the Stormwater Master Plans, the Deep River-Portage Burns Waterway Watershed Management Plan, the City of Hobart Comprehensive plan, and the 2040 Comprehensive Regional Plan. Recent development proposals and other information regarding conservation issues and development within the study areas will also be studied. Though our team is already familiar with the City of Hobart Zoning Ordinance, we will review it more thoroughly through a conservation lens.

TASK 1.4: Analyze Existing Conditions. The purpose of these analyses are to assess the condition of:

- » use patterns with the sub areas.
- » environmental character and conditions.
- » vegetation character and landscape.
- » existing and proposed infrastructure and utilities.
- » pedestrian and bicycle connectivity and accessibility.
- » streetscapes and public spaces, including sidewalks; pedestrian paths; crosswalks; park spaces; and gateways.

TASK 1.5: Facilitate Stakeholder Listening Sessions.

The Project Team will conduct up to two days of interviews with key stakeholders, including City of Hobart and NIRPC staff, environmental groups, non-profit groups, property and business owners within the sub-areas, developers, neighborhood residents, and other key stakeholders. The purpose of these interviews is to gain insights on key issues affecting the corridors.

TASK 1.6: Creation of Conservation Infographics & Fact Sheets

With the information gathered from background research, field work, and stakeholder listening sessions, the Project team will create a series of infographics and fact sheets to inform the public on Hobart's environmental areas and the purpose of conservation zoning.

TASK 1.7: Host Staff Meeting. The Project Team will meet with City of Hobart and NIRPC staff to review stakeholder feedback as well as informational graphics created to inform the community of the purpose of the plan. Exhibits and a plan for the Community Workshop will also be reviewed.

TASK 1.8: Host Community Workshop. In collaboration with the City and NIRPC, the Project Team will conduct a Community Workshop with stakeholders at large to inform the public about the project through graphics and fact sheets. Interactive exercises will be designed to gather information, address objectives, prioritize goals, and hear concerns and expectations regarding development adjacent to conservation areas.

TASK 1.9: Draft Key Issues and Stakeholder Listening Session Summary.

Based upon the field review, analyses, review of background materials, and discussion with key stakeholders and the community at-large, the Project Team will prepare a memorandum on key issues relative to new development design, streetscape, site planning, and other public space enhancements along the corridors. The memorandum will also summarize all stakeholder interviews and community meeting proceedings.

DELIVERABLES:

- Project schedule and refined scope
- Meeting agendas and summaries
- Project Website
- Conservation Infographics & Fact Sheets
- Workshop Materials
- Key Issues and Stakeholder Listening Session Summary

phase 2 » Envision & Implement

february 2019- may 2019

During this phase, the Team will create conservation zoning classifications and sub-area plans to present to the City, NIRPC, and then the public at a second Open House.

TASK 2.1: Draft Sub Area Plans. Using the information gathered in Phase 1, the team will create a series of land use and development plans for areas surrounding the Deep River/Sprout Ditch. Based on those plans, design guidelines will be created to aid both developers and conservation activities in best practices, including:

- » Landscaping, Buffering, and Screening
- » Public-Way Enhancements/Streetscape
- » Urban Form Improvements
- » Facade Improvements and Adaptive Use Candidates
- » Potential Parking Enhancements/Strategies
- » Pedestrian/Bicycle Access and Circulation Enhancements
- » Traffic Access and Circulation
- » Gateway, Signage and Wayfinding Solutions

Concepts and solutions will be prepared using a combination of plan drawings and 3D sketches. Final graphics for each concept will clearly convey the desired outcome of various design guidelines.

TASK 2.2: Draft Conservation Zoning Regulations. The project team will draft zoning regulations to help implement and ensure consistency with the new conservation plan. Based on discussions with the steering committee and staff, these regulations may take the form of one or more base zoning or overlay classifications or generally applicable development/conservation standards that apply regardless of underlying zoning. These regulations will be written to be easy to understand and administer using a legally defensible, plain English drafting style. The regulations will also be illustrated, using diagrams and photographs to aid in communicating the regulations to a variety of audiences.

TASK 2.3: Host Staff Meeting. The Project Team will meet with City of Hobart and NIRPC staff to review proposed Conservation Zoning Classifications and Draft Sub-Area Plan. A plan for the second Community Workshop will also be reviewed.

TASK 2.4: Incorporate Feedback from Review Meeting and Prepare for the Public Open House.

TASK 2.5: Host Public Open House. In conjunction with the City and NIRPC, the Project Team will host a follow-up Public Open House so that the community can review the draft Conservation Zoning Classifications and Sub-Area Plans and provide feedback. The format will be set up as interactive stations that give an overview of key topics cover and provide small breakout round tables for more focused discussion of specific ideas and topics.

TASK 2.6: Prepare Second Draft Zoning Regulations and Sub-Area Plans and Implementation Memo. A Second Draft will be prepared incorporating revisions provided by staff and stakeholders via the open house. The Draft will be posted to the project website. Additionally, a memo will be created to supplement each documents that outlines the envisioned process for implementation of the new zoning classifications and the sub-area plans.

TASK 2.7: Host Final Staff Meeting. The Project Team will meet with staff and the Steering Committee to review the Second Zoning Classification, Sub-Area Plans, and Implementation Memos.

TASK 2.8: Prepare Final Zoning Regulations and Sub-Area Plans.

TASK 2.9: Present Final Guidelines to City staff, NIRPC, the Plan Commission, and the City Council.

TASK 2.10: Ensure the Conservation Zoning Classification are adopted into the Zoning Ordinance and City Code.

The project team will participate in up to two public hearings leading to adoption of the plan and zoning classifications. At the conclusion of the adoption process, the team will prepare and deliver the final plan and ordinance, based on input provided by review and decision-making bodies during the adoption process.

DELIVERABLES:

- Draft, Second and Final Conservation Zoning Classifications
- Draft, Second and Final Sub-Area Plans + Implementation Memo
- Public Open House Materials

Fee Proposal

Hobart Conservation Zoning & Sub-Area Plans

Friday, October 05, 2018

Work Scope/Phases/Tasks/Hours/Fees

Phase 1: Analyze + Engage	TASK 1.1: Conduct Project Kick-Off Meeting and Visits With City and NIRPC Staff
	TASK 1.2: Design and Launch Project Website
	TASK 1.3: Review Background Information
	TASK 1.4: Analyze Existing Conditions
	TASK 1.5: Facilitate Stakeholder Listening Sessions
	TASK 1.6: Creation of Conservation Infographics & Fact Sheets
	TASK 1.7: Host Staff Meeting
	TASK 1.8: Host Community Workshop
	TASK 1.9: Draft Key Issues and Stakeholder Listening Session Summary
	<i>Subtotal Hours</i>
	<i>Subtotal Fees</i>
<i>Total Phase 1 Fee by Firm</i>	
Total Phase 1 Fee: \$26,700	

Phase 2: Envision + Implement	TASK 2.1: Draft Sub Area Plans
	TASK 2.2: Draft Conservation Zoning Regulations
	TASK 2.3: Host Staff Meeting
	TASK 2.4: Incorporate Feedback + Prepare for the Public Open House
	TASK 2.5: Host Public Open House
	TASK 2.6: Prepare Second Draft
	TASK 2.7: Host Final Staff Meeting
	TASK 2.8: Prepare Final Zoning Classification + Sub-Area Plans
	TASK 2.9: Present Final Guidelines
	TASK 2.10: Ensure the Conservation Zoning Regulations are Adopted
	<i>Subtotal Hours</i>
<i>Subtotal Fees</i>	
<i>Total Phase 2 Fee by Firm</i>	
Total Phase 2 Fee: \$37,720	

Total Hours by Staff
Subtotal Fee by Staff
Total Fee by Firm

Project Fee Total =	\$64,420
Expense Estimate (3% of Fee) =	\$1,933
Total Project Budget =	\$66,353

SCHEDULE OF FEES

The Lakota Group		Duncan Associates
<i>Staff Hours</i>		<i>Staff Hours</i>
A	B	A
8	18	6
	8	0
4	16	2
4	8	2
8	8	4
2	16	0
4	4	4
4	16	4
2	8	2
36	102	24
\$9,540	\$12,240	\$4,920
\$21,780		\$4,920

8	28	32
4	20	2
4	4	4
	16	4
4	12	6
2	12	12
4	4	4
	8	8
4	4	4
		6
30	108	82
\$7,950	\$12,960	\$16,810
\$20,910		\$16,810

66	210	106
\$17,490	\$25,200	\$21,730
\$42,690		\$21,730

Staff Categories		Staff Categories	
A. Principal	\$265	A. Principal	\$205
B. Planner/Designer	\$120		

NON-COLLUSION AFFIDAVIT

The undersigned Proposer, being duly sworn on oath, says that he has not, nor has any other member, representative, or agent of the firm, company, corporation or partnership represented by him, entered into any combination, collusion or agreement with any person from Proposing not to induce anyone to refrain from Proposing, and that this Proposal is made without reference to any other Proposal and without any agreement, understanding or combination with any other person in reference to such Proposing. He further says that no person or persons, firms, or corporation has, have or will receive directly or indirectly, any rebate, fee, gift, commission or thing of value on account of such sale.

Kevin Clark

Proposer



Signature of Proposer

CERTIFICATION REGARDING LOBBYING
49 CFR Part 20 - Appendix A
Certification For Contracts, Grants, Loans, And Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



Signature of Contractor's Authorized Official

Kevin Clark

Name and Title of Contractor's Authorized Official

September 26, 2018

Date

CERTIFICATION OF COMPLIANCE WITH GOVERNMENT-WIDE DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION PROVISIONS – LOWER TIER COVERED TRANSACTIONS

In regard to 49 CFR Part 29 and Executive Order 12549

By signing and submitting this bid or proposal, the prospective lower tier participant is providing the signed certification set out below in accordance with the following instructions:

1. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, NIRPC may pursue available remedies, including suspension and/or debarment.
2. The prospective lower tier participant shall provide immediate written notice to NIRPC if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
3. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "persons," "lower tier covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 [49 CFR Part 29]. You may contact NIRPC for assistance in obtaining a copy of those regulations.
4. The prospective lower tier participant agrees by submitting this proposal that should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by NIRPC.
5. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
6. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.
7. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
8. Except for transactions authorized under Paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, NIRPC may pursue available remedies including suspension and/or debarment.

Pursuant to the above instructions:

- (1) The prospective lower tier participant certifies, by submission of this bid or proposal, that neither it nor its "principals" [as defined at 49 C.F.R. § 29.105(p)] is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- (2) When the prospective lower tier participant is unable to certify to the statements in this certification, such prospective participant shall attach an explanation to this proposal.



Signature of Contractor's Authorized Official

Kevin Clark

Name and Title of Contractor's Authorized Official

September 26, 2018

Date

PART III. LAKE MICHIGAN COASTAL PROGRAM

Grant Agreement

Lake Michigan Coastal Program

Contract#000000000000000000027241

This Grant Agreement (this "Grant Agreement"), entered into by and between the Indiana Department of Natural Resources (the "State") and NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION (the "Grantee"), is executed pursuant to the terms and conditions set forth herein. In consideration of those mutual undertakings and covenants, the parties agree as follows:

1. Purpose of this Grant Agreement; Grant Funds

The purpose of this Grant Agreement is to enable the State to award a grant of \$40,000.00 to the Grantee for eligible costs of the services or project (the "Project") described in **Exhibits A and B** of this Grant Agreement, which are incorporated fully by reference. The funds shall be used exclusively in accordance with the provisions contained in this Grant Agreement, and in conformance with Indiana Code § 14-11-1 establishing the authority to make this Grant, as well as any rules adopted thereunder. The funds received by the Grantee pursuant to this Grant Agreement shall be used only to implement the Project or provide the services in conformance with this Grant Agreement and for no other purpose.

2. Representations and Warranties of the Grantee

A. The Grantee expressly represents and warrants to the State that it is statutorily eligible to receive these Grant funds and that the information set forth in its grant application is true, complete and accurate. The Grantee expressly agrees to promptly repay all funds paid to it under this Grant Agreement should it be determined either that it was ineligible to receive the funds, or it made any material misrepresentation on its grant application.

B. The Grantee certifies by entering into this Grant Agreement that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from entering into this Grant Agreement by any federal or state department or agency. The term "principal" for purposes of this Grant Agreement is defined as an officer, director, owner, partner, key employee or other person with primary management or supervisory responsibilities, or a person who has a critical influence on or substantive control over the operations of the Grantee.

C. The Grantee shall file the annual financial report required by IC 5-11-1-4 in accordance with the State Board of Accounts Uniform Compliance Guidelines for Examination of Entities Receiving Financial Assistance From Governmental Sources. The Grantee should use the information in **Exhibit E** as a guide to complete this annual financial report. Specifically the source of the funds; the formal federal grant program name and CFDA number if applicable; and classification of the funding as fee for service or not is documented here. All grant documentation should be retained and made available to the State Board of Accounts if and when requested. The State agrees to complete the information in **Exhibit E**.

This annual report is not to be confused with the periodic filing of the Indiana Secretary of State's Business Entity Report. Additional information concerning this annual financial report can be obtained using notforprofit@sboa.in.gov.

3. Implementation of and Reporting on the Project

A. The Grantee shall implement and complete the Project in accordance with **Exhibit A** and with the plans and specifications contained in its Grant Application, which is on file with the State and is incorporated by reference. Modification of the Project shall require prior written approval of the State.

B. The Grantee shall submit to the State written progress reports until the completion of the Project. These reports shall be submitted on a quarterly basis and shall contain such detail of progress or performance on the Project as is requested by the State.

C. The Grantee agrees to complete the Project in accordance with the Coastal Zone Management Act of 1972, as amended (16 U.S.C. §1451, *et seq.*), which is incorporated herein.

D. The Grantee shall cause to be erected at the site of any construction project, and maintained during the construction, signs satisfactory to the DNR, that identify the Project and indicate that the Project is being funded under the Coastal Zone Management Act by the National Oceanic and Atmospheric Administration (NOAA) Office of Ocean and Coastal Resource Management (OCRM) and the Indiana Department of Natural Resources Lake Michigan Coastal Program. The Grantee also shall maintain a permanent plaque or sign at the Project site with the same information.

E. The Grantee must acknowledge the support of the National Oceanic and Atmospheric Administration and the Indiana Department of Natural Resources Lake Michigan Coastal Program on the title page of any publication written or published under this Grant Agreement. Correct examples of acknowledgement of support are: "This publication was made possible by a grant from the National Oceanic and Atmospheric Administration and the Indiana Department of Natural Resources, Lake Michigan Coastal Program." Or "Funding for this program was provided in part by the National Oceanic and Atmospheric Administration and the Indiana Department of Natural Resources, Lake Michigan Coastal Program."

4. Term

This Grant Agreement commences on the later of last required State signature, and shall remain in effect through December 31, 2018. Unless otherwise provided herein, it may be extended or renewed upon the written agreement of the parties and in conformance with IC §5-22-17-4, and as permitted by the-state or-federal law governing this Grant.

5. Grant Funding

A. The State shall fund this grant in the amount of \$40,000.00. The approved Project Budget -is set forth as Exhibit B of this Grant Agreement, attached heret-o and incorporated herein. The Grantee shall not spend more than the amount f-or each line item in the Project Budget without the prior written consent of the-State, nor shall the Project costs funded by this Grant Agreement and those funded by any local and/or private share be changed or modified without the prior written consent of the State.

B. The disbursement of grant funds to the Grantee shall not be made until all documentary materials required by this Grant Agreement have been received and approved by the State and this Grant Agreement has been fully approved by the State.

6. Payment of Claims

A. Unless otherwise authorized by statute and agreed to in this Grant Agreement, all payments shall be made 35 days in arrears in conformance with State fiscal policies and procedures and, as required by IC §4-13-2-14.8, by the direct deposit by electronic funds transfer to the financial

institution designated by the Grantee in writing. If advance payment of a portion of the grant funds is permitted by statute, and the State agrees to provide such advance payment, it shall be made only upon submission of a proper claim setting out the intended purposes of those funds. After such funds have been expended, Grantee shall provide State with a reconciliation of those expenditures.

Unless authorized by statute, all payments will be made in arrears only upon presentation of an approved and signed invoice from Grantee detailing disbursements of state, local and/or private funds by Project budget line items as set forth in **Exhibit** B using the format provided in the Lake Michigan Coastal Program (LMCP) Grants Manual, which is incorporated herein by reference.

- B. Requests for payment will be processed only upon presentation of a Claim Voucher in the form designated by the State. Such Claim Vouchers must be submitted with the budget expenditure report detailing disbursements of state, local and/or private funds by project budget line items.
- C. The State may require evidence furnished by the Grantee that substantial progress has been made toward completion of the Project prior to making the first payment under this Grant. All payments are subject to the State's determination that the Grantee's performance to date conforms with the Project as approved, notwithstanding any other provision of this Grant Agreement.
- D. Claims shall be submitted to the State within 14 calendar days following the end of the quarter in which work on or for the Project was performed. The State has the discretion, and reserves the right, to NOT pay any claims submitted later than 30 calendar days following the end of the quarter in which the services were provided. All final claims and reports must be submitted to the State within 30 calendar days after the expiration or termination of this agreement. Payment for claims submitted after that time may, at the discretion of the State, be denied. Claims may be submitted on a quarterly basis only. If Grant funds have been advanced and are unexpended at the time that the final claim is submitted, all such unexpended grant funds must be returned to the State.
- E. Claims must be submitted with accompanying supportive documentation as designated by the State. Claims submitted without supportive documentation will be returned to the Grantee and not processed for payment. Failure to comply with the provisions of this Grant Agreement may result in the denial of a claim for payment.
- F. Matching funds in excess of the required 1:1 match requirement may not be applied as matching funds to other grant projects receiving funds from LMCP.
- G. Grantee must observe the closeout procedures provided by the Lake Michigan Coastal Program within 30 days after the expiration or termination date of this Grant Agreement. The Grantee is responsible for submitting to DNR a Final Report using the format provided in the Lake Michigan Coastal Program (LMCP) Grants Manual, which is incorporated herein by reference, within 30 days after the expiration of this Grant Agreement. When the DNR determines that all required reports have been submitted, the DNR will send a letter advising the Grantee that closeout has been completed. The letter will also advise the recipient regarding records retention requirements. If closeout action results in a debt to the DNR, Grantee must pay the debt within a reasonable period, not to exceed thirty (30) days.
- H. The Grantee is responsible for submitting to the DNR on a quarterly basis, both a Progress Report and a Financial Report until the completion of the Project. Quarters consist of a three (3) month period as follows: January through March; April through June; July through September; and October through December. DNR must receive reports no later than fourteen (14) days following the end of each quarter (ie., April 14th; July 14th; October 14th, and January 14th)

regardless of when the project officially starts. These reports should provide a detailed explanation of what was accomplished under each task during the quarter. The Progress Report should be organized in the same format as the Project description and timeline in the original grant application and include the following:

1. **Status of tasks within each Project phase, organized by task title (e.g. meetings held, work products completed, contracts completed, difficulties that may impede timely completion).**
2. Status of objectives due during the quarter.
3. Status of special grant conditions, if any, due during the quarter.
4. Financial reports should conform to the format provided by the Lake Michigan Coastal Program and detail progress made on each budget item in **Exhibit 8**.
5. LMCP Performance Indicators Checklist.

I. If this Grant Agreement is terminated by either party prior to the Expiration Date of this Grant Agreement, the DNR may promptly conduct an on-site monitoring of the Project and complete a Project monitoring report.

J. Failure to complete the Project and expend-state, local and/or private funds in accordance with this Grant Agreement may be considered a material breach of the agreement and shall entitle the DNR to impose sanctions against the Grantee including, but not limited to, suspension of all grant payments, and/or suspension of the Grantee's participation in DNR grant programs until such time as all material breaches are cured to the DNR's satisfaction. Sanctions may also include repayment of all DNR funds expended for activities that are not in the scope of the Project as set forth in **Exhibits A and 8**.

K. Grantee must comply with the federal policies and regulations in **Exhibit D**, attached hereto and incorporated herein.

L. The payment of this Grant by the DNR to the Grantee shall also be made in accordance with the following schedule and conditions: (L) This Grant Agreement must be fully executed, (ii.) All of the evidentiary materials required by **Exhibit C**., attached hereto and incorporated herein, must be submitted to and approved by the DNR, and (iii.-) Any other grant conditions must be met to the DNR's satisfaction.

7. Project Monitoring by the State

The State may conduct on-site or off-site monitoring reviews of the Project during the term of this Grant Agreement and for up to twenty (20) years for 306A projects after it expires or is otherwise terminated. The Grantee shall extend its full-cooperation and give full access to the Project site and to relevant documentation to the State or its authorized designees for the purpose of determining, among other things:

A whether Project activities are consistent with those set forth in **Exhibit A**, the grant application, and the terms and conditions of the Grant Agreement;

B. the actual expenditure of state, local and/or private funds expended to date on the Project is in conformity with the amounts for each Budget line item as set forth in **Exhibit 8** and that unpaid costs have been properly accrued;

- C. that Grantee is making timely progress with the Project, and that its project management, financial management and control systems, procurement systems and methods, and overall performance are in conformance with the requirements set forth in this Grant Agreement and are fully and accurately reflected in Project reports submitted to the State.

8. Audits and Maintenance of Records

- A. Grantee shall submit to an audit of funds paid through this Grant Agreement, and shall make all books, accounting records and other documents available at all reasonable times during the term of this Grant Agreement and for a period of three (3) years after final payment for inspection by the State or its authorized designee. Copies shall be furnished to the State at no cost.

- B. The Grantee is a "subrecipient" of federal grants funds under 2 C.F.R. 200.330. If required by applicable provisions of 2 C.F.R. 200 (Uniform Administrative Requirements, Cost Principles, and Audit Requirements), Grantee shall arrange for a financial and compliance audit that complies with 2 C.F.R. 200.500 *et seq.*

9. Compliance with Laws

- A. The Grantee shall comply with all applicable federal, state and local laws, rules, regulations and ordinances, and all provisions required thereby to be included herein are hereby incorporated by reference. The enactment or modification of any applicable state or federal statute or the promulgation of rules or regulations thereunder after execution of this Grant Agreement shall be reviewed by the State and the Grantee to determine whether the provisions of this Grant Agreement require formal modification.
- B. The Grantee and its agents shall abide by all ethical requirements that apply to persons who have a business relationship with the State as set forth in IC §4-2-6, *et seq.*, IC §4-2-7, *et seq.*, the regulations promulgated thereunder. **If the Grantee has knowledge, or would have acquired knowledge with reasonable inquiry, that at state officer, employee, or special state appointee, as those terms are defined in IC 4-2-6-1, has a financial interest in the Grant, the Grantee shall ensure compliance with the disclosure requirements in IC 4-2-6-10.5 prior to execution of this Grant.** If the Grantee is not familiar with these ethical requirements, the Grantee should refer any questions to the Indiana State Ethics Commission, or visit the Inspector General's website at <http://www.in.gov/ig/>. If the Grantee or its agents violate any applicable ethical standards, the State may, in its sole discretion, terminate this Grant immediately upon notice to the Grantee. In addition, the Grantee may be subject to penalties under IC §§ A-2-ff, 4-2-7, 35-44.1-1-4, and under other applicable laws.
- G. The Grantee certifies by entering into this Grant Agreement that neither it nor its principal(s) is presently in arrears in payment of taxes, permit fees or other statutory, regulatory or judicially required payments to the State. The Grantee agrees that any payments currently due to the State may be withheld from payments due to the Grantee. Additionally, payments may be withheld, delayed, or denied and/or this Grant suspended until the Grantee is current in its payments and has submitted proof of such payment to the State.
- D. The Grantee warrants that it has no current, pending or outstanding criminal, civil, or enforcement actions initiated by the State, and agrees that it will immediately notify the State of any such actions. During the term of such actions, the Grantee agrees that the State may suspend funding for the Project. If a valid dispute exists as to the Grantee's liability or guilt in any action initiated by the State or its agencies, and the State decides to suspend funding to the Grantee, the Grantee may submit, in writing, a request for review to the Indiana Department of Administration (IDOA). A determination by IDOA shall be

binding on the parties. Any disbursements that the State may delay, withhold, deny, or apply under this section shall not be subject to penalty or interest.

- E. The Grantee warrants that the Grantee and any contractors performing work in connection with the Project shall obtain and maintain all required permits, licenses, registrations, and approvals, and shall comply with all health, safety, and environmental statutes, rules, or regulations in the performance of work activities for the State. Failure to do so may be deemed a material breach of this Grant Agreement and grounds for immediate termination and denial of grant opportunities with the State.
- F. The Grantee affirms that, if it is an entity described in IC Title 23, it is properly registered and owes no outstanding reports to the Indiana Secretary of State.
- G. As required by IC §5-22-3-7:

(1) The Grantee and any principals of the Grantee certify that:

(A) the Grantee, except for de minimis and nonsystematic violations, has not violated the terms of:

- (i) IC §24-4.7 [Telephone Solicitation Of Consumers];
- (ii) I C §24-5-12 [Telephone Solicitations]; or
- (iii) IC §24-5-14 [Regulation of Automatic Dialing Machines]; In the previous three hundred sixty-five (365) days, even if IC 24-4.7 is preempted by federal law; and

(B) the Grantee will not violate the terms of IC §24-4.7 for the duration of th1s Grant Agreement, even if IC §24-4.7 is preempted by federal law.

(2) The Grantee and any principals of the Grantee certify that an affiliate or principal of the Grantee and any agent acting on behalf of the Grantee or on behalf of an affiliate or principal of the Grantee, except for de minimis and nonsystematic violations,

(A) has not violated the terms of IC §24-4.7 in the previous three hundred sixty-five (365) days, even if IC §24-4.7 is preempted by federal law; and

(B) will not violate the terms of IC §24-4.7 for the duration of this Grant Agreement even if IC §24-4.7 is preempted by federal law.

10. Drug-Free Workplace Certification

This clause is required by Executive Order 90-5 and applies to all individuals and private legal entities who receive grants or contracts from State agencies. This clause was modified in 2005 to apply only to Grantee's employees within the State of Indiana and cannot be further modified, altered or changed.

As required by Executive Order-No. 90-5, April 12, 1990, issued by the Governor of Indiana, the Grantee hereby covenants and agrees to make a good faith effort to provide and maintain a drug-free workplace. Grantee will give written notice to the State within ten (10) days after receiving actual notice that the Grantee, or an employee of the Grantee in the State of Indiana, has been convicted of a criminal drug violation occurring in the workplace. False certification or violation of the certification may result in sanctions including, but not limited to, suspension of grant payments, termination of the Grant and/or debarment of grant opportunities with the State of Indiana for up to three (3) years.

In addition to the provisions of the above paragraphs, if the total amount set forth in this Grant Agreement is in excess of \$25,000.00, the Grantee certifies and agrees that it will provide a drug-free workplace by:

- A. Publishing and providing to all of its employees a statement notifying them that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the Grantee's workplace and specifying the actions that will be taken against employees for violations of such prohibition; and
- B. Establishing a drug-free awareness program to inform its employees of (1) the dangers of drug abuse in the workplace; (2) the Grantee's policy of maintaining a drug-free workplace; (3) any available drug counseling, rehabilitation, and employee assistance programs; and (4) the penalties that may be imposed upon an employee for drug abuse violations occurring in the workplace; and
- C. Notifying all employees in the statement required by subparagraph (A) above that as a condition of continued employment the employee will (1) abide by the terms of the statement; and (2) notify the Grantee of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction; and
- D. Notifying in writing the State within ten (10) days after receiving notice from an employee under subdivision (C)(2) above, or otherwise receiving actual notice of such conviction; and
- E. Within thirty (30) days after receiving notice under subdivision (C)(2) above of a conviction, imposing the following sanctions or remedial measures on any employee who is convicted of drug abuse violations occurring in the workplace: (1) take appropriate personnel action against the employee, up to and including termination; or (2) require such employee to satisfactorily participate in a drug abuse assistance or rehabilitation program approved for such purposes by a federal, state or local health, law enforcement, or other appropriate agency; and
- F. Making a good faith effort to maintain a drug-free workplace through the implementation of subparagraphs (A) through (E) above.

11. Employment Eligibility Verification

As required by IC §22-5-1.7, the Grantee hereby swears or affirms under the penalties of perjury that:

- A. The Grantee has enrolled and is participating in the E-Verify program;
- B. The Grantee has provided documentation to the State that it has enrolled and is participating in the E-Verify program;
- C. The Grantee does not knowingly employ an unauthorized alien.
- D. The Grantee shall require its contractors who perform work under this Grant Agreement to certify to Grantee that the contractor does not knowingly employ or contract with an unauthorized alien and that the contractor has enrolled and is participating in the E-Verify

program. The Grantee shall maintain this certification throughout the duration of the term of a contract with a contractor.

The State may terminate for default if the Grantee fails to cure a breach of this provision no later than thirty (30) days after being notified by the State.

12. Funding Cancellation

When the Director of the State Budget Agency makes a written determination that funds are not appropriated or otherwise available to support continuation of performance of this Grant Agreement, it shall be canceled. A determination by the Director of State Budget Agency that funds are not appropriated or otherwise available to support continuation of performance shall be final and conclusive.

13. Governing Law

This Grant Agreement shall be governed, construed, and enforced in accordance with the laws of the State of Indiana, without regard to its conflict of laws rules. Suit, if any, must be brought in the State of Indiana.

14. Information Technology Accessibility Standards

Any information technology related products or services purchased, used or maintained through this Grant must be compatible with the principles and goals contained in the Electronic and Information Technology Accessibility Standards adopted by the Architectural and Transportation Barriers Compliance Board under Section 508 of the federal Rehabilitation Act of 1973 (29 U.S.C. §794d), as amended. The federal Electronic and Information Technology Accessibility Standards can be found at: <http://www.access-board.gov/508.htm>.

15. Nondiscrimination

Pursuant to the Indiana Civil Rights Law, specifically including IC §22-9-1-10, and in keeping with the purposes of the federal Civil Rights Act of 1964, the Age Discrimination in Employment Act, and the Americans with Disabilities Act, the Grantee covenants that it shall not discriminate against any employee or applicant for employment relating to this Grant with respect to the hire, tenure, terms, conditions or privileges of employment or any matter directly or indirectly related to employment, because of the employee or applicant's: race, color, national origin, religion, sex, age, disability, ancestry, status as a veteran, or any other characteristic protected by federal, state, or local law ("Protected Characteristics"). Furthermore, Grantee certifies compliance with applicable federal laws, regulations, and executive orders prohibiting discrimination based on the Protected Characteristics in the provision of services.

The Grantee understands that the State is a recipient of federal funds, and therefore, where applicable, Grantee and any subcontractors shall comply with requisite affirmative action requirements, including reporting, pursuant to 41 CFR Chapter 60, as amended, and Section 202 of Executive Order 11246 as amended by Executive Order 13672.

16. Notice to Parties

Whenever any notice, statement or other communication is required under this Grant, it shall be sent by first class mail or via an established courier/ delivery service to the following addresses, unless otherwise specifically advised.

- A. Notices to the State shall be sent to: (Include contact name and/or title, name of agency & address)

Sarah Nimetz, Grant Specialist
Lake Michigan Coastal Program
Indiana Department of Natural Resources
Indiana Dunes State Park Annex Office
1600 North 25 East
Chesterton, Indiana 46304
snimetz@dnr.IN.gov
219-250-5401

8. Notices to the Grantee shall be sent to: (Include contact name and/or title, name of grantee & address)

Joe Exl, Senior Water Resource Planner
Northwestern Indiana Regional Planning Commission
6100 Southport Road
Portage, IN 46368
jexl@nirpc.org
219-763-6060

- C. As required by IC §4-13-2-14.8, payments to the Grantee shall be made via electronic funds transfer in accordance with instructions filed by the Grantee with the Indiana Auditor of State.

17. Order of Precedence

Any inconsistency or ambiguity in this Grant Agreement shall be resolved by giving precedence in the following order: (1) requirements imposed by applicable federal law or other controlling document described in paragraph 20, below; (2) this Grant Agreement, (3) exhibits prepared by the State, (4) Invitation to Apply for Grant; (5) the Grant Application; and (6) exhibits prepared by Grantee.

18. Termination for Breach

A. Failure to complete the Project and expend State, local and/or private funds in accordance with this Grant Agreement may be considered a material breach, and shall entitle the State to suspend grant payments, and suspend the Grantee's participation in State grant programs until such time as au-material breaches are cured to the State's satisfaction.

B. The expenditure of State or federal funds other than in conformance with the Project or the Budget may be deemed a breach. The Grantee explicitly covenants that it shall promptly repay to the State all funds not spent in conformance with this Grant Agreement.

19. Termination for Convenience

Unless prohibited by a statute or regulation relating to the award of the grant, this Grant Agreement may be terminated, in whole or in part, by the State whenever, for any reason, the State determines that such termination is in the best interest of the State. Termination shall be effected by delivery to the Grantee of a Termination Notice, specifying the extent to which such termination becomes effective. The Grantee shall be compensated for completion of the Project

properly done prior to the effective date of termination. The State will not be liable for work on the Project performed after the effective date of termination. In no case shall total payment made to the Grantee exceed the original grant.

20. Federal and State Third-Party Contract Provisions

If part of this Grant involves the payment of federal funds, the Grantee and, if applicable, its contractors shall comply with the federal grant / contract provisions attached as Exhibit(s) D and incorporated fully herein.

21. State Boilerplate Affirmation Clause

I swear or affirm under the penalties of perjury that I have not altered, modified or changed the State's Boilerplate clauses (as defined in the 2016 OAG/IDOA Professional Services Contract Manual) in any way except for the following clauses: #3 Implementation of and Reporting on the Project (modified); #4 Term (modified); #6 Payment of Claims (modified); #7 Project Monitoring by the State (modified); #10 Drug-Free Workplace Certification (modified); and #22 Public Record (added).

22. Public Record

Unless an Access to Public Record Act exception applies, this Grant agreement will not be treated as confidential and will be posted on the State's website as required by Executive Order 05-07. Use by the public of information contained in this Grant shall not be considered an act of the State.

THE REMAINDER OF THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

Non-Collusion and Acceptance

The undersigned attests, subject to the penalties for perjury, that the undersigned is the Grantee, or that the undersigned is the properly authorized representative, agent, member or officer of the Grantee. Further, to the undersigned's knowledge, neither the undersigned nor any other member, employee, representative, agent or officer of the Grantee, directly or indirectly, has entered into or been offered any sum of money or other consideration for the execution of this Agreement other than that which appears upon the face hereof. **Furthermore, if the undersigned has knowledge that a state officer, employee, or special state appointee, as those terms are defined in IC 4-2-6-1, has a financial interest in the Contract, the Contractor attests to compliance with the disclosure requirements in IC 4-2-6-10.5.**

Agreement to Use Electronic Signatures

I agree, and it is my intent, to sign this Contract by accessing State of Indiana Supplier Portal using the secure password assigned to me and by electronically submitting this Contract to the State of Indiana. I understand that my signing and submitting this Contract in this fashion is the legal equivalent of having placed my handwritten signature on the submitted Contract and this affirmation. I understand and agree that by electronically signing and submitting this Contract in this fashion I am affirming to the truth of the information contained therein. I understand that this Contract will not become binding on the State until it has been approved by the Department of Administration, the State Budget Agency, and the Office of the Attorney General, which approvals will be posted on the Active Contracts Database:

https://hr85.gmis.in.gov/psp/pa91prd/EMPLOYEE/EMPL/h/?tab=PAPP_GUEST

In Witness Whereof, Grantee and the State have, through their duly authorized representatives, entered into this Grant Agreement. The parties, having read and understood the foregoing terms of this Grant Agreement do, by their respective signatures dated below, hereby agree to the terms hereof.

Northwestern Indiana Regional Planning Commission Department of Natural Resources

By: 

Title: Executive Director

Date: July 16, 2018

By: **9** *Smd:7£*

Title: Deputy Director/ CFO

Date:

7-18-18

<p>Approved by: Indiana Office of Technology</p> <p>By: N/A (for) Dewand Neely, Chief Information Officer <i>Refer to Electronic Approval History found after the final page of the Executed Contract for details.</i></p>	<p>Electronically Approved by: Department of Administration</p> <p>B Lesley A. Crane, Commissioner <i>Refer to Electronic Approval History found after the final page of the Executed Contract for details.</i></p>
<p>Electronically Approved by: State Budget Agency</p> <p>By: (for) Jason D. Dudich, Director <i>Refer to Electronic Approval History found after the final page of the Executed Contract for details.</i></p>	<p>Approved as to Form and Legality: Office of the Attorney General</p> <p><i>Form approval has been granted by the Office of the Attorney General pursuant to IC 4-13-2-14.3(e) on July 11, 2017 FA 17-10</i></p>

EMPLOYMENT AGREEMENT

BY AGREEMENT ENTERED INTO the 15th day of November, 2018, by and between the NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION, hereinafter referred to as "NIRPC", and MR. TYSON WARNER, hereinafter referred to as "Executive Director", the following is hereby agreed to:

WHEREAS, NIRPC is desirous of securing the services of an Executive Director to assist in implementation of its statutory role and function including that of a metropolitan planning organization for Northwest Indiana; and

WHEREAS, Tyson Warner has served as the Executive Director of NIRPC since January 1, 2013 and the parties to this agreement are desirous of renewing and otherwise extending his serving as the Executive Director of NIRPC.

NOW, THEREFORE, BE IT RESOLVED that the parties to this agreement hereby do mutually agree as follows:

- A. The term of this agreement shall commence on January 1, 2019 and shall terminate as of December 31, 2021 unless otherwise terminated pursuant to the provisions of this agreement.
- B. Mr. Tyson Warner shall perform the function and serve in the role of the Executive Director of NIRPC during the term of this agreement. In addition to those matters which may from time to time be assigned to him by NIRPC, Mr. Warner's role and responsibility as Executive Director for NIRPC are more particularly described and identified in the Job Description attached hereto and made a part hereof as **Exhibit "A"** to this agreement.
- C. The Executive Director shall meet with the Chairman of the NIRPC Commission following the Chairman's appointment in 2019, 2020 and 2021, for purposes of establishing goals for each of the years of this Employment Agreement. The Executive Director and Chairman, together with other NIRPC appointed officers as may desire, shall meet mid-year and near end-of year to discuss progress, provide feedback on performance, and to make such other adjustment and course correction to goals as may be necessary or beneficial.
- D. During the first year of this agreement, NIRPC agrees to pay to its Executive Director the sum of One Hundred Forty-Five Thousand Six Hundred Dollars (\$145,600.00) to be paid in the same manner and fashion as payments are made to other NIRPC employees during the course of the calendar year. The Executive Director salary for the second year and third years of this agreement shall be determined through discussions with the Executive Director and any salary increases shall be predicated upon positive performance evaluations, the availability of funding and the approval of the Full NIRPC Commission. Additionally, the following benefits of employment shall be available to the Executive Director:
 1. Insurance: The same health insurance and benefit programs provided to NIRPC employees shall be available to the Executive Director.
 2. Vehicle: The Executive Director will forgo a furnished vehicle in favor of being reimbursed for business mileage at the applicable IRS rate.
 3. Professional Memberships: NIRPC will maintain membership for its Executive Director in ICMA, APA and the Congress of New Urbanism and their respective state

chapters and will either pay for, or reimburse, the Executive Director for participation in these organizations annual conferences.

4. Retirement Benefit: the Executive Director will participate in ICMA-RC 457 Plan. NIRPC will contribute to that plan in the same amount as would have been paid on the Executive Director's behalf to PERF.
 5. NARC Participation: The Executive Director will be allowed to participate in the NARC Legislative Session, Annual Conference, and Executive Director Events.
 6. Vacation: The Executive Director shall be entitled to four (4) weeks of paid vacation during each calendar year of employment under this agreement. While vacation is intended to be used throughout the course of year, vacation shall be allowed to accrue within the same limits allowed to other NIRPC employees as long as the Executive Director is employed by NIRPC. Should any accrued vacation remain upon termination of this agreement, the Executive Director shall be paid in accordance with Section E below.
 7. Expense Reimbursement: The Executive Director shall be entitled to reimbursement for business related expenses pursuant to the guidelines and procedures established by NIRPC. In addition thereto, the Executive Director shall be paid the sum of \$125.00 per month as reimbursement for his job related use of communication technology.
- E. This agreement may be terminated upon the agreement of the parties or upon a showing of just cause:
1. In the event the Executive Director is terminated pursuant to this Agreement, NIRPC agrees to pay the Executive Director a severance payment equal to twelve (12) weeks base salary, plus accrued and unused vacation days; provided, however, that in the event the Executive Director is terminated because of his conviction of any illegal act, then in that event, NIRPC shall have no obligation to pay the severance pay sum designated in this paragraph.
 2. In the event the Executive Director voluntarily resigns his position with NIRPC, he shall give NIRPC at least sixty (60) day notice of such resignation prior to the cessation of the performance of his duties hereunder unless otherwise agreed to by NIRPC. If the Executive Director resigns he shall not be paid the severance pay above but shall receive accrued and unused vacation days; provided, however, the Executive Director shall be paid his base salary during said 60 day notice period.
- F. This agreement shall be deemed as superseding and replacing the terms and conditions of the prior employment agreements entered into by NIRPC and the Executive Director.
- G. For the purpose of interpreting the terms and conditions of this agreement, the laws of the State of Indiana shall apply.

ALL OF WHICH HAVING BEEN AGREED to by these parties and memorialized by the signatures affixed hereto:

NORTHWESTERN INDIANA REGIONAL
PLANNING COMMISSION

By: _____
Chairperson

ATTEST:

Tyson Warner

Job Description

Exhibit A

Job Title: Executive Director
Agency: Northwestern Indiana Regional Planning Commission
Reports to: Northwestern Indiana Regional Planning Commission

Provides Direct Supervision to the NIRPC Leadership Team including Chiefs, Department Directors, Office Manager and others as needed.

The position of Executive Director consists of the following major performance dimensions, along with percentage importance and a list of specific duties and responsibilities for each dimension.

1. External Relations/Program Advocacy

- a. Develops and maintains favorable and supportive relationships with elected and appointed officials within the three counties which are served by the Northwestern Indiana Regional Planning Commission.
- b. Develops and maintains favorable and supportive relationships with various regional, state, and federal entities for the purpose of furthering the goals and purposes of the Northwestern Indiana Regional Planning Commission.
- c. Engages decision-makers in the identification and cooperative resolution of regional issues.
- d. Fosters and supports the participation of members of the Northwestern Indiana Regional Planning Commission in the organization's planning and decision-making processes.
- e. Promotes broad participation in the Northwestern Indiana Regional Planning Commission's planning processes.
- f. Proposes policies and programs which advance the objectives of the Northwestern Indiana Regional Planning Commission.
- g. Fosters support for activities and programs sponsored by the Northwestern Indiana Regional Planning Commission with funding sources and regulatory agencies.
- h. Monitors legislation of interest to the Northwestern Indiana Regional Planning Commission.
- i. Advocates on behalf of positions endorsed by the Northwestern Indiana Regional Planning Commission with legislators and other decision-makers.
- j. Publicizes information pertaining to the Northwestern Indiana Regional Planning Commission's programs and services.

2. Program Administration

- a. Executes the policies and programs of the Northwestern Indiana Regional Planning Commission through appropriate agencies, institutions, and interests.
- b. Maintains data and issues reports pertaining to performance.
- c. Plans, evaluates, and monitors programs and services pertaining to transportation, the environment, and community and economic development.
- d. Identifies the need for new programs and services.
- e. Develops and implants changes to ensure the achievement of the Northwestern Indiana Regional Planning Commission's mission.
- f. Provides counsel to the Northwestern Indiana Regional Planning Commission and responds to inquiries and requests for action.

3. Financial Administration and Asset Management

- a. Prepares and administers annual budgets.
- b. Monitors performance against budgets.
- c. Maintains data and issues reports pertaining to budgets and performance.
- d. Identifies funding sources and pursues funding.
- e. Maintains and monitors the status of all assets.

4. Personnel Management

- a. Interviews prospective employees.
- b. Reviews, approves, and administers personnel actions (e.g., hiring, discipline-based personnel actions, and performance-based personnel actions).
- c. Assigns work to Northwestern Indiana Regional Planning Commission personnel.
- d. Monitors and reviews employee work output.
- e. Evaluates employee job performance.
- f. Maintains time schedules and time records.
- g. Identifies and addresses training needs.
- h. Administers the Agency's personnel policies.
- i. Maintains communications with employees on issues pertaining to the Northwestern Indiana Regional Planning Commission's personnel policies and other issues of interest.

5. Other Duties as Assigned

If "other duties as assigned" are regularly performed or require a significant amount of time, they should be formally identified, defined, and included in the job description.

Date Job Description Completed: November 7, 2018

Performance Requirements and Select vs. Train Decisions

Job Title: Executive Director

Agency: Northwestern Indiana Regional Planning Commission

Successful job performance in the position of Executive Director requires the following Knowledge, Skills, Abilities, and Personal Characteristics (KSAPC's). Select vs. Train decision are indicated with either an S or T in parentheses after each item.

Required Knowledge (familiarity with a body of information)

1. State and federal laws and regulations. (S)
2. Legislative processes. (S)
3. Northwestern Indiana Regional Planning Commission policies and operating procedures. (T)
4. Basic math (adding, subtracting, multiplying, dividing, and basic bookkeeping. (S)
5. Fundamentals of financial management. (S)
6. Fundamentals of accounting. (S)
7. Fundamentals of programmatic and financial auditing. (S)
8. Fundamentals of marketing. (S)
9. Basic English grammar, punctuation, and spelling. (S)
10. Motor vehicle license. (S)

Required Skills (proficiency in performing specific tasks)

1. Operation of fax, copier, telephone, adding machine, computer terminal, typewriter, and sealer. (S)
2. Operation of an IBM compatible personal computer. (S)
3. Use of word processing spreadsheet, and database software programs. (S)
4. Keyboarding. (S)
5. Budget preparation. (S)
6. Organization and coordination of metropolitan planning organization. (S)
7. Delivery of educational programs. (S)
8. Analysis of regulatory guidelines. (T)
9. Proofreading. (S)
10. Face-to-face customer service. (S)
11. Telephone customer service (S)
12. Dealing with irate customers. (S)
13. Facilitation. (S)
14. Conflict management and resolution. (S)
15. Preparation of routine correspondence in routine formats. (S)
16. Inventory management. (T)
17. Operation of a motor vehicle. (S)

ENVIRONMENTAL MANAGEMENT POLICY COMMITTEE

NIRPC - Lake Michigan Room

October 4, 2018

Minutes

Members/Guests: Bill Emerson, Jr., Geof Benson, Maggie Byrne, Kathryn Vallis, Sarah Nimetz, George Topoll, Jan Bapst, Michael Spinar, Sherryl Doerr, Tim Kingsland, Susan MiHalo, Lauri Keagle, Sylvia Collins, Susan Adams, Deb Backus, Lynda Lancaster, Jennifer Gadzala, Jess Huseman, Greg Towler, Stuart Carlton, Milo Milatovic, Carolyn Saxton, Katherine Moore Powell, Joe Grazalski, Elizabeth McCloskey, Kay Nelson, Jennifer Birchfield, Namissa Taylor, Kris Krouse, Daniel Goldfarb, Carol Ropski, Peg Donnelly and Cherie Fisher.

NIRPC Staff: Kathy Luther, Mitch Barloga, Dominique Edwards and Candice Eklund.

Call to Order and Pledge of Allegiance

Bill Emerson, Jr. called the meeting to order at 8:31 a.m. with the Pledge of Allegiance and self-introductions.

NIRPC Business:

Approval of Minutes

On motion by Tim Kingsland and second by Sara Nimetz, the September 6, 2018 EMPC meeting minutes were approved as presented.

Presentation: 2050 Plan + Tip Programmatic Approach and Project Scoring

Mitch Barloga presented on the draft 2050 Plan and TIP Programmatic Approach and Program Scoring revisions based on committee input. Program scoring was reviewed by the Committee and points were changed live as needed, based on consensus of the group. Ten sets of project criteria were scheduled to be examined, however due to the Urban Waters Federal Partnership and the U.S. EPA's Sub-Area Response Plan presentation, time only allowed for three of the criteria's to be examined. The Committee agreed to schedule an additional session on October 10, 2018 to discuss the seven remaining project criteria's for EMPC and Air Quality. At the November meeting, project sizes and funding mechanisms will be examined. The Notice of Funding Availability (NOFA) will be out in late November. Submissions are due in January.

Urban Waters Federal Partnership Updates, Presented by Jennifer Birchfield

Jennifer Birchfield conveyed her gratitude on the mix of the agencies partnerships and how they all work together on projects related to urban waters and revitalizing communities. Northwest Indiana was one of the original seven pilot locations and today there are 21 locations and 60 partner organizations throughout Indiana.

The next Urban Waters meeting will be held on January 25, 2019, 9:30 am at NIRPC. Additional sessions and workshops offered will be included in the announcements that are emailed to the group.

U.S. EPA NW Indiana Sub-Area / Geographical Response Plan Discussion

Peg Donnelly, with the United States Environmental Protection Agency (US EPA), discussed the need for enhancing the emergency planning in Northwest Indiana (NWI) and effectively communicating with the communities. Dan Haag, also with the US EPA, stated there were two reasons for enhancing the emergency plan. There have been some recent incidents in NWI where some people felt left out of the early stages of the emergency and the need for improved planning was also recognized. As a result, Peg Donnelly and Carol Ropski were assigned to form a regional task force group, referred to as Region 5 or RRT5, which covers the great lakes. Additional information on the Region 5 Sub-Area Plans can be found on the rrt5.org website.

The primary goal for NWI within the Sub-Area plan is to effectively manage the response within the first 24-48 hours. The initial task will be to develop an Incident Accident Plan (IAP) for all responders needing to respond to a discharge of oil into a water way in NWI. An automatic communication tool was discussed because it can automatically email, text or phone a contact list in an emergency.

The US EPA completed response drills with 12 facilities in August 2018, will schedule additional drills with more test facilities and ensure the facilities implement their plans. Quarterly meetings will be held and a kickoff Sub-Area planning meeting is scheduled for November to establish goals.

There is currently an area contingency plan and the Sub-Area plan be will an addendum to that plan, specific to Lake, Porter and LaPorte Counties. Since they are in the beginning stages with the Sub-Area plan, US EPA will be attending another EMPC meeting in 2019 to provide progress updates and identify additional areas in the plan.

Bill Emerson thanked the presenters for taking the corrective steps and addressing the gap in response procedures because it has been a concern with the environmental committee.

Announcements

The event announcements submitted will be distributed in an email to the committee.

Adjournment

Hearing no other business, Bill Emerson adjourned the meeting at 10:53 a.m.

A Digital MP3 of this meeting is filed. Contact Candice Eklund at 219-763-6060 Ext 142 or ceklund@nirpc.org should you wish to receive a copy of it.

ENVIRONMENTAL MANAGEMENT POLICY COMMITTEE
Continued Project Scoring Session
NIRPC - Lake Michigan Room
October 10, 2018
Minutes

Members/Guests: Jan Bapst, Lauri Keagle, Kay Nelson, Lynda Lancaster, George Malis, Mary Jane Thomas, Deb Backhus, Geof Benson and Jennifer Gadzala

NIRPC Staff: Kathy Luther, Mitch Barloga, Dominique Edwards and Candice Eklund.

Jan Bapst called the meeting to order at 10:00 am.

Presentation: 2050 Plan Futures

Dominique Edwards presented on the 2050 Plan drivers and influences of Northwest Indiana's future. The Plan will also aid in aligning project scoring planning when discussing futures scenarios. Summer pop-up events concluded September 1. Feedback was received from over 900 people ranging in age from 5 to 75. The fall series of pop-up events begins this week and goes through October 20. Visit www.nirpc.org for more information.

Presentation: 2050 Plan + Tip Programmatic Approach and Project Scoring

Mitch Barloga recapped the draft 2050 Plan and TIP Programmatic Approach and Program Scoring revision documents from the EMPC meeting held on October 4, 2018. A total of ten sets of project criteria were scheduled to be examined. Three sets were examined on October 4th and the remaining seven were examined and completed during today's meeting. As the program scoring was reviewed, points were changed live as needed, based on consensus of the group. The Project Planning category for the development of regional environment protection plans was examined and points were changed live as well.

Mitch Barloga discussed the proposed project evaluation criteria and weights programs. The overall criteria will be used for every program category. The program category for Cost Effectiveness may be included as one metric in another area. Mitch will send out the revised scoring and project evaluation criteria and weights spreadsheets and has requested feedback within two weeks of receiving the updates. The group discussed each of the Air Quality and Environment criteria for each program to obtain a full understanding and make appropriate changes. Kathy Luther and Joe Exl will update each of the criteria's discussed and assign numerical values to each of the programs. These updates will be discussed in full detail during the EMPC Committee meeting in November, before a final vote is taken.

Adjournment

Hearing no other business, Jan Bapst adjourned the meeting at 1:21 pm.

The next EMPC meeting will be held on November 1, 2018 beginning at 9:00 am and concluding at 12:00 pm, or when the project scoring and proposed project evaluation criteria and weights have been reviewed and voted on by the Committee.

A Digital MP3 of this meeting is filed. Contact Candice Eklund at 219-763-6060 Ext 142 or c eklund@nirpc.org should you wish to receive a copy of it.

Technical Planning Committee
NIRPC Lake Michigan Room, 6100 Southport Road, Portage
September 11, 2018
Minutes

Kevin Breitzke called the meeting to order at 9:05 a.m. with the Pledge of Allegiance, remembering the victims of September 11 2001. Members present included Kevin Breitzke, George Topoll, Susan Weber, Mark O'Dell, Kelly Wenger, Tom MacLennan, Margot Sabato, Dean Button, Kay Nelson, Daryl Lampkins, Stephen Stofko and Tyler Kent. Others present included Jerry Siska, Bruce Lindner, Laurie Keagle, Adam Moore, Jeff Huet, Doug Ferguson, Claudia Taylor, Akhtar Zaman, Ismail Attallah, Jake Dammarrell, and Karie Koehneke. David Wright participated via conference phone. Staff present included Mitch Barloga, Kathy Luther, Trey Wadsworth, Charles Bradsky, Dominique Edwards, Lisa Todd, Scott Weber, James Winters, Eman Ibrahim, Peter Kimball, Candi Eklund, Nathan Pasyk and Mary Thorne.

The INDOT participation survey was available at the table in the lobby.

The minutes of the August 14, 2018 Technical Planning Committee meeting were approved on a motion by Kay Nelson and a second by Tom MacLennan.

There were no public comments.

Presentation - Scott Weber presented on the draft Performance Based Planning (PbP) Framework for the 2050 Plan. The framework will break down how NIRPC will go beyond federal requirements using the 16 critical paths as outlined in the 2050 Plan matrix to achieve Northwest Indiana's vision. The Mobility plan focus area as it relates to the vision statements was examined at length for the committee. Staff will be looking at data metrics and measures, and baseline conditions to achieve increased or decreased performance targets by 2035 and 2050.

Feedback from the committee included getting more feedback from the Northwest Indiana Forum and trade unions on certification information and high school graduate retention information.

Presentation - Mitch Barloga presented on the draft Programmatic Investment Approach for the 2050 Plan and 2020-2024 Transportation Improvement Program (TIP). This enhanced approach will identify investment programs, evaluate the programs and size funding to each program based on regional priority, evaluate projects within all programs and then program the highest scored projects with available funding per program. While the usual approach is more straightforward, the enhanced approach will better utilize the flexibility provided by some funding sources. Benefits will be easier to quantify and demonstrate performance. The best scored projects will come from regionally significant programs. Examples of what the practice might look like were shown and the scoring process for the Notice of Funding Availability (NOFA) was examined.

Feedback was solicited from the committee. Creating Livable Communities will probably be an applied layer. More information on project funding will be given later. Direct connections to our critical paths will be part of the criteria. The call for projects will be held in November to January. Staff will help LPAs with the scoring but they are making the decisions. We must be in compliance with federal requirements. Funding will be blended by program. Transparency and follow through are the goals here. The funding program will span five years to be in sync with INDOT's Notice of Funding Availability. NIRPC's planning majority is under state administration. There are crucial project types that are not on the list, like transit expansion and roadway resurfacing. Staff is still working on that. More information was gleaned at previous committee presentations and will be incorporated for discussion in October.

Implementation Planning

Dominique Edwards reported on the 2050 Plan pop up events which ended September 1. Over 900 responses were tracked across our influences and trends. The next series will take place in October.

Scott Weber explained the recommendation to the Technical Planning Committee to approve the Congestion Mitigation and Air Quality Performance Plan which must be submitted to FHWA by October 1st. On a motion by Dean Button and a second by George Topoll, the Technical Planning Committee voted to recommend the Congestion Mitigation and Air Quality Performance Plan to the NIR NIRPC Board for adoption.

Programming

Charles Bradsky presented the revisions to the Project Substitution & Scope Change Policies as revised last month. Suggestions included consistency in terminology in the use of programming rules and prerequisites, and changing the nine bulleted rules to nine numbered rules. These policies will sunset eventually. On a motion by Dean Button and a second by Mark O'Dell, the committee voted to recommend the Project Substitution & Scope Change Policies to the Full Commission at its next meeting.

Topical Committee Reports

- The Environmental Management Policy Committee will meet at 8:30 a.m. on October 4. The first hour will be to discuss the Performance Based Planning Framework and Programmatic Investment Approach. The second part of the meeting will feature information from the EPA regarding the chromium spill. The EPA will develop a Northwest Indiana response plan for environmental emergencies. Invitations will go out to the municipalities and county emergency managers.
- A presentation will be made on Lime Bikes on September 28 at NIRPC at 9 a.m.
- The Transit Operators Roundtable will meet immediately following this meeting. The roundtable will again meet twice between now and November to discuss the Coordinated Transit Plan and Transit Asset Management Plan.
- The Land Use Committee met last Wednesday. The next meeting is October 3 at 10 a.m.
- The Surface Transportation Committee met last Tuesday to see the two presentations featured today and will again meet on October 2 at 9 a.m.
- The Lake & Porter Transportation Resource and Oversight Committee will meet on September 18 at 9 a.m. at NIRPC.
- The LaPorte Transportation Resource and Oversight Committee will meet next Tuesday at 1:30 at the City of La Porte Parks Department.

Planning Partners

Doug Ferguson announced that the CMAP *On to 2050* launch will be held on October 10 at Millennium Park from 10 a.m. to noon.

Emerging Trends: Due to time constraints, no video was provided.

Announcements

South Shore Clean Cities is hosting a National Ride and Drive event today at NIRPC.

The next Technical Planning Committee meeting is October 9 at 9 a.m. at NIRPC. Hearing no other business, Kevin Breitzke adjourned the meeting at 11:00 a.m.

A Digital MP3 of this meeting is filed. Contact Mary Thorne at the phone number or email below should you wish to receive a copy or a portion of it.

RESOLUTION 18-19

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING SAFETY PERFORMANCE MEASURE TARGETS FOR 2019

November 15, 2018

WHEREAS: Northwest Indiana's citizens require a safe, efficient, resource-conserving regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in Northwest Indiana; and

WHEREAS: The Northwestern Indiana Regional Planning Commission, hereafter referred to as "the Commission", being designated the Metropolitan Planning (MPO) for the Lake, Porter, and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS: The Commission performs the above activities to satisfy requirements of the Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS: The FAST Act of 2015 requires the implementation of performance-based planning, including the adoption of annual safety targets by state departments of transportation for the performance measures of number of fatalities, rate of fatalities per 100 million vehicle miles traveled, number of serious injuries, rate of serious injuries per 100 million vehicle miles traveled, and number of non-motorized fatalities and non-motorized serious injuries; and

WHEREAS: The FAST Act of 2015 requires metropolitan planning organizations (MPOs) to annually adopt the targets of the state department of transportation or develop their own; and

WHEREAS: The Technical Planning Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission adopt these safety targets for the year 2019;

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the safety targets chosen by the Indiana Department of Transportation (INDOT) and will support these targets by planning and programming projects so that they contribute to the attainment of the targets for the performance measures as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 15th day of November 2018.

Geof R. Benson
Chairperson

ATTEST:

Karen Freeman-Wilson
Secretary

Safety Performance Measure Targets:

Performance Measure	2018 Target	2019 Target
Number of fatalities	814.9	889.6
Rate of fatalities per 100 million vehicle miles traveled	1.036	1.087
Number of serious injuries	3,479.8	3,501.9
Rate of serious injuries per 100 million vehicle miles traveled	4.347	4.234
Number of non-motorized fatalities and non-motorized serious injuries	417.0	393.6

RESOLUTION 18-20

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING PAVEMENT CONDITION AND BRIDGE CONDITION PERFORMANCE MEASURE TARGETS FOR 2019 AND 2021

November 15, 2018

WHEREAS: Northwest Indiana’s citizens require a safe, efficient, resource-conserving regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in Northwest Indiana; and

WHEREAS: The Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission”, being designated the Metropolitan Planning (MPO) for the Lake, Porter, and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS: The Commission performs the above activities to satisfy requirements of the Fixing America’s Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS: The FAST Act of 2015 requires the implementation of performance-based planning, including the adoption of 2-year and 4-year pavement condition and bridge condition targets by state departments of transportation for the performance measures of percentage of Interstate pavements in Good condition, percentage of Interstate pavements in Poor condition, percentage of non-Interstate National Highway System pavements in Good condition, percentage of non-Interstate National Highway System pavements in Poor condition, percentage of National Highway System bridges in Good condition, and percentage of National Highway System bridges in Poor condition; and

WHEREAS: The FAST Act of 2015 requires, within 180 days of the state department of transportation adopting targets, metropolitan planning organizations (MPOs) to either adopt the targets of the state department of transportation or develop their own targets; and

WHEREAS: The Technical Planning Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission adopt these pavement condition and bridge condition targets for the years 2019 and 2021;

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the pavement condition and bridge condition targets chosen by the Indiana Department of Transportation (INDOT) and will support these targets by planning and programming projects so that they contribute to the attainment of the targets for the performance measures as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 15th day of November 2018.

Geof R. Benson
Chairperson

ATTEST:

Karen Freeman-Wilson
Secretary

Pavement Condition and Bridge Condition Performance Measure Targets:

Performance Measure	2019 Target	2021 Target
Percentage of Interstate pavements in Good condition	84.24%	84.24%
Percentage of Interstate pavements in Poor condition	0.80%	0.80%
Percentage of non-Interstate National Highway System pavements in Good condition	78.71%	78.71%
Percentage of non-Interstate National Highway System pavements in Poor condition	3.10%	3.10%
Percentage of National Highway System bridges in Good condition	48.32%	48.32%
Percentage of National Highway System bridges in Poor condition	2.63%	2.63%

RESOLUTION 18-21

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION AIR QUALITY PERFORMANCE MEASURE TARGETS FOR 2019 AND 2021

November 15, 2018

WHEREAS: Northwest Indiana's citizens require a safe, efficient, resource-conserving regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in Northwest Indiana; and

WHEREAS: The Northwestern Indiana Regional Planning Commission, hereafter referred to as "the Commission", being designated the Metropolitan Planning (MPO) for the Lake, Porter, and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS: The Commission performs the above activities to satisfy requirements of the Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS: The FAST Act of 2015 requires the implementation of performance-based planning, including the adoption of 2-year and 4-year system performance, freight, and Congestion Mitigation Air Quality targets by state departments of transportation for the performance measures of the percent of person-miles traveled on the Interstates that are reliable, the percent of person-miles traveled on the non-Interstate National Highway System that are reliable, Truck Travel Time Reliability Index on the Interstates, annual peak hours of excessive delay per capita on the National Highway System in the Chicago, IL--IN Urbanized Area, percent of non-single occupancy vehicle travel in the Chicago, IL--IN Urbanized Area, and emissions reductions of applicable criteria pollutants and precursors from Congestion Mitigation Air Quality Program-funded projects; and

WHEREAS: The FAST Act of 2015 requires, for the system performance, freight, and emissions reduction performance measures, within 180 days of the state department of transportation adopting targets, metropolitan planning organizations (MPOs) to either adopt the targets of the state department of transportation or develop their own targets; and

WHEREAS: The FAST Act of 2015 requires, for the peak hours of excessive delay per capita and the percent of non-single occupancy vehicle travel performance measures, all metropolitan planning organizations (MPOs) and state departments of transportation to adopt unified targets for the applicable Urbanized Area; and

WHEREAS: The Technical Planning Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission adopt these system performance, freight, and Congestion Mitigation Air Quality targets for the years 2019 and 2021;

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the system performance, freight, and Congestion Mitigation Air Quality targets chosen by the Indiana Department of Transportation (INDOT) and will support these targets by planning and programming projects so that they contribute to the attainment of the targets for the performance measures as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 15th day of November 2018.

Geof R. Benson
Chairperson

ATTEST:

Karen Freeman-Wilson
Secretary

System Performance, Freight, and Congestion Mitigation Air Quality Performance Measure Targets:

Performance Measure	2019 Target	2021 Target
Percent of person-miles traveled on the Interstates that are reliable	90.5%	92.8%
Percent of person-miles traveled on the non-Interstate National Highway System that are reliable	Not Applicable	89.8%
Truck Travel Time Reliability Index on the Interstates	1.27	1.24
Annual peak hours of excessive delay per capita on the National Highway System in the Chicago, IL--IN Urbanized Area	Not Applicable	15.4*
Percent non-single occupancy vehicle travel in the Chicago, IL--IN Urbanized Area	31.4%*	31.9%*
PM10 reduced (kg/day) from Congestion Mitigation Air Quality Program projects	0.30	0.50
NOx reduced (kg/day) from Congestion Mitigation Air Quality Program projects	1,600.00	2,200.00
VOC reduced (kg/day) from Congestion Mitigation Air Quality Program projects	1,600.00	2,600.00
CO reduced (kg/day) from Congestion Mitigation Air Quality Program projects	200.00	400.00

* Unified target between the Northwestern Indiana Regional Planning Commission, the Chicago Metropolitan Agency for Planning, the Indiana Department of Transportation, and the Illinois Department of Transportation already committed to before May 20, 2018

Public Comment Report

Coordinated Transit Plan | October 31, 2018

The draft of the Coordinated Transit Plan was released for a 30-day public comment period beginning October 1, 2018. A draft of the document was made available at www.nirpc.org and emailed to stakeholders.

The comments and responses to the draft are listed below. An update will also be provided at the NIRPC Commission meeting on November 15, 2018.

Coordinated Transit Plan Draft Comments & Responses

Comment Reference Number	Manner Considered by Staff	Staff Response	Significant? Need to Modify?
Coordinated Transit Plan Public Comments (October 1 - 30, 2018)			
Electronic Comments			
1	I focused on Lake County--not much new. Why is there not a fixed route bus on Ridge Rd.--Indiana and Illinois? Please continue to strongly advocate for the South Shore double tracking, and the WestLake Extension of the South Shore.	Regarding your suggestion about the Ridge Road bus, we will pass your comments along to the fixed route bus operators in North Lake County: Gary Public Bus Corporation and East Chicago. Should they decide there is enough demand for service on Ridge Road, and enough funding available, they may decide to put service there. However, ultimately the decision on where to place service comes down to each individual transit agency. Thank you for your comments on the West Lake Extension and Double Tracking the South Shore Train. These are very important catalyst projects that spark greater investments in transit over time. NIRPC will continue to maintain its positive relationship with the Northern Indiana Commuter Transportation District and support these projects however it can.	No

Comment Reference Number	Manner Considered by Staff	Staff Response	Significant? Need to Modify?
Coordinated Transit Plan Public Comments (October 1 - 30, 2018)			
2	<p>We need to provide transportation for these individuals with an alternative that is NOT marked a "special." My daughter has autism and refuses to use SLCCS because it is "the handicapped bus." Why not provide the vehicles without any markings except SLCCS? Must all who use this be "branded"? What we really need is accessible and affordable general public transportation throughout the region.</p>	<p>I looked into the issue that you and your daughter ran into with SLCCS buses. I spoke to the transportation department at SLCCS and asked them to confirm the kind of branding present on their buses. They indicated to me that currently they do not have any kind of "special" moniker on their buses - that they are labeled only as SLCCS transit. The woman I spoke with did elaborate that there is an international symbol of access, or a "handicap" logo, on the side of the bus to indicate that there is a wheelchair-accessible ramp, but otherwise there isn't currently any branding on the buses to distinguish it as a special form of transit.</p> <p>I also wanted to mention that the services SLCCS provides are open to the public regardless of age or disability status, and many people without disabilities utilize SLCCS services. We have heard from the stakeholders in our planning process and from the public that sometimes individuals feel less inclined to take transit because of the stigma associated with transit being for "special needs." This stigma is something that we're working against to enhance transit access for all people, and reduce barriers to accessibility across the region. If you or your daughter have any input on how we can continue to reduce the stigma of using public transit, we would appreciate your feedback.</p> <p>I've made SLCCS aware of this issue and I'm also cc'ing them on this message in case I missed something regarding your suggestion or if you'd like any additional feedback.</p> <p>I also wanted to mention that we appreciate your comment about needing "accessible and affordable general public transportation throughout the region." We wholeheartedly agree. The goal of all of our planning efforts is to expand transit to as many people as possible.</p> <p>Thank you for taking the time to submit a comment. If you have anything else you'd like to add, please let us know!</p> <p>Thanks again,</p>	No

Comment Reference Number	Manner Considered by Staff	Staff Response	Significant? Need to Modify?
Coordinated Transit Plan Public Comments (October 1 - 30, 2018)			
3	<p>Re: coordination</p> <ul style="list-style-type: none"> • Twofold coordination: <ul style="list-style-type: none"> o Fixed-route operators with each other (schedules, fare media, technology, etc) o D/R providers with each other and helping feed/extend fixed route effectiveness • The endorsement of using federal funds for ADA transition plan site reviews/improvements is a good suggestion <p>Re: Local investment</p> <p>Change "local match" conversation to "local investment". More investment needed to provide services people want (more frequency, larger service area). Considering the amount of leftover NIRPC grant funds, local match is not an operator-specific issue</p> <p>Snapshots of service and agencies:</p> <ul style="list-style-type: none"> • Separate the maps for fixed route and demand response services (possibly include complementary paratransit areas in the latter) • Deviated fixed route is not often considered a separate mode, but rather how a fixed-route service provides its complementary service • Rapid Bus, defined by infrastructure, branding, dedicated lanes and frequency, should be identified as a separate mode • NICTD: most of NICTD's service area is outside of Lake County; the agency profile should not be in the Lake County section 	<p>Hello David,</p> <p>As you know, many of these comments were incorporated into the document as per the Transit Operators Roundtable on October 25, 2018. As per request, this message will address the comments made in that meeting as well as a few additional ones you requested here.</p> <p>"Change "local match" conversation to "local investment". More investment needed to provide services people want (more frequency, larger service area). Considering the amount of leftover NIRPC grant funds, local match is not an operator-specific issue"</p> <ul style="list-style-type: none"> • "Local match" is distinctly different from "local investment." In order to more effectively utilize federal funds a dedicated regional local match source is necessary. This point was discussed in detail at the Gary public meeting of the coordinated plan, the GPTC Regional Transit Summit, and in nearly every public meeting concerning transit. While local investment is important, local matching funds for federal funds remains to be a paramount concern in spending down all carryover balances for all transit systems in Northwestern Indiana, including GPTC. <p>"Separate the maps for fixed route and demand response services (possibly include complementary paratransit areas in the latter)"</p> <ul style="list-style-type: none"> • The primary purpose of this document is to ensure coordination between transit operators, as well as operators and human service agencies on a 	<p>Yes.</p> <p>Changes made:</p> <ul style="list-style-type: none"> • Expanded references to GPTC's rapid bus service throughout the document • Moved NICTD's transit operator profile to a new "Multi-county" provider section • Enhanced language regarding local match • Enhanced language regarding the core services of GPTC and local match • Enhanced language concerning the beginning of GPTC's regional services • Enhanced language about North Township and GPTC's changed service area after the decline of the RBA • Removed the "Service overlap map," and all supporting text • Added an implementation matrix

Comment Reference Number	Manner Considered by Staff	Staff Response	Significant? Need to Modify?
Coordinated Transit Plan Public Comments (October 1 - 30, 2018)			
	<ul style="list-style-type: none"> • GPTC <ul style="list-style-type: none"> o GPTC is the only agency described specifically with a "local match problem." GPTC has local support needed for maintaining its core system and, as mentioned elsewhere in the Coordinated Plan, has infrastructure and expertise but lacks regional partners for expansion and higher frequencies. This is different from a "local match problem". Please modify. o GPTC's return to regional service was in 1996 (Tri-City Connection), not with the loss of RBA service. Please correct. o Much like NICTD's Westlake and Double Track projects, GPTC's Lakeshore and Broadway services were preceded by specific corridor plans followed by community buy-in and, for both subareas, community investment. Both efforts are worthy of specific mention in the agency summary. Please modify. • NORTH: Please explain how North Township's Dial-A-Ride is similar to GPTC's service. Additionally, the Dial-A-Ride existed prior to the collapse of the RBA, but was expanded afterwards. Please clarify. • SLCCS: Service area size is not mentioned regarding other agencies so it may not really be appropriate here • Transit Triangle: The plan's ridership mention reads as being critical of the project; ridership for other services not mentioned. This critique should be removed. • TransPorte: The description of effectiveness due to smaller service area misses the mark - not about service area but that the service area is the same as a municipal boundary (not fair to compare it to other D/R services) <p>Public Participation</p> <ul style="list-style-type: none"> • Change focus of discussion from number of flyers/emails/meetings to actual engagement and responses • 93 human services site visits - explain? • Can providers get access to raw data relevant to them? 	<p>regional scale. In order to do this, maps with both types of service are necessary.</p> <p>"Deviated fixed route is not often considered a separate mode, but rather how a fixed-route service provides its complementary service."</p> <ul style="list-style-type: none"> • The reason deviated fixed route services are called out in this section is to highlight the difference between traditional fixed-route service with complementary paratransit and deviated fixed-route service. The public identified complementary paratransit as the most-ideal choice in providing service to people with disabilities. As such, it would be a misnomer to lump deviated fixed route service into the latter. <p>"Rapid Bus, defined by infrastructure, branding, dedicated lanes and frequency, should be identified as a separate mode"</p> <ul style="list-style-type: none"> • The purpose of defining the modes in the context of this document was to highlight the regional accessibility of people with disabilities and the elderly. You are correct that there is a distinction here that is important. Further analysis should be completed concerning frequency of service and how that affects transit availability in the region. Unfortunately, this analysis is too broad and time consuming to be included in this document, however other references to GPTC's rapid bus service have been expanded in other portions of the document. <p>"NICTD: most of NICTD's service area is outside of Lake County; the agency profile should not be in the Lake County section"</p> <ul style="list-style-type: none"> • This issue was discussed this at length in our 10/25 meeting. Edits have been received from NICTD and they also indicated they'd prefer their profile be moved to a new section. A new section for multi-county providers has been added. 	<p>as an appendix that links 2050 Critical Paths, Coordinated Plan strategies, needs, relevance, and responsible parties</p>

Comment Reference Number	Manner Considered by Staff	Staff Response	Significant? Need to Modify?
Coordinated Transit Plan Public Comments (October 1 - 30, 2018)			
	<p>Data Trends</p> <ul style="list-style-type: none"> • Some citation should be made that commuter rail reach is improved with fixed route transit, especially at EC, Metro, MC (all have multiple bus lines serving them) • Service overlap map and discussion is misleading <ul style="list-style-type: none"> o Could lead to misinterpretation that more service providers equals more transit access (i.e. two D/R providers > one fixed route provider) o Of the four cities mentioned in the text as having multiple services overlapping, three are not served by fixed route transit and, contrary to the text and map, have been targeted as poster communities for poor transit access o Illustrating the conceit of the misinterpretation: Midtown Gary has only one operator – GPTC – but significantly better transit access (Bmx, R3, L1, L3, L5) than downtown Hammond (D/R, R1 and R4), yet the map suggests that Midtown, with bus service averaging once every six minutes, is transitstarved. o An alternative would be a “quality of service” metric suggested recently - stratify service types (D/R, fixed route, rapid bus, commuter rail) and measure locations by frequency of each type o If “quality of service” is not used I would recommend removing the map and elaborating in the text, as the map apparently (based on meeting discussions) purports to identify “transit deserts” yet includes some of NWI’s most transitrich areas, that are simply served by one agency. <p>Strategies</p> <p>The service gaps identified on page 41 should be connected to the strategies from the 2050 plan via a matrix or some other method.</p>	<p>“GPTC is the only agency described specifically with a “local match problem.””</p> <ul style="list-style-type: none"> • Language has been expanded to include other transit operators that are also trying to increase their local match. The language has been softened from “local match problem,” to “...finding additional investment to secure and expand their regional services is a challenge.” <p>“GPTC has local support needed for maintaining its core system and, as mentioned elsewhere in the coordinated Plan, has infrastructure and expertise but lacks regional partners for expansion and higher frequencies. This is different from a “local match problem”. Please modify.”</p> <ul style="list-style-type: none"> • Language has been updated <p>“GPTC’s return to regional service was in 1996 (Tri-City Connection), not with the loss of RBA service. Please correct.”</p> <ul style="list-style-type: none"> • Language has been updated <p>“Much like NICTD’s Westlake and Double Track projects, GPTC’s Lakeshore and Broadway services were preceded by specific corridor plans followed by community buy-in and, for both subareas, community investment. Both efforts are worthy of specific mention in the agency summary. Please modify.”</p> <ul style="list-style-type: none"> • Language has been updated <p>“NORTH: Please explain how North Township’s Dial-A-Ride is similar to GPTC’s service. Additionally, the Dial-A-Ride existed prior to the collapse of the RBA, but was expanded afterwards. Please clarify.”</p> <ul style="list-style-type: none"> • This issue was discussed in-depth at the 10/25 meeting. The language has been updated to clarify that both services expanded to accommodate a void in service left by the collapse of the RBA. <p>“SLCCS: Service area size is not mentioned regarding other agencies so it may not really be appropriate here.”</p> <ul style="list-style-type: none"> • The size of an operator’s service area is mentioned in other profiles. For instance, GPTC’s service area size is also mentioned in their profile as “the largest fixed route operator.” A primary issue facing SLCCS is how to continue to provide the same level of service to a large geographic area that continues to grow in need as more human service agencies move to suburban Lake County. As such, mention of their geographic size is important for context as the reader moves into the outreach and data trends portion of the document. Additionally, as indicated in the 10/25 roundtable meeting, SLCCS indicated that they are comfortable with this language. <p>“Transit Triangle: The plan’s ridership mention reads as being critical of the</p>	

Comment Reference Number	Manner Considered by Staff	Staff Response	Significant? Need to Modify?
Coordinated Transit Plan Public Comments (October 1 - 30, 2018)			
		<p>Transit Triangle: The plan's ridership mention reads as being critical of the project; ridership for other services not mentioned. This critique should be removed."</p> <ul style="list-style-type: none"> • This issue was also discussed at the 10/25 roundtable meeting. A representative from the Transit Triangle made recommendations to change the language concerning ridership. We have taken their comments and updated the language. <p>"TransPorte: The description of effectiveness due to smaller service area misses the mark - not about service area but that the service area is the same as a municipal boundary (not fair to compare it to other D/R services)"</p> <ul style="list-style-type: none"> • Demand response service providers function more efficiently when their service areas are smaller. To scale up in geographic area a demand response provider has to add vehicles and more operational hours to accommodate those changes. A representative from TransPorte approved the submitted language. <p>"Change focus of discussion from number of flyers/emails/meetings to actual engagement and responses"</p> <ul style="list-style-type: none"> • The "Outreach Methods" section of the document is a single infographic that comprises a single page. This is the only place where NIRPC's specific methods in soliciting public input are mentioned. Documenting these steps are critically important in illustrating the steps NIRPC received to get the public response in the plan. The following section "Outreach Trends" is a 17-page section dives into the responses in depth. This section is broken into three sub-sections each highlighting the specific types of response NIRPC received in the largest iterations of our outreach: the ridership survey, the 	

Comment Reference Number	Manner Considered by Staff	Staff Response	Significant? Need to Modify?
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		<p>organization survey, and public meeting feedback. The 1 page of methods compared to 17 pages of results is a sufficient level of focus on actual engagement.</p> <p>“93 human services site visits - explain?”</p> <ul style="list-style-type: none"> • This was discussed at length in the 10/25 meeting. NIRPC staff made 93 visits to human service agencies to drop off paper surveys to solicit more feedback on our ridership survey. <p>“Can providers get access to raw data relevant to them?”</p> <ul style="list-style-type: none"> • The raw data from the ridership and organizational surveys will be shared. It is expected to be utilized in the upcoming year of programming with the Transit Operators Roundtable. <p>“Some citation should be made that commuter rail reach is improved with fixed route transit, especially at EC, Metro, MC (all have multiple bus lines serving them)”</p> <ul style="list-style-type: none"> • The data trends section’s primary focus is on the availability and quality of transit from a regional perspective. In future studies, more attention should be given to fixed route service frequency and coordination with commuter rail, however similarly to the service frequency comment that kind of analysis is too specific for this kind of document. Please note that in several places in the document the importance of coordination between providers, across modes, is identified as critically important and should be prioritized. <p>“Service overlap map and discussion is misleading (...)”</p> <ul style="list-style-type: none"> • The map in question was removed to accommodate your comments. <p>“The service gaps identified on page 41 should be connected to the strategies</p>	

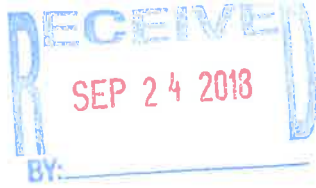
Comment Reference Number	Manner Considered by Staff	Staff Response	Significant? Need to Modify?
Coordinated Transit Plan Public Comments (October 1 - 30, 2018)			
		<p>from the 2050 plan via a matrix or some other method."</p> <ul style="list-style-type: none"> • An implementation matrix has been incorporated. This matrix links 2050 Critical Paths, to Coordinated Plan Strategies, to identified needs, their relevance, and responsible parties. 	
Comments by Telephone			
No comments were received by telephone			
Letters Received			

Comment Reference Number	Manner Considered by Staff	Staff Response	Significant? Need to Modify?
Coordinated Transit Plan Public Comments (October 1 - 30, 2018)			
4	(Attachment 1)	<p>Unfortunately, implementing public transit is often challenging. The purpose of this plan, is to hopefully make transit easier and more accessible for riders and more efficient for operators.</p> <p>The Federal Transit Administration (FTA) provides funding to local transit operators to run their services. FTA requires that the kind of accommodations you describe in your letter are present and operational in vehicles their funds help pay for including lifts, securement devices, and seat belts.</p> <p>To your point, there are many issues that need to be studied. This plan is a first step in better understanding who in Northwestern Indiana needs transit and where do they need to go, however it is an ongoing process that requires participation from regional transit operators, elected officials, and of course individuals like yourself.</p>	No
5	(Attachment 2)	<p>There is no substantive data or study that concludes that transit spreads crime. This is a myth that is sometimes propagated to limit transit expansion projects, but it has no merit. In fact, the more people and activity placed on community streets often leads to safer communities. Modern public transit vehicles are also often equipped with safety features like security cameras. If a criminal was seeking to escape the scene of a crime without leaving a forensic foothold, as you have indicated, they would likely choose any other method of travel that does not include multiple witnesses, a very large (often slow-moving) well-lit and branded vehicle with unique identification numbers, security systems, and well-documented pick up and drop off data.</p> <p>The methods the federal government uses to allocate funding puts strict limitations on what can be purchased with those federal funds. To “forget public transportation and repair the roads and bridges” is impossible. There are distinct funding sources for building roads and bridges that are separate from transit funding.</p>	No

TO: NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
FROM: MILLER'S MERRY MANOR ASSISTED LIVING
Resident

We believe your idea for a coordinated transit plan system is an excellent idea and needed for this area. However it will be a challenging project to move such a diverse population of individuals to ~~their~~^{their} destinations. Special vans will be needed to transport the handicapped with special lifts for those in wheelchairs and walkers and the means to secure these devices after the individuals are seated and belted.

For each group of individuals, an analysis of their needs will need to be made so the driver knows who she is transporting. There are many more issues that may need to be studied but your goal is admirable and worthy of pursuit.



Here is the requested feedback for your transportation issue: The northwest Indiana public transportation is a terrible idea. A bus line...originating in one crime area, travelling through another crime area, and ending in another crime area...duh!...just promotes crime. Northwest Indiana does not need that. Ask yourself just who really is the money behind the push for public transportation, and if you would want any of your family living along the route.

The people whom can most benefit from Public Transportation, are the very ones whose safety is threatened while using public transportation. They are the ones who are the most vulnerable. In effect, they get punished for embracing progress.

Give the people OPTIONS, not give them a safety issue.

When there is a bus line from/through/and to crime areas, this is what you end up with – criminals who move easily within and between communities, who leave no tire tracks, no license plate numbers, no footprints...and growing crime statistics that are difficult to track. Most urgent and costly of all, is that you have community/region that immediately begins to deteriorate further. Is that what you want for the future of Lake County, Porter County, and LaPorte County? When you connect your counties with a bus, you connect your crime network. (Can *you* figure out how to do the former, *without* doing the later?)

Public Transportation creates more problems than it fixes. It makes Crime portable. If you put hired protection on each public conveyance, the cost of use goes up beyond the ability to pay of the ones who most need the service. It makes the efforts laughable, and enables a clear view through the economic veil to see who really benefits from the Public Transportation creation. Better think this through first. That money is better spent on road improvements to help keep the integrity of the existing neighborhoods. Good neighborhoods that people want to raise their families in, do not have bad road systems.

If you want financial growth with population growth and stability, forget Public Transportation, and repair the roads and bridges. Affluent neighborhoods do not have tacky roads.

RESOLUTION NUMBER 18-22
A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING
COMMISSION TO ADOPT THE COORDINATED TRANSIT PLAN, AS REQUIRED BY
49 U.S.C. 5310

WHEREAS, the citizens of Northwest Indiana require a safe, efficient and effective regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in the region; and

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission” is the designated metropolitan planning organization for the Lake, LaPorte, and Porter Counties of Indiana; and

WHEREAS, the Commission is a Designated Recipient of Federal Transit Administration grant funds as defined by 49 U.S.C. § 5307(a)(2); and

WHEREAS, the Coordinated Public Transit Human Services Transportation Plan requirement issued by the Federal Transit Administration (FTA) requires “a locally developed, coordinated public transit-human services transportation plan” that is “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public;” and

WHEREAS, the Commission together with the Northwestern Indiana transit operators: Northern Indiana Commuter Transportation District, Gary Public Transit Bus Corporation, City of LaPorte, City of East Chicago Transit, North Township Dial-a-Ride, Opportunity Enterprises, Porter County Aging and Community Services, and South Lake County Community Services; and

WHEREAS, the Commission together with a steering committee comprised of representatives from a variety of fields of human service agencies including: transit operators, the aging community, the disability community, the housing community, and workforce participation; and

WHEREAS, this planning period utilized a robust outreach process to gain participation from seniors, individuals with disabilities, the public, and many human service agencies; and

WHEREAS, the NIRPC Technical Planning Committee provides the Commission with technical advice and recommendations, and concurs with this resolution; and

NOW THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission officially adopts the NIRPC Coordinated Transit Plan:

DULY ADOPTED by the Northwestern Indiana Regional Planning Commission this 15th day of November, 2018.

Geof R. Benson
Chair

ATTEST:

Karen Freeman-Wilson
Secretary

Coordinated transit plan for NWI




Coordinated transit plan for NWI

Executive summary

This Coordinated Transit Plan is an effort to improve the accessibility of the overall transit system in Northwestern Indiana to individuals with disabilities, people who are low income, and people who are elderly. In order to improve the accessibility of the system, this plan used data and other information collected from transit operators, human service organizations, partner agencies, and the public to develop a set of regional needs and service gaps. These needs and service gaps were then matched to proposed goals to improve the connectivity and efficiency of the transit system and ultimately, funding priorities.

While the transit system in Northwestern Indiana covers a large geographic area, there are several limitations that have large impacts on the lives of individuals that rely on transit as their only source of transportation, namely people with disabilities, people who are elderly, and people who are low income. Most of the region is covered by demand response service, however these services do not provide the same level of freedom and flexibility as a fixed route system with complementary paratransit. Additionally, individuals who rely on transit are limited in their travel by the limitations of the transit networks service area and operational hours. In Northwestern Indiana, few providers offer services that cross county lines, and travel between cities is usually limited. These problems are increasingly aggravated by developing outside of the urban core, especially when human service agencies and medical facilities develop into unincorporated areas. Services between fixed route and demand response operators can be made more efficient by expanding fixed-route and paratransit services into communities that have the density to support higher levels of service, allowing demand response operators to operate more efficiently by focusing on longer city-to-city, county-to-county trips. Additionally, by working across program areas outside of transit, NIRPC and local decision makers can incentivize developing within the urban core, to curb unsustainable growth.

The transit system in Northwestern Indiana can also be made more efficient by coordinating services between providers. A constant problem among operators is retention of staff, limitations of available vehicles, and access to resources. By consolidating aspects of an operator's services, sharing staff, and sharing vehicles; the regional transit system can grow beyond existing funding limitations. Other coordination methods should also be



An in-depth summary of demand response and fixed route with complementary paratransit services can be found in the “Transit network: current conditions” section of this document

First mile-last mile commonly is used to refer to the gap between where a bus drops off an individual and their desired location. Often this specifically relates to pedestrian infrastructure or connections between regional transit services and local services.

ADA transition plans are a requirement of FHWA, designed to encourage communities to self-evaluate barriers to the accessibility of people with disabilities. The transition plan is designed to bridge the gap from outdated infrastructure to federally-mandated accessibility requirements in the Americans with Disabilities Act of 1990.

considered like working with medical professionals or human service providers to build efficiencies, such as coordinated multi-user dispatching, contributions to local match, data-sharing, trainings, and others.


In addition to the entire regional network, more attention needs to be paid to the individual accessibility of each transit system. Persons with disabilities frequently encounter problems accessing transit when pedestrian infrastructure is lacking. This “first mile - last mile” gap in infrastructure creates a physical barrier between individuals and where they need to go with potentially life-changing consequences. Adequate pedestrian infrastructure is not enough, communities need to have the resources available to improve their pedestrian infrastructure to universal design standards. This can be done by setting aside federal transportation funding for the implementation of locally- developed ADA transition plans, as well as continuing to prioritize funding for pedestrian connections to transit networks, residential areas, job centers, and recreational areas.

Communication continues to be an obstacle in Northwestern Indiana when discussing transit. Traditional methods used for communicating issues about transit or coordination are often ineffective. More effort should be given in providing information about the meetings further in advance than what is typical for other public meetings. Individuals that rely on transit for 100% of their travel often have limited availability for making another trip to attend a meeting. Other opportunities for participation should be explored including utilizing social media, and other online resources to where participants can weigh-in online. Additionally, public participation should be solicited where people are: in transit facilities, on transit vehicles, in public housing, and other places associated with the affected population groups. These considerations should all be made while recognizing that older residents may not have the same level of comfortability with technology. Communication about transit can also be more accessible to the public by coordinating between transit operators to use common language and policies between their services. Participants in this planning effort often indicated that transit services were confusing to learn about. If operators work together to develop common paratransit policies, similar language about their service area and hours, similar fares, and a single place to communicate this information to the public, learning about transit can be less confusing.

Not every resident of Northwestern Indiana has the same transportation needs. Individuals who have been historically left behind in terms of transportation investments should be

prioritized when considering how to grow and expand transit. These groups include people who are elderly, people with disabilities, people who are low-income, people who are ethnic minorities, and veterans. Increasing access between these priority population groups and critical locations area priority. Critical locations include: grocery stores, job centers, educational institutions, medical facilities, shopping districts, and other recreational areas. Inclusion of quality-of-life destinations can be just as important to an individual who relies on transit as the commonly-identified locations like hospitals or grocery stores. The ultimate aim of Northwestern Indiana’s transit system should not be merely to connect individuals to necessary services – the desired culmination of our planning effort should be freedom of movement and equity across all modes of transportation.

Lastly, a transit service is limited in its scope by the availability of local match. Local match continues to be a problem for many local transit operators in Northwestern Indiana. In order to have a truly robust and equitable transit system, more local match will be required to leverage more federal funding for transit investments.



Local match is a portion of money that is required to leverage federal funds in the form of grants. Most federal grants that are available for transit require 50% or 80% of funding for a program to be covered by a local entity.

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Introduction

Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. This document, the Northwestern Indiana Coordinated Transit Plan (CTP) was written by the Northwestern Indiana Regional Planning Commission to meet this federal requirement.

Human services are broadly defined as a field with the objective of allowing people to stabilize their lives in times of crisis or chronic ongoing challenges. Human service agencies are multidisciplinary, and often are related to social services, housing, counseling, medical services, independent living, and others.

The Northwestern Indiana Regional Planning Commission (NIRPC) was created in 1965 and functions as a regional Metropolitan Planning Organization (MPO) as well as a Council of Governments (COG). NIRPC provides planning support to Lake, Porter, and LaPorte counties and their 41 municipalities, focusing on issues concerning transportation, the environment, and economic development. NIRPC also functions as the direct recipient for seven public transit operators in Northwestern Indiana. As a direct recipient, NIRPC provides administrative responsibilities associated with Federal Transit Administration (FTA) grants, including applying for federal funds on behalf of the subrecipient, providing the administrative work and oversight associated with the grant, and the procurement hurdles required by FTA for purchasing capital items and services. Additionally, NIRPC also provides oversight related to several program areas, for each subrecipient from drug and alcohol testing, ADA compliance, maintenance, and others. A function of NIRPC's role as a direct recipient, is to coordinate and write the CTP in order to receive Enhanced Mobility for Seniors and Individuals with Disabilities funding.

NIRPC is an MPO and a COG. MPOs traditionally are responsible for transportation-related issues, COGs cover a broader variety of services, allowing NIRPC to also focus on: growth and conservation, the environment, human and economic resources, and stewardship and governance.

The Enhanced Mobility for Seniors and Individuals with Disabilities is an FTA program that provides formula funding to states and urbanized areas to assist private, nonprofit, and public groups in meeting the transportation needs of people who are elderly, people with disabilities, and people who are low-income. This plan was developed with coordinating guidance from members of the public and representatives of these groups who work in affiliated human service agencies. Activities eligible for funding within this program include:

Operating expenses are related to the day-to-day operations of transit. Capital expenses involve the purchase of physical items such as equipment, vehicles, buildings, planning documents, or other 3-rd party services.



- Operating and capital
- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

Transit network: current conditions

The Northwestern Indiana transit network has a wide variety of transit services within its region and many transit providers. Regional transit providers can be broadly categorized by the type of service they provide: demand response or fixed route.

“Demand response” is defined by FTA as “any non-fixed route system of transporting individuals that requires advanced scheduling by the customer, including services provided by public entities, nonprofits, and private providers.”

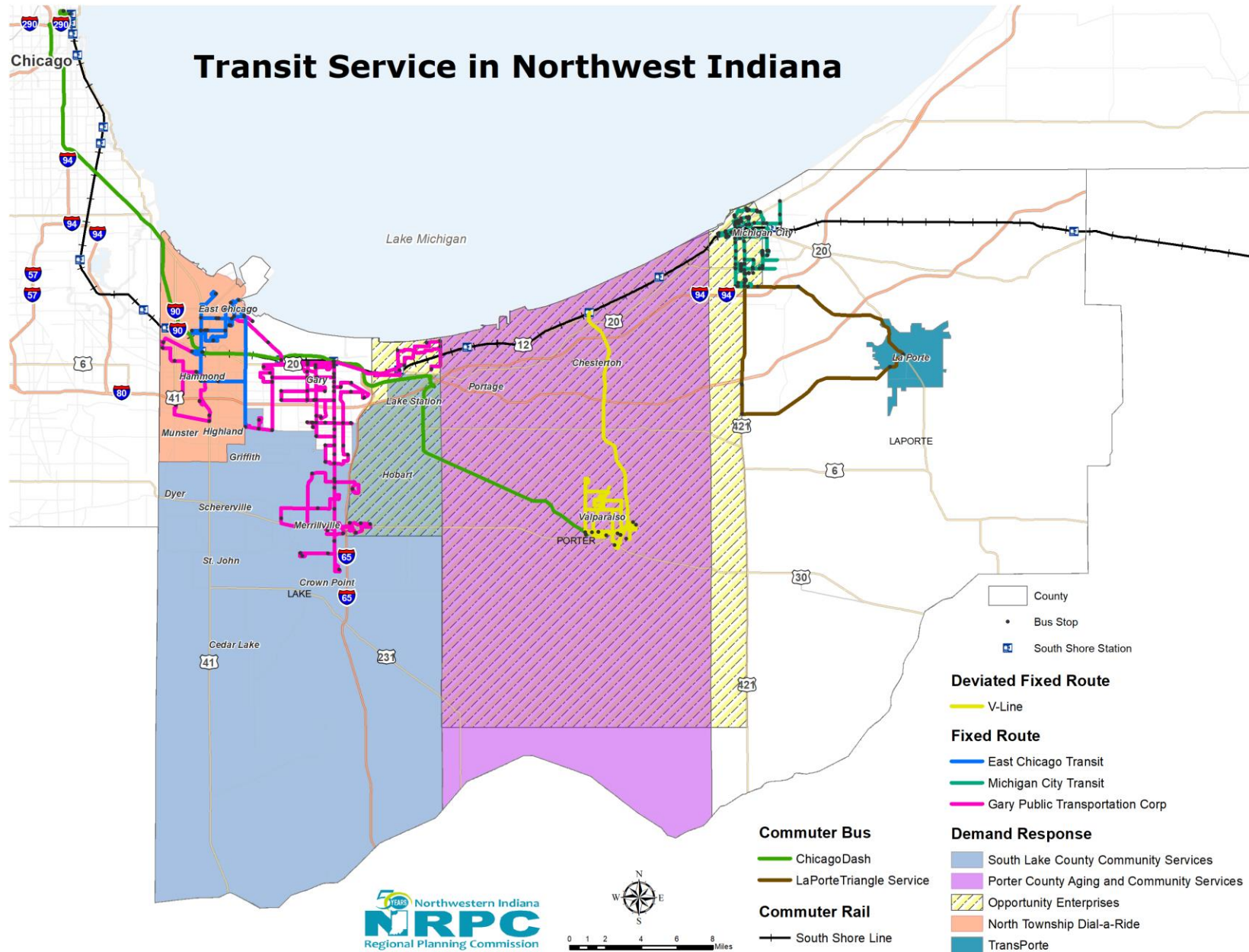
“Fixed route” transit systems operate on a point-to-point predetermined schedule. Fixed route systems can utilize buses, vans, rail or other vehicles. These systems rely on stops with estimated drop-off and pick up times, so users can plan their travel. If a transit provider is operating a fixed route service, they will be required by FTA to provide a comparable complementary paratransit service. Paratransit services must meet the following guidelines within a fixed-route system:

- Service must be provided within $\frac{3}{4}$ of a mile of a fixed route
- Service must be provided within the same dates and times as the fixed route service is available
- Reservations must be available during normal business hours of the operator’s administrative offices, no restrictions on times to make a reservation may be applied
- Fares for a paratransit trip may not exceed twice the typical full fare for the service
- Personal care attendants cannot be charged a fare

- Passengers may not be picked-up more than an hour before or after the requested time, however the transit operator may negotiate a pick-up time
- No restrictions can be made for the purpose of the trip
- Riders may be asked by the operator to determine their eligibility for paratransit services
- Transit providers are required to provide “origin-to-destination” service, meaning that the requested service may need to go beyond a curbside drop-off. If the right criteria are met, transit operators could potentially be required to provide “door-to-door” service.

Frequently, demand response service and the complementary paratransit service required of fixed route providers are confused, or the terms are used interchangeably. However, it is worth noting that this is incorrect. Demand response providers are not under the same, stricter, service guidelines as fixed route providers operating a complementary paratransit system. The following section will detail the transit operators servicing each county in Northwestern Indiana. Each transit operator features a short description of their service as well as a “quick facts” box that uses 2016 [National Transit Database](#) figures to describe their services.

➔ *The [National Transit Database](#) is the primary source for information and statistics related to transit. All transit operators are federally-required to contribute to the database. Annual figures are updated on a two-year lag. 2016 figures are the most recently available dataset for comparing transit providers.*



Multi-County

Northern Indiana Commuter Transportation District (NICTD)

The Northern Indiana Commuter Transportation District (NICTD) is the entity that maintains and operates the commuter service that runs from South Bend, IN into Chicago, IL known as the South Shore Line. In 2016 the South Shore Line logged over 3 million unlinked passenger trips, of which an estimated 89% board at stations located with Lake, Porter, and La Porte Counties. NICTD is commonly referred to as a “donor agency”, as the ridership and data generated by their service increases the available FTA formula funds provided in Northwestern Indiana, however it only receives a portion back.

NICTD is heading two transformative projects, double tracking and the West Lake Extension, that will expand upon the current passenger services. The double track project improves the existing service by expanding the South Shore Line from single track to double track between Gary and Michigan City. This project also improves signal, power, and platform improvements at five passenger stations. This project will add trains for more frequent service, reduce delays and improve travel times. The West Lake Extension proposes a new rail line that extends eight miles south of Hammond, IN into Dyer, IN. This project add three new stations and creates one large Hammond Gateway station where the two rail lines would merge.

NICTD quick facts

FTA fund recipient type (direct/sub-recipient):	Direct recipient
Service type:	Commuter rail
Unlinked passenger trips (annual ridership):	3,504,080
Vehicle revenue miles:	4,233,598
Vehicle revenue hours:	117,214
Passengers per hour:	29.89
Passenger miles traveled:	113,035,111
Average trip length (miles):	32.26
Direct route miles:	180
Fare:	Between \$5.50 and \$14.25 depending on distance of travel. Discounts are available.

Lake county

East Chicago Transit

East Chicago Transit (ETC) is a service that is provided by the East Chicago city government. ETC provides fixed route and paratransit service throughout the city of East Chicago, with connections to the Gary Public Transit Corporation and the South Shore Train. Currently, using ETC is free for all residents of East Chicago.

ECT quick facts

FTA fund recipient type (direct/sub-recipient): Sub-recipient

Service type: Fixed-route bus, Paratransit

Unlinked passenger trips (annual ridership): 150,668

Vehicle revenue miles: 140,159

Vehicle revenue hours: 12,146

Passengers per hour: 18.23

Passenger miles traveled: 243,876

Average trip length (miles): 4.73

Direct route miles: 70

Fare: Free

Gary Public Transit Corporation

The Gary Public Transit Corporation (GPTC) is the largest fixed-route bus service in Northwestern Indiana. While GPTC receives a large portion of its local match from the City of Gary, it is a distinctly separate entity from the city government. GPTC offered regional services to municipalities outside of Gary since 1996, however after the collapse of the Regional Bus Authority in 2012, GPTC expanded more regional connections in North Lake County. GPTC offers significant levels of service to Hammond, and Merrillville; with limited connections to Highland, Munster, Crown Point, and Hobart. Under their current financial model, GPTC can continue to provide core services within the City of Gary indefinitely, however finding additional investment to secure and expand their regional services is a challenge. Currently, GPTC has the infrastructure necessary to aggressively expand service in North Lake County and perhaps South Lake County, and has achieved some success for incremental expansion, which can only be done with local investment. GPTC recently launched a major transformative transit investment in Lake County, the Broadway Metro Express, the “BMX.” The BMX is Northwestern Indiana’s first rapid bus service, connecting Gary to Merrillville in 20-minute service intervals.

GPTC quick facts

FTA fund recipient type (direct/sub-recipient):	Direct
Service type:	Fixed-route bus, Paratransit
Unlinked passenger trips (annual ridership):	786,362
Vehicle revenue miles:	889,673
Vehicle revenue hours:	64,271
Passengers per hour:	15.85
Passenger miles traveled:	1,053,562
Average trip length (miles):	6.64
Direct route miles:	155
Fare:	\$1.60 for local one-way with free transfers and discounts for “seniors, disabled, Medicare” and students. \$2.25 for regional trips.

North Township Dial-a-Ride

Similarly to GPTC, the North Township Dial-a-Ride was a service that aggressively expanded into Hammond to fill the void left by the collapse of the Regional Bus Authority. While this service is a subrecipient of the Northwestern Indiana Regional Planning Commission, its day to day services are administered out of the North Township Trustee’s office, Frank Mrvan. Since the Dial-a-ride’s expansion, finding additional local investment to maintain its expanded operations has been an ongoing challenge. Currently, the Dial-a-Ride offers demand response service to all communities in North Township including, Highland, Munster, Hammond, East Chicago, and Whiting. Currently, using the service is free.

North Township Dial-a-Ride quick facts

FTA fund recipient type (direct/sub-recipient):	Sub-recipient
Service type:	Demand response
Unlinked passenger trips (annual ridership):	43,462
Vehicle revenue miles:	228,505
Vehicle revenue hours:	19,518
Passengers per hour:	4.57
Passenger miles traveled:	475,490
Average trip length (miles):	22.15
Direct route miles:	N/A (demand response)
Fare:	Free

South Lake County Community Services

South Lake County Community Services (SLCCS) has the largest geographic area of all the Lake County Providers. SLCCS primarily provides service to rural and urban communities that are not currently serviced by the other Lake County operators. SLCCS provides demand response service to Griffith, Dyer, Schererville, Merrillville, Hobart, Lake Station, Crown Point, St. John, Winfield, Cedar Lake, Lowell, and Schneider, as well as the unincorporated areas of Lake County. Like many of the other demand response providers, SLCCS is facing an aging population that has increased need to get to essential services with limited mobility. As more and more of these services are built in low-density, rural areas, outside of the urban core; operating their service becomes less efficient and more expensive furthering the ongoing need for local match. Currently, SLCCS will take residents from South Lake County into North Lake County, or Porter County, but it will not pick up residents that do not live within their service area.

SLCCS quick facts

FTA fund recipient type (direct/sub-recipient):	Sub-recipient
Service type:	Demand response
Unlinked passenger trips (annual ridership):	41,214
Vehicle revenue miles:	278,696
Vehicle revenue hours:	25,723
Passengers per hour:	1.60
Passenger miles traveled:	889,704
Average trip length (miles):	21.59
Direct route miles:	N/A (demand response)
Fare:	Free to \$7 depending on pick-up location and the age of the client

Porter County

ChicaGo Dash

The ChicaGo Dash is another transit service sponsored by the City of Valparaiso. The Dash is a commuter bus service connecting a transit station in downtown Valparaiso to the central business district in Chicago. The Dash has a single pick-up/drop-off location in Valparaiso, and three stops in Downtown Chicago, with no other stops in-between. The service is limited in its pick up and drop off times, offering four buses departing at four times in the morning, each bus making three stops in Chicago to drop off customers, before waiting until the afternoon, where each bus picks up from the three Chicago stations, returning to Valparaiso. The timetable was designed around an average workday with some flexibility to allow users to come in early or potentially stay late.

ChicaGo Dash quick facts

FTA fund recipient type (direct/sub-recipient): Sub-recipient

Service type: Commuter bus

Unlinked passenger trips (annual ridership): 61,174

Vehicle revenue miles: 120,437

Vehicle revenue hours: 2,447

Passengers per hour: 25.00

Passenger miles traveled: 3,179,741

Average trip length (miles): 51.98

Direct route miles: 104

Fare: \$8

Porter County Aging and Community Services

Porter County Aging and Community Services (PCACS) is a multi-service agency committed to alleviating the needs of people who are elderly in Porter County, however they provide transportation to anyone, providing they have the capacity. The PCACS service area begins and ends at the Porter County border.

PCACS quick facts

FTA fund recipient type (direct/sub-recipient):	Sub-recipient
Service type:	Demand response
Unlinked passenger trips (annual ridership):	20,620
Vehicle revenue miles:	187,977
Vehicle revenue hours:	14,418
Passengers per hour:	1.43
Passenger miles traveled:	171,774
Average trip length (miles):	8.33
Direct route miles:	N/A (demand response)
Fare:	\$1 one-way with subsidies for people who are elderly

Opportunity Enterprises

Opportunity Enterprises (OE) is an agency that provides multiple services to adults with physical and developmental disabilities. These services are educational, vocational, recreational, and residential in nature. Additionally, OE provides demand-response transportation services in and around Porter County. Outside of Porter County, OE extends into Hobart Lake Station, Ogden Dunes, Michigan City, Westville, Wanatah, LaCrosse, and portions of Merrillville and Gary.

OE quick facts

FTA fund recipient type (direct/sub-recipient):	Sub-recipient
Service type:	Demand response
Unlinked passenger trips (annual ridership):	87,827
Vehicle revenue miles:	361,865
Vehicle revenue hours:	25,616
Passengers per hour:	3.43
Passenger miles traveled:	1,378,044
Average trip length (miles):	15.69
Direct route miles:	N/A (demand response)
Fare:	\$7.50 one-way in Porter County \$10 outside of Porter County

V-Line

The V-Line is a service sponsored by the City of Valparaiso. The V-Line is a deviated fixed route service, meaning that while it operates on a scheduled route like a regular fixed-route service, riders may call ahead to request a deviation in the route up to $\frac{3}{4}$ of a mile. This service is provided throughout the City of Valparaiso, primarily along commercial corridors, with limited service connecting to the Dune Park South Shore Station.

V-Line quick facts

FTA fund recipient type (direct/sub-recipient):	Sub-recipient
Service type:	Fixed-route bus with deviations
Unlinked passenger trips (annual ridership):	121,675
Vehicle revenue miles:	203,401
Vehicle revenue hours:	15,136
Passengers per hour:	8.04
Passenger miles traveled:	522,452
Average trip length (miles):	4.29
Direct route miles:	60
Fare:	\$1 with discounts available to students and people who are elderly.

LaPorte County

Michigan City Transit

Michigan City Transit (MCT) is a fixed route and paratransit operator in Michigan City. The service provides four distinct routes that begin and end at the Michigan City Library, offering service throughout the City. Currently, MCT is also operating the commuter service, the Transit Triangle. The Triangle offers service between Michigan City, LaPorte, and Purdue Northwest's campus in Westville. Buying a fare in Michigan City will also allow a rider to transfer for free to the Transit Triangle.

Michigan City Transit quick facts

FTA fund recipient type (direct/sub-recipient):	Direct Recipient
Service type:	Fixed-route bus, Paratransit
Unlinked passenger trips (annual ridership):	166,086
Vehicle revenue miles:	238,782
Vehicle revenue hours:	16,680
Passengers per hour:	13.87
Passenger miles traveled:	N/A (reduced reporter)
Average trip length (miles):	N/A (reduced reporter)
Direct route miles:	N/A (reduced reporter)
Fare:	\$1 with discounts available based on age, disability status, and if the rider is a student

Transit Triangle

As of February 1st 2015, the Transit Triangle is a new commuter service linking Michigan City, LaPorte, and Purdue Northwest's campus in Westville. Before the Transit Triangle Michigan City and the City of LaPorte were essentially unlinked islands with no transit connections between each system. Through innovative partnerships with Purdue Northwest, Michigan City, LaPorte and Westville; the major population centers of LaPorte County have been linked by a commuter service. Ridership has increased since the launch of the service and recent efforts to streamline transfers between systems, lower fares, and a more efficient schedule are expected to boost ridership even further. Buying a fare on the Transit Triangle will allow a rider to transfer to any Michigan City bus route for free.

Transit Triangle quick facts

FTA fund recipient type (direct/sub-recipient): Sub-recipient (Michigan City Transit)

Service type:	Commuter bus
Unlinked passenger trips (annual ridership):	6,846
Vehicle revenue miles:	94,655
Vehicle revenue hours:	4,282
Passengers per hour:	1.60
Passenger miles traveled:	N/A (reduced reporter)
Average trip length (miles):	N/A (reduced reporter)
Direct route miles:	N/A (reduced reporter)
Fare:	\$1 with discounts based on age, and for users that also have transit passes in Michigan City or La Porte

TransPorte

TransPorte is a demand response operator sponsored by the City of La Porte. Unlike other demand response providers in Northwestern Indiana, TransPorte has the smallest geography meaning that while its service area is small it can provide faster more efficient service than the providers that cover a larger service area. TransPorte is also the first Northwestern Indiana transit operator to fully utilize low-emissions vehicles. The entire fleet of TransPorte's revenue vehicles run on propane.

TransPorte quick facts

FTA fund recipient type (direct/sub-recipient): Sub-recipient

Service type: Demand response

Unlinked passenger trips (annual ridership): 40,683

Vehicle revenue miles: 121,577

Vehicle revenue hours: 13,051

Passengers per hour: 3.12

Passenger miles traveled: N/A (reduced reporter)

Average trip length (miles): N/A (reduced reporter)

Direct route miles: N/A (demand response)

Fare: \$3.25 with discounts depending on age

Other rural providers

In rural LaPorte County there is virtually no transit. Currently, there are only two operators that receive federal funding for transit, the Social Learning Institute and Paladin. The Social Learning Institute, uses federally-acquired buses for the clients of their institute only, taking occasional trips and other outings. Paladin has a similar transportation program, and is open to the public but with extremely limited capacity for all of LaPorte county. A new private taxi service has recently started providing service to rural LaPorte County residents. "Ride With Care" primarily focuses their business on providing trips for the elderly and disabled, but are not currently offering subsidized services.

Public participation

The Identification of service gaps and regional transit needs and priorities is an ongoing process that should not stop with this planning document and needs to be revisited on an ongoing basis. Communication and input was provided by many members of the public as well as several valued partner agencies, however it is understood that this list of partners and groups of stakeholders should grow into the future. Input was solicited using both formal and informal methods. Formal input was provided through the use of steering committees, working groups, surveys, and public meetings. Informal input was provided in field visits, interviews, and one-on-ones with regional and local advocates of various affiliated causes. Communication and input was received from:

- Assisted living facilities/residents
- Disability advocates and support organizations
- Educational institutions
- Housing assistance organizations
- Independent living support organizations
- Job placement centers/programs
- Local elected officials
- Local transit operators
- Medical care providers
- Mobility managers
- Non-profit organizations
- Public housing agencies
- Senior centers/participants
- Social service agencies
- Transit users

Outreach methods



- 131 letters mailed to groups with a focus on disability and advocacy and individuals with disabilities
- 115 Libraries, assisted-living centers, worker placement offices, government/public assistance centers, medical facilities, senior centers, veterans service centers, and United Way Offices

- 3 Public meetings in Lake, Porter, and LaPorte Counties in transit accessible locations
- 33 Total participants from the public and human service agencies
- Meeting materials were available in English and Spanish
- Assisted-listening devices were available and requested
- CART services provided a live visual transcript of the meetings

- 1,200 Contacts emailed including transit operators, elected officials, transportation decision makers, human service agency contacts, and disability/independent living advocates
- 65 Human service agency contacts emailed asking for additional input

- 278 Survey responses from surveys available in print and online
- All surveys were available in English, Spanish, and braille

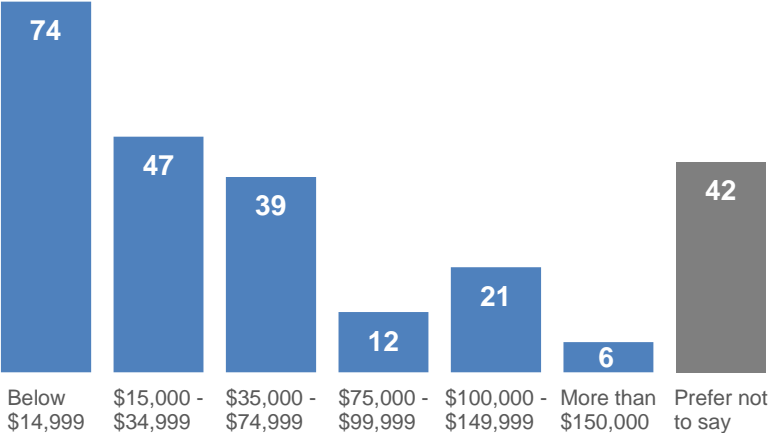
- 93 on-site visits to human service agencies
- 12 long-form organizational survey responses about professional transit coordination issues
- Regular meetings with the Coordinated Plan Steering Committee and the Transit Operators Roundtable

Outreach trends

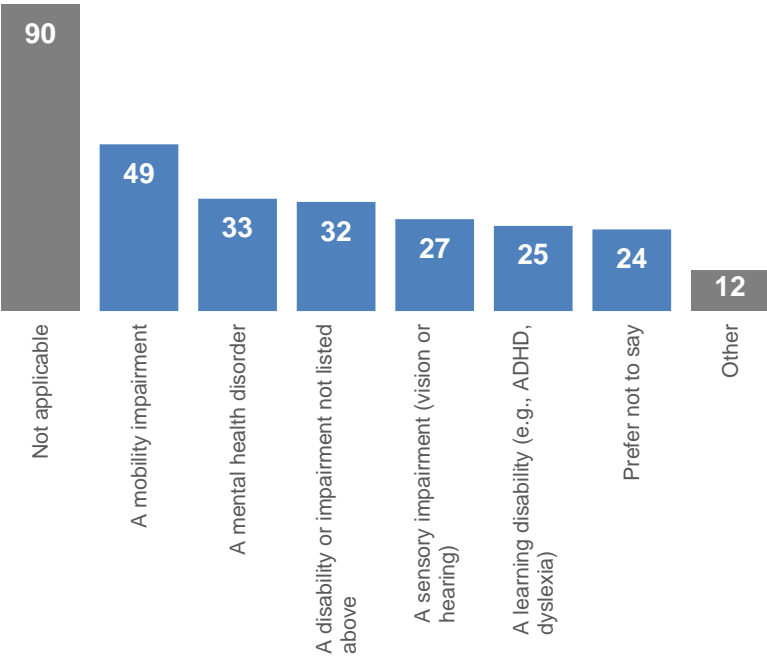
General ridership survey

Of all the 278 individuals who took the survey, most people indicated they were white (53%), low-income (26% below \$15,000), approximately half of respondents were older than 55, and 58% indicated that someone in their household was diagnosed with a disability. Approximately 66% of all survey respondents indicated that they have used Northwestern Indiana’s transit services – the most popular service the South Shore Train, but with strong representation from GPTC, East Chicago Transit, and the other transit operators.

What is your household annual income?

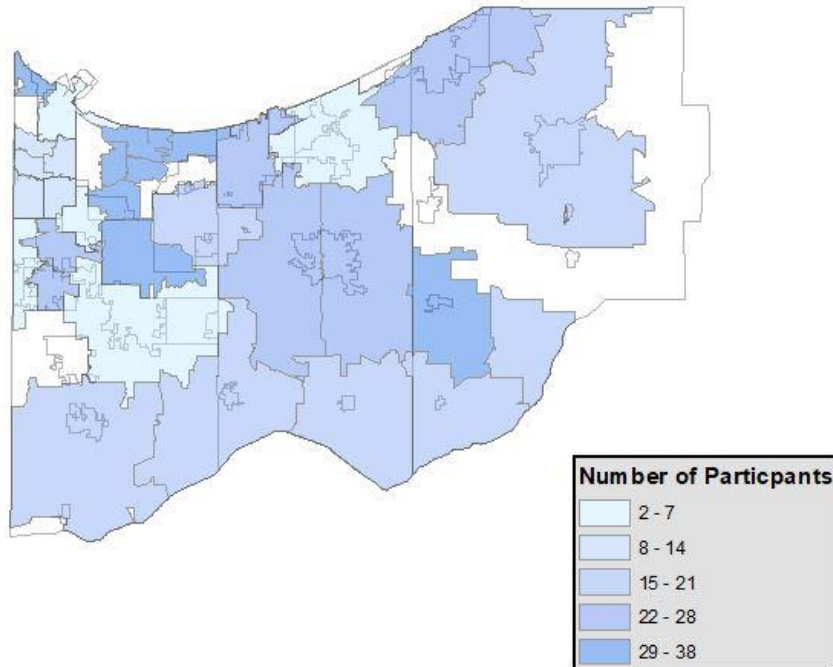


Have you or anyone in your household been diagnosed with a disability? (Select all that apply)

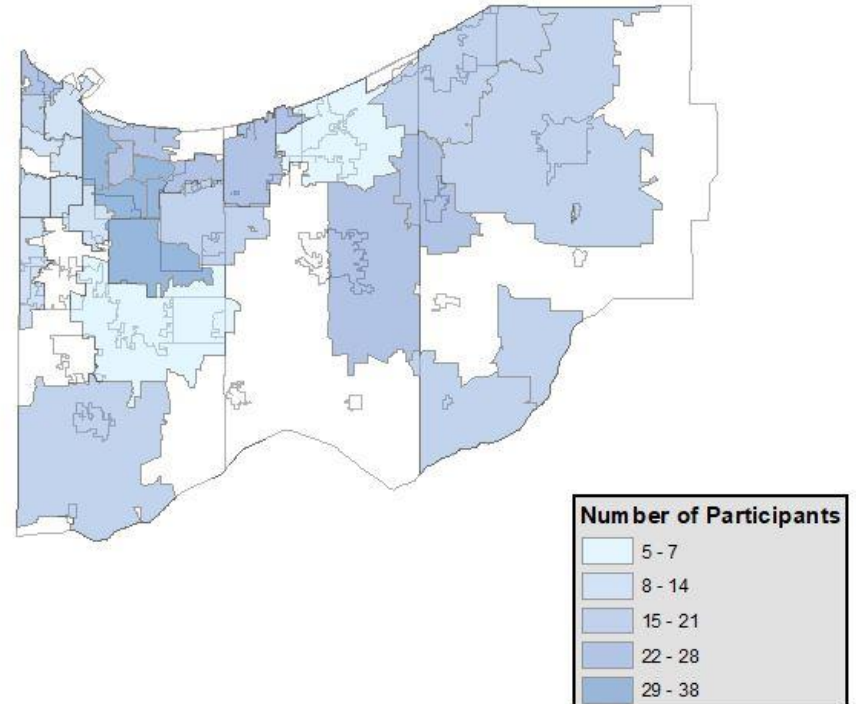


Survey respondents were also asked to provide the zip codes for their home and work locations. Concentrations of respondents took the survey from North Lake County municipalities including, Gary, Whiting, and Merrillville; with other concentrations across the region. Participants who indicated they worked, were employed primarily in Gary, Griffith, Merrillville, and the East side of Valparaiso.

Survey Participant's Home Zip

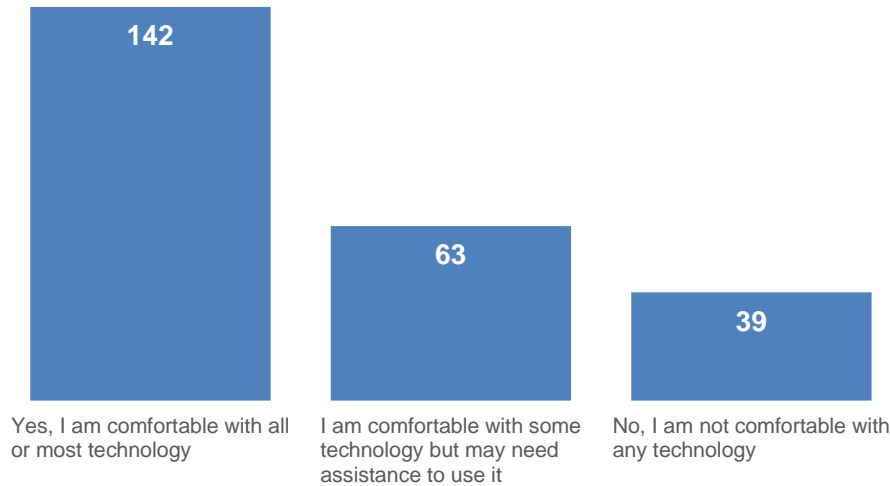


Survey Participant's Work Zip Code

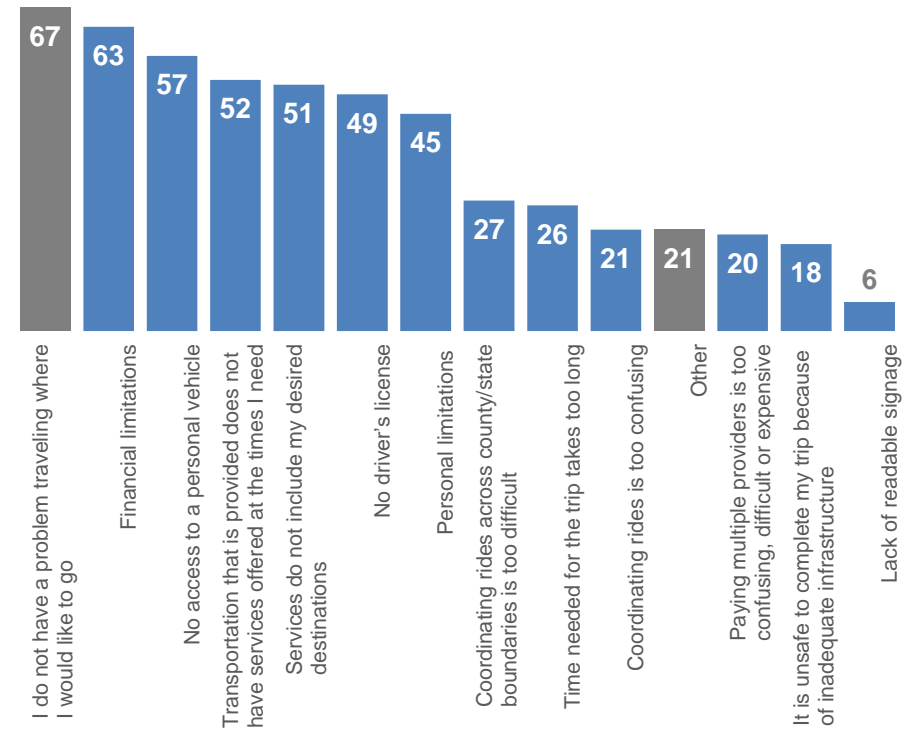


While most survey respondents indicated that their experience was overall or mostly positive (72%), many people indicated obstacles with transit that limited their access to where they wanted to go. If an individual does not have immediate access to a personal vehicle because of physical, financial, or other limitations; then crossing county lines becomes nearly impossible, or coordinating rides between providers to link trips is too confusing or expensive.

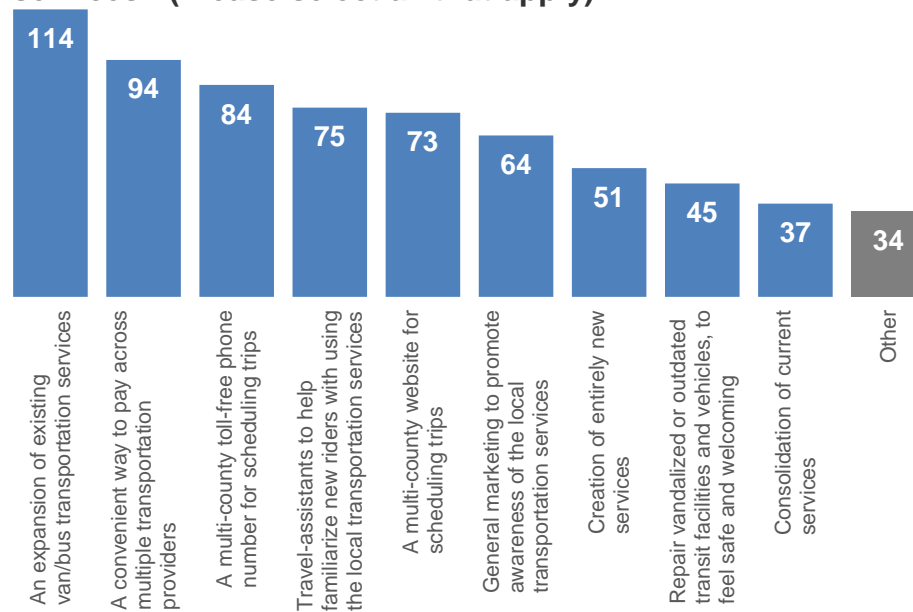
Are you comfortable using technology (for example, a fax machine, smartphone, or computer) to learn about or schedule public transportation?



What are the biggest obstacles to where you would like to go? (Select all that apply.)



What improvement do you think would be of the greatest benefit to users of public transportation services? (Please select all that apply)



Other individuals who would like to use transit services, but do not, indicated that they cannot get to the locations they want or that simply finding out about existing services is too difficult. Another consistent theme throughout the various methods of outreach was that rides often require too much time to reserve in advance, and when the ride is eventually scheduled it takes too long to get to the destination.

In terms of transportation improvements, respondents were asked what times of day they need to travel. The following chart is a summary of their responses. Across the top of the chart are the days of the week, along the left-hand side are various three-hour timeslots across the day. Participants were asked to check the boxes that indicate when they needed transit services. The fields in green are the highest indicated, while the fields in red are the lowest. The value in each cell is the number of people who indicated that time and day of the week they typically needed to travel. It is no surprise that the most desired travel times are from Monday through Friday, from approximately 6:00 am to 6:00 pm, although many respondents also indicated the 6:00 pm to 9:00 pm timeslot as a priority. Relatively few people indicated they wanted late-night service, after 11:59 pm. However, a number of respondents indicated they need to travel on the weekends.

Transit service time needs identified by survey respondents

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
9am – 9am	37	82	76	83	79	78	52
9am – 12pm	44	71	65	70	65	70	57
12pm – 3pm	39	60	59	58	58	57	52
3pm – 6pm	41	67	64	67	66	64	50
6pm – 9pm	37	51	51	51	52	53	48
9pm – 12 am	25	28	28	28	28	32	35
12am- 3am	16	21	22	21	20	24	30
3am – 6am	15	18	20	20	20	22	24

Currently, all of the demand-response providers are in line with the times and days of desired service indicated by the survey. Of the demand response providers, a stand out provider that offers service during the extra 3:00 – 9:00 pm timeslot is Transporte, however

most other providers only offer service until 5:00 or 6:00 pm. Large portions of Lake County do not have consistent service after 3:00 pm.

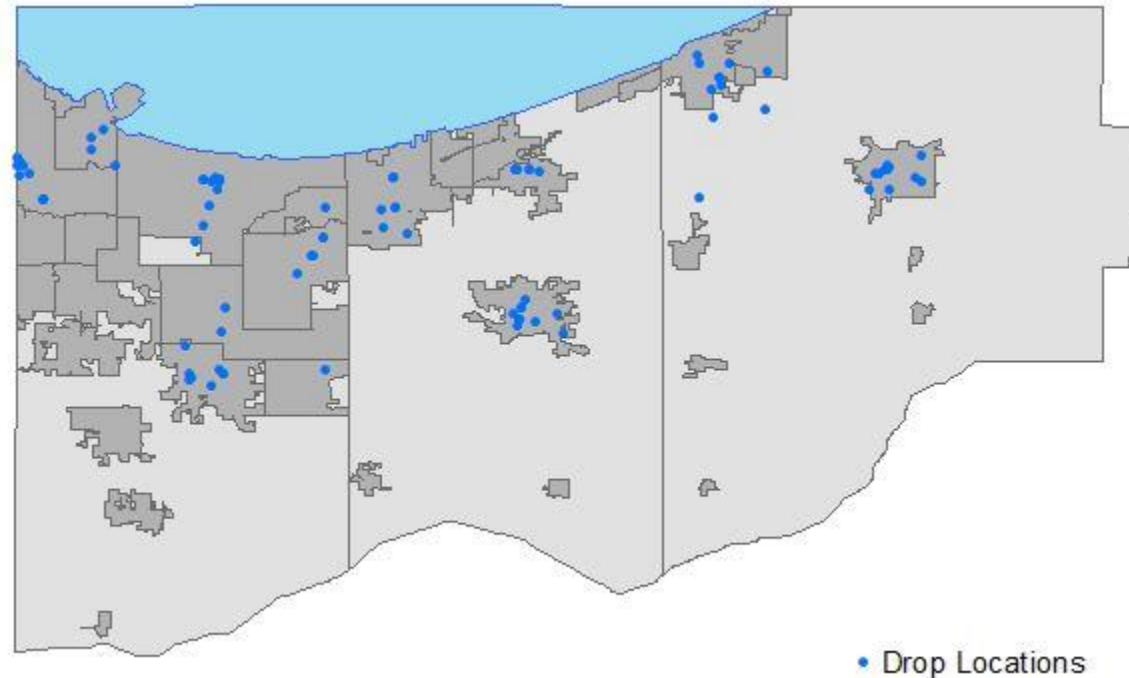
Overall, survey responders want an expansion of existing services (approximately 41%). Respondents also indicated that universal access passes, a multi-county dispatch network, educational transit-assistants, and the ability to schedule a ride from a multi-county network of from a website would all be a great benefit to transportation services. While many decision makers shy away from technological solutions for fear of alienating individuals who may be intimidated by technology, the majority of participants (73%) indicated they were comfortable with at least some technology.

Organizational survey

In addition to the survey intended for the general public, NIRPC also released a survey designed to solicit feedback directly from professionals who work in the human services field. Unlike the general public survey, the organizational survey was long-form and encouraged professionals to comment on transit issues primarily related to arranging transportation on behalf of others. The responses from this survey primarily indicate that many human service agencies do not always have a comprehensive understanding of the transit options available to their clients. Information about systems outside of their immediate geography is limited, and like many of the general survey participants, coordinating rides across county lines is nearly impossible.

One area of particular interest was related to individuals who require dialysis treatment. Dialysis requires frequent, multi-week trips to and from dialysis centers. Social workers employed by dialysis centers are often responsible for arranging transportation for their patients, and find many obstacles in getting their patients to and from their facilities. Many dialysis patients often have other medical conditions that inhibit their ability to walk, or transport themselves to and from their treatment. Unless both the patient and the dialysis facility are both on a fixed route transit service with complementary paratransit, their only options are to use a demand-response provider or book service through the state Medicaid dispatcher, Southeastrans.

Demand-response providers typically provide “curb-to-curb” service, meaning a driver will not enter a patient’s home to assist the patient in getting into the vehicle. Additionally, if the patient requires a medical assistant or family member to travel with them, demand

On-site visits and paper survey drop locations

response providers are obligated to charge the assistant with a fare. This can quickly become too difficult or costly for riders with advanced medical conditions. Southeastrans was frequently cited as a difficult service to coordinate with. Many regional operators indicated that coordinating with Southeastrans was too difficult, too expensive, or too inefficient to continue to take Medicaid trips.

Currently, only two public transit providers, continue to work with Southeastrans, Paladin and Opportunity Enterprises. For other human-service professionals, Southeastrans was indicated as not dependable and inflexible. That patients were frequently late in dropping off patients or picking them up. Dispatchers are slow to respond to ride requests, and often have a poor attitude. Unfortunately, for an individual that requires frequent medical transportation and is low-income, the state Medicaid dispatcher is the only service option they can utilize to maintain their health.

Public meetings

The public meetings had a lot of variation in their feedback depending on location. For instance, the public meeting in Gary focused a lot of discussion on issues with fixed route transit from GPTC and the South Shore Train, and public meetings in less urban areas like Valparaiso, focused on increasing access to unincorporated communities and demand response needs.

A common thread throughout the public meeting process was communication about transit issues. Participants indicated that traditional methods used for communicating issues about transit or coordination are often ineffective. More effort should be given in providing information about the meetings further in advance than what is typical for other public meetings. Additionally, public meetings are not necessarily the best way to allow transit riders to participate in future planning efforts.

Individuals that rely on transit for 100% of their travel often have limited availability for making another trip to attend a meeting - even if the meeting is held after typical working hours in a transit accessible location. Participants indicated that utilizing social media, and other online resources to not only advertise the meeting, but to livestream meetings where participants can weigh in online. Data resources can also be more accessible, so that the general ridership of a service can find out more about statistics on the transit system, schedules, policies, instant messages about service changes and schedules, and other relevant policies and figures.

Most importantly, public participation should be solicited where people are: in transit facilities, on transit vehicles, in public housing, and other places associated with affected population groups. These considerations should all be made while recognizing that older residents may not have the same level of comfortability with technology.

Participants in the public meetings also put emphasis on the fact that transit does not begin and end on a vehicle. Infrastructure connections to transit facilities are an essential part of the network. Sidewalks, trails, bus stops are essential, especially to persons with disabilities. Where an individual without a physical disability may be able to traverse a broken-up sidewalk, or quickly leave a bus stop that does not feel safe; individuals with mobile impairments do not have the same freedoms.

Additionally, transit operators and municipal decision makers should consider additional accessibility features when planning pedestrian infrastructure. Likewise, NIRPC and Northwestern Indiana's federal and state partners should allocate more funding to making pedestrian infrastructure more accessible, utilizing universal design standards. Participants mentioned specifically funding for additional curb cuts, sidewalk repair, pedestrian crossing buttons that do not require a push-button, audio and visual crossing assistance, automated stop announcements for the visually impaired, enhanced access for persons with disabilities on the South Shore Train, additional lighting at station stops, and funding to prioritize and implement local ADA transition plans.

Similarly to the other outreach methods, the public meetings also indicated that connections between transit systems is lacking. Even in North Lake County where many transit operations overlap geographically, coordination from one service to another is difficult. Meeting participants indicated they need more coordination between local fixed route operators and the South Shore Train schedule, so less time is spent waiting at a train station, after already waiting for a bus. The Chicago suburb transit service, Pace bus, makes some stops in Lake County, but connections to the service are few. Likewise, commuter services such as Valparaiso's ChicaGo Dash, pass through North Lake County, but do not stop, and connections between demand response providers are difficult to coordinate. Even though there are many transit options in North Lake County, the fare policies between each system are inconsistent and linking trips together can be difficult and expensive.

The Pace bus service is the primary transit operator servicing the suburbs surrounding Chicago. The Pace network provides a variety of transit services to connect the suburbs of Chicago to each other as well as the city itself.

Rural transit providers like the Social Learning Institute and Paladin, do not apply for transit funding through MPOs. Their federal funding is allocated from the State of Indiana. Neither the Social Learning Institute or Paladin are NIRPC subrecipients, and have much smaller operations by comparison. However, these organizations may use this plan to assist in their ongoing mission, and securing funding.

Rural communities also have poor connections between transit systems. In most of South Lake County there is only one transit provider. In Porter County there are there are two operators, and in LaPorte County rural communities there is virtually no transit. Currently, there are only two operators that receive federal funding for transit, the Social Learning Institute and Paladin. The Social Learning Institute, uses federally-acquired vehicles for the clients of their institute only, taking occasional trips and other outings. Paladin has a similar transportation program, and is open to the public but with extremely limited capacity for all of LaPorte county. Paladin frequently runs into the same problems with Medicaid billing and Southeastrans as was mentioned previously. While demand-response transit is valuable, especially for individuals with disabilities and people who are elderly, it is limited in its ability to cross county lines, and can be inflexible.

Urban communities with established fixed route stations indicated that the maintenance of vehicles and passenger facilities is often lacking. Even when brand new bus stops are installed, it does not take long for the stops to become defaced, vandalized, or simply fall out of repair. More consideration should be given to regular maintenance of these assets in addition to securing new facilities. A poorly maintained bus stop provides the assumption of a facility being unsafe, even if it truly is not so. Safety and the perception of safety is very important for continued use of transit in the region.

Across all three public meetings, individuals recognized the need for services that are more efficient during more times of day. Riders want to be on the bus for less time, and want service into the evenings and over the weekends. Access to public housing; medical facilities; essential services for people who are elderly, disabled, or low income should be prioritized while also recognizing that all people should have access locations that enhance all aspects of their lives – not just essential services. Operators and human service professionals cannot lose sight of the fact that while access to these places is a priority, it does not complete an individual's transportation needs. Likewise, every public meeting emphasized the importance of connecting vulnerable populations: people who are elderly, people who live in disadvantaged communities, people who live in public housing, people who are veterans, and people who have disabilities.

Emphasis was also placed on the fact that the community of people with disabilities who are of working age, want to work and need public transportation to get to their jobs. Additionally, their lives do not begin and end with needing transportation to essential services. Transit providers should try to make sure that their schedules accommodate recreational trips to movie theaters, outdoor recreation locations, retail shopping districts, and other locations. Times can be restrictive on this group as well. If a transit service shuts down at 5pm on Friday, there are few remaining options for an individual with disabilities to visit with friends and family over the weekend.

At every public meeting concern was raised about transit funding. Every community wants more access to more federal funds to expand existing transit services. Additionally, the need for local match continues to be an issue for nearly every transit provider in the region. In order to leverage more federal funding, local funds have to be raised to match the federal funds on a 50/50 or 80/20 ratio. The lack of a dedicated regional local

funding source has continued to stunt the growth of cohesive regional transit network.

Additionally, nearly every operator is feeling the demand for transit increase as more and more medical facilities are built on the urban periphery. Hospitals, dialysis centers, medical facilities, service centers, shopping centers, and other critical institutions are often built outside of the urban environment, where populations are the densest and into sprawling suburban and rural locations. This development pattern means longer trips for fixed route and demand response providers, longer wait times, and more deadhead time. Coordination between transit and human service agencies mean coordinating early, at the physical planning level. Gaps in transit service because a medical facility or other critical service moved outside of a transit service area, should be filled with the assistance from human service provider.

Data trends

Most of Northwestern Indiana's population lives within some kind of transit service area. Nearly all of Lake and Porter Counties are covered by a fixed route or demand response provider. LaPorte County's two largest population centers are covered by transit, but leave most of the county's land area unlinked to the rest of the system except by very limited rural providers. The table on the next page indicates the amount of people in the region who are elderly, who have a disability, and who are low-income that are currently serviced by a transit provider.

Status of transit service access by various populations

	Elderly (65+)		Individuals with a Disability		Low-income		Total	
Within Total Service Area	99,293	89%	92,270	93%	120,822	94%	716,687	93%
Outside of Total Service Area	11,881	11%	7,169	7%	7,538	6%	51,020	7%
Total	111,174	100%	99,439	100%	128,360	100%	767,707	100%

As indicated, 93% of Northwestern Indiana's total population is within a transit service area, including 89% of all people in the region who are elderly, 93% of people who have a disability within the region, and 94% of individuals who are low-income. At first glance, this

information appears to indicate that most residents are well-connected by transit. However, a deeper understanding of the type of transit that is available would indicate that simply is not true.

Status of transit service types by various populations

	Elderly (65+)		Individuals with a Disability		Low-income		Total	
Fixed Route with complementary paratransit	35,761	32%	40,183	40%	58,173	45%	274,325	36%
Demand Response	86,064	77%	78,118	79%	100,931	79%	628,352	82%
Deviated Fixed Route	5,511	5%	3,601	4%	5,729	4%	42,384	6%
Commuter Bus	5,740	5%	4,586	5%	9,322	7%	42,138	5%
Commuter Rail	13,222	12%	15,026	15%	23,061	18%	103,538	13%

When the transit network is divided into service type, some of the obstacles facing region residents begin to take shape. As indicated earlier, fixed route services with complementary paratransit, offers more freedom to individuals who rely on transit than demand response alone. However, only 36% of the region is within a fixed route service area with complementary paratransit. While the majority of region residents are within the service area of demand response providers, approximately 82%, demand response cannot offer the same level of freedom and access as paratransit providers can. This is not intended to undersell the importance of demand response transit. These operators provide valuable services to individuals who would be otherwise isolated, however demand response providers can only offer limited rides, at limited times of day, and often must be scheduled several days in advance. This provides very little to the user in terms of access to everyday employment, or flexibility, and spontaneity in their everyday lives.

Unfortunately, the limitations of the transit network are also clear when considering the time of day that service is available. Wide coverage of transit over a geographic area has limited impact when the hours of service are constricted. The following tables indicate the current availability of service depending on time of day and if the service offered is during a weekday or a weekend. With only some exceptions, most demand response providers offer service until 5pm. Porter County Aging and Community Services offer service until 6pm, and TransPorte offers service until 9pm. South Lake County Community Services core

hours are between 9am and 3pm with some limited flexibility to pick up before and after. Additionally, most providers do not offer any weekend service at all.

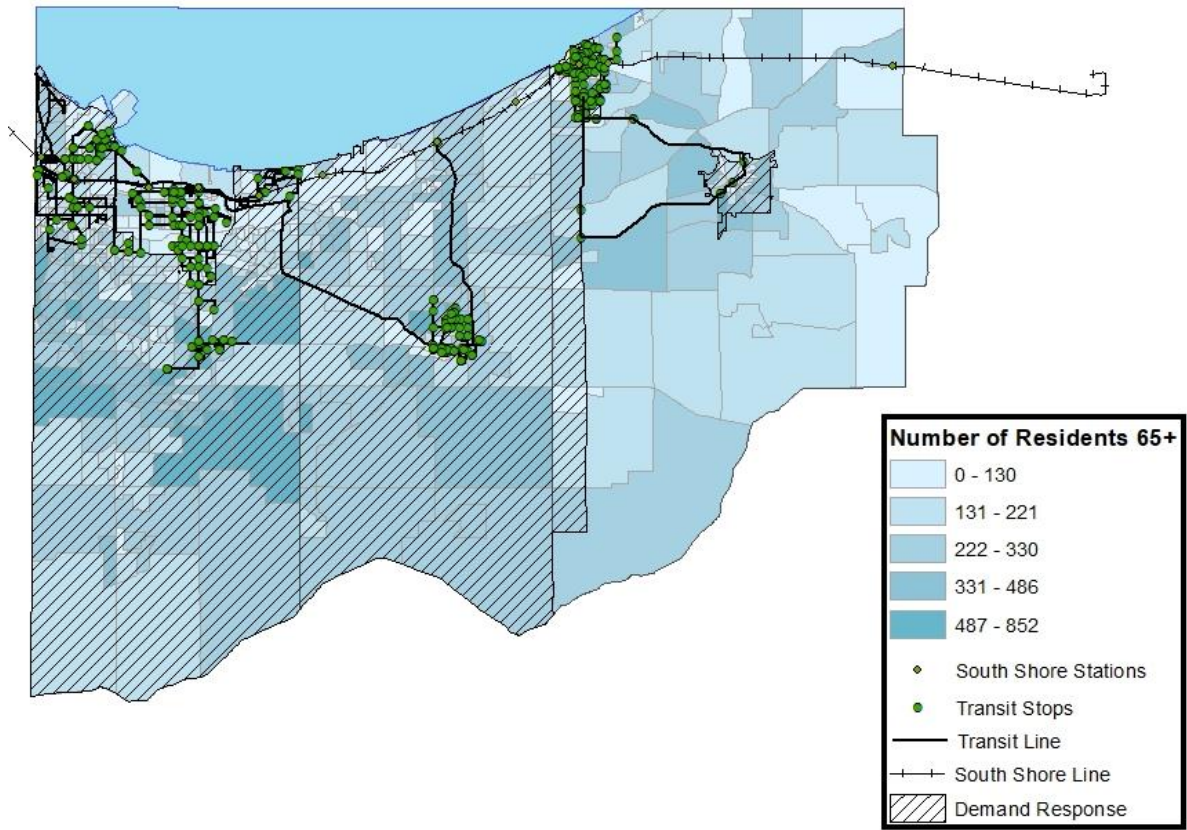
Status of transit service hours

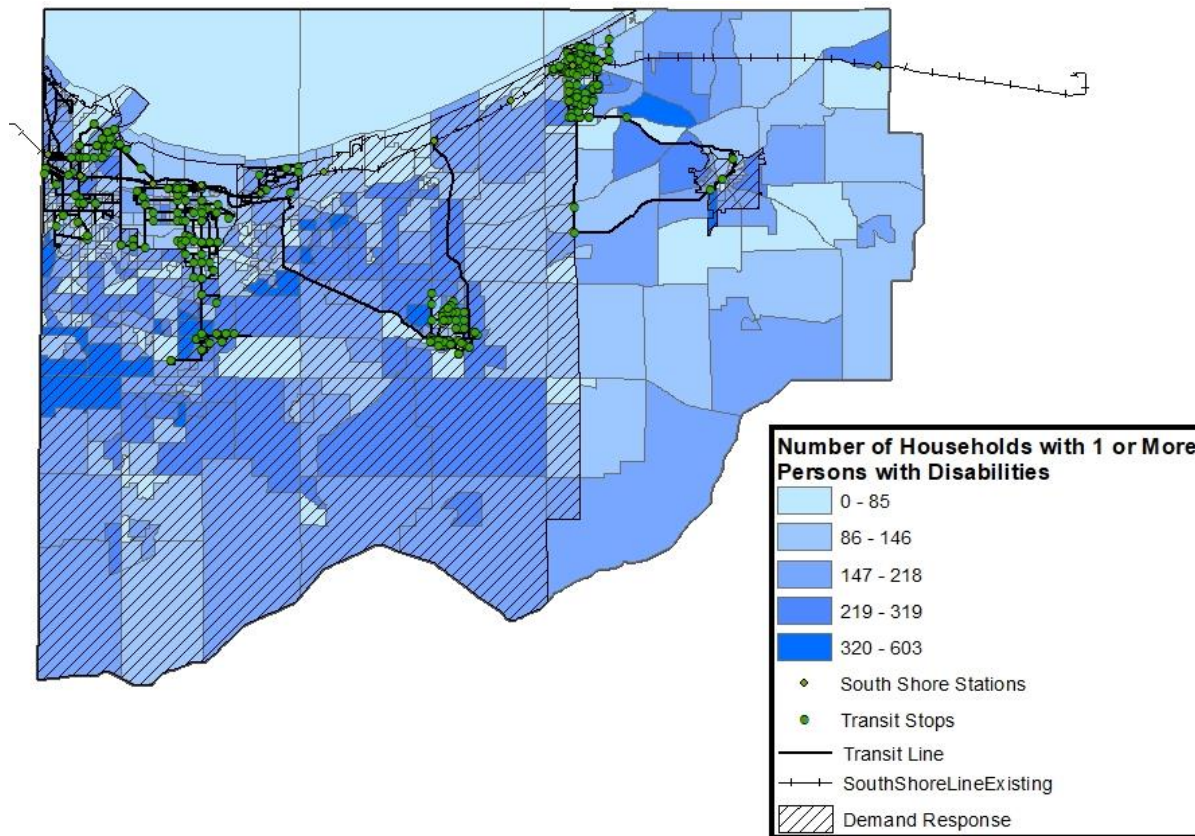
Service Type	Operator	Weekday	Hours
Demand response:	North Township	7:00am – 5:00pm	10
	Opportunity Enterprises	7:00am – 5:00pm	10
	PCACS	6:00am – 6:00pm	12
	SLCCS	9:00am – 3:00pm	6
	TransPorte	6:00am – 9:00pm	15
Fixed, deviated, and commuter:	East Chicago	5:55am - 8:40pm	16
	GPTC	5:30am - 9:00pm	15.5
	Dash	5:50am - 7:15pm	11.25
	Michigan City Transit	6:30am - 6:00pm	12.5
	NICTD	4:00am – 2:30am	22.5
	Transit Triangle	6:00am - 5:30pm	11.5
	V-Line	6:15am - 10:15pm	16.25

Service Type	Operator	Saturday	Hours	Sunday	Hours
Demand response:	North Township	N/A	0	N/A	0
	Opportunity Enterprises	N/A	0	N/A	0
	PCACS	N/A	0	N/A	0
	SLCCS	N/A	0	N/A	0
	TransPorte	8:00am – 4:00pm	8	N/A	0
Fixed, deviated, and commuter:	East Chicago	9:00am – 4:30pm	7.5	N/A	0
	GPTC	8:00am - 7:00pm	8	N/A	0
	Dash	N/A	0	N/A	0
	Michigan City Transit	8:30am - 6:00pm	9.5	N/A	0
	NICTD	5:30am – 2:30am	21	5:30am – 2:30am	21
	Transit Triangle	N/A	0	N/A	0
	V-Line	6:15am - 10:15pm	16.25	8:00am – 12:00pm	4

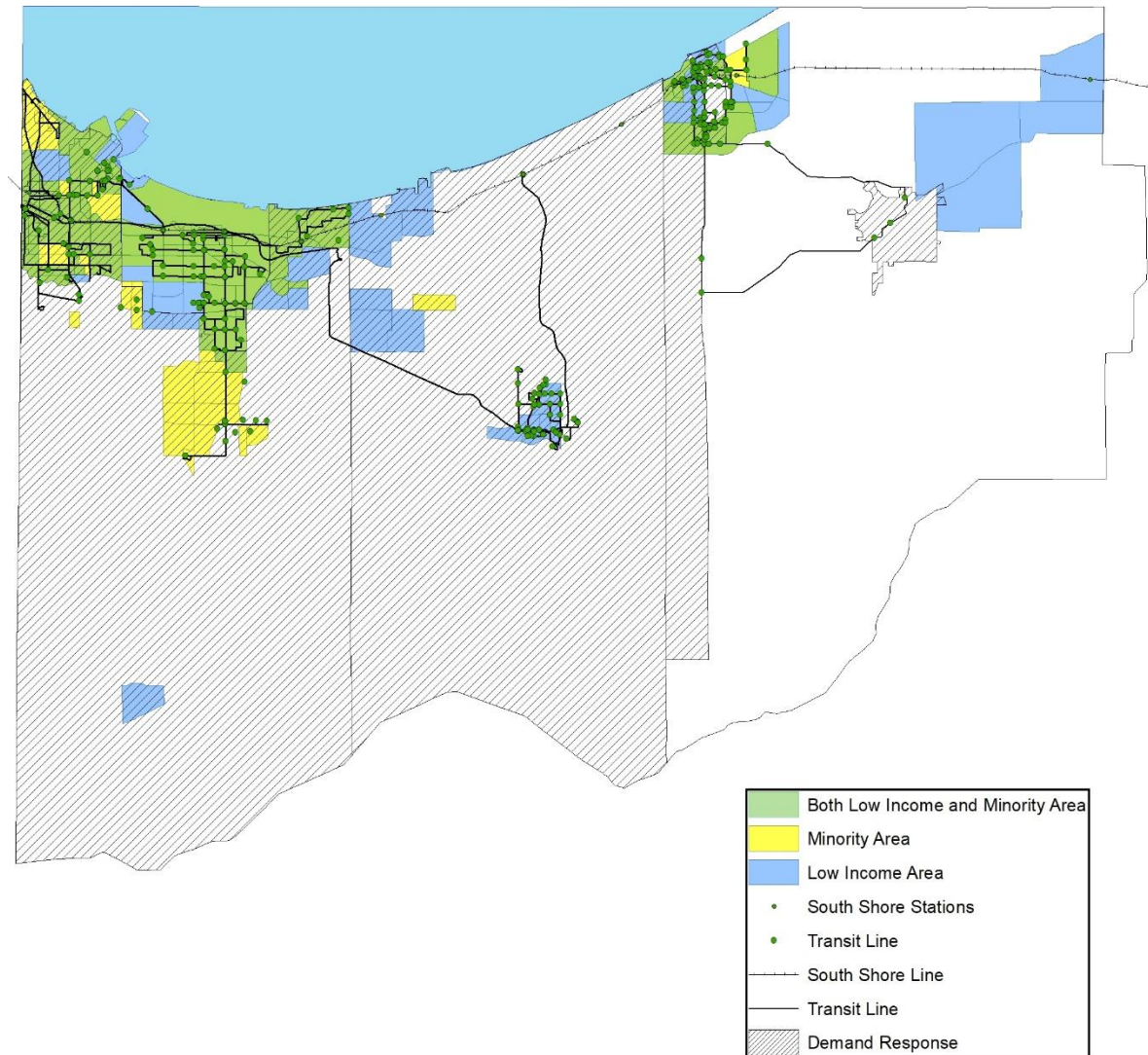
In terms of other access, as mentioned previously, certain populations in Northwestern Indiana are more likely to rely on transit, and their connections to the transit network are of paramount importance. These populations include individuals who are elderly (below), have a disability (page 37), live in a disadvantaged area (page 36), or have limited access to food (page 39).

Transit access for NWI elderly population



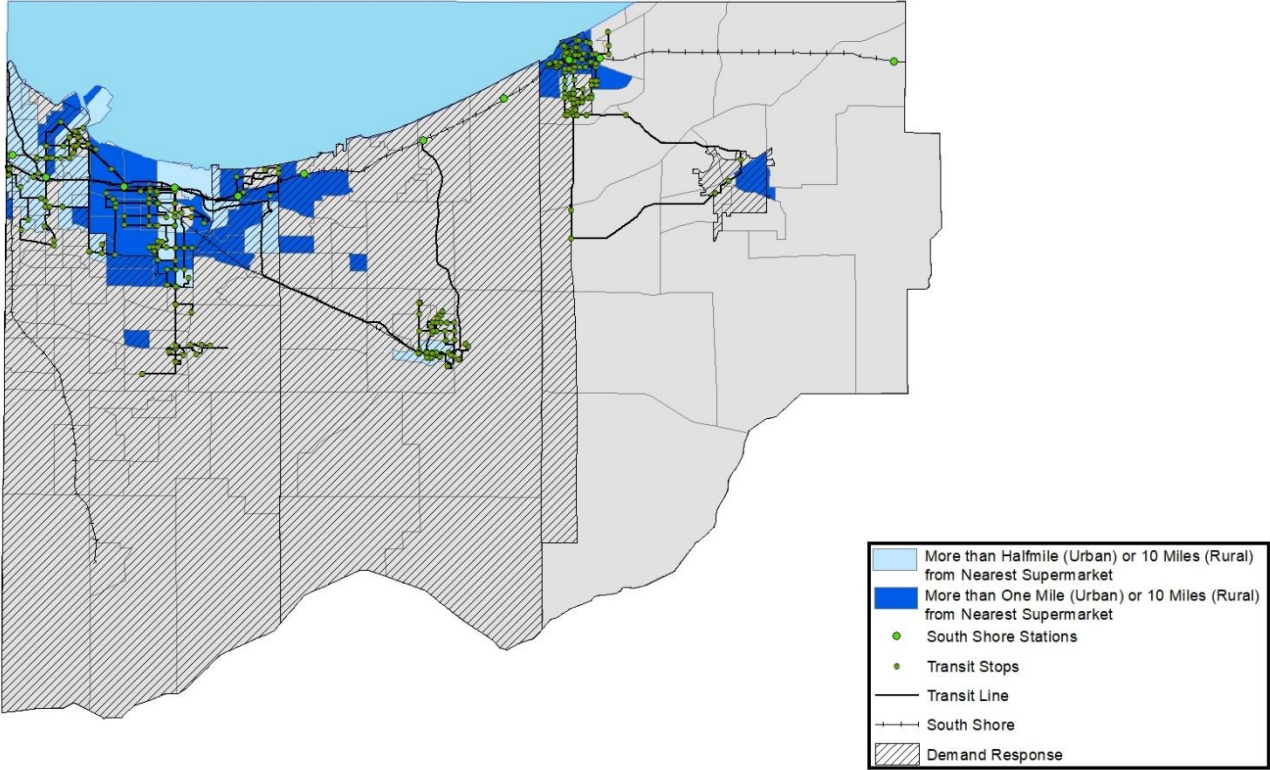
Transit access for NWI population with disabilities

Transit access for NWI EJ communities



Because of Northwestern Indiana’s growth pattern, it is becoming more and more difficult to keep disadvantaged populations connected. When looking at individuals who are elderly, frequently assisted living facilities or nursing homes are often built in the suburban space outside of dense urban communities. As indicated on the map, “Transit access for NWI elderly population” and “Population with disabilities,” the highest concentrations of individuals who are elderly and individuals with disabilities are outside of the core service area for transit providers. Developers and human service agencies will build large-scale housing projects for these residents, and when tenants begin to occupy the space, request transit services for their clients. This puts a lot of pressure on the transit network. For

Transit access in NWI food deserts



demand response providers it means more time between trips and more travel time for riders. For demand response it means more revenue miles and longer trips as well.

In communities like Valparaiso, an overlap of transit services does not mean duplicating service. In instances like this, demand response providers take a role in moving individuals to and from municipalities, while the local demand response service connects them to the inner-city trips that they need during their stay. By adding fixed route service in communities that are dense enough to accommodate fixed route, it alleviates the need for demand response providers and allows the entire system to function more efficiently. However, continuing to build outside of the urban core undermines efficiency.

Northwestern Indiana is not without its shortage of disadvantaged areas. NIRPC uses federal guidelines to define these areas as “Environmental Justice” (EJ) areas. EJ areas are communities where there is a large concentration of people who are an ethnic minority, people who are low-income, or both. Historically, these communities have been left out of the conversation concerning transportation investments. NIRPC and the federal government use metrics surrounding EJ areas to ensure that new transportation investments do not disproportionately burden these communities.

In terms of transit access, to EJ communities, most EJ communities are connected to the network. The fixed route services in Lake County, run throughout the EJ communities. However, the connections from these communities into areas of opportunity, job centers and other key locations is lacking. Additionally, low-income areas in South Lake County, North Porter County, and East La Porte County are not connected at all. These communities solely rely on demand response transit, which has limitations.

Lastly, large portions of Northwestern Indiana have limited access to grocery stores. The map on page 39 indicates how transit operators provide access to areas that are designated as a “food desert.” Similarly, to the EJ communities; fixed route providers travel in, out and through food deserts; and demand response providers have a blanket service area that overlaps with food deserts; however individual connections to grocery stores and other sources of fresh produce are unclear. Some transit operators, like GPTC are actively working to bring fresh food to transit riders. GPTC hosts a farmer’s market at some of its station stops so riders can peruse fresh goods while waiting for a ride. Strategies like this, as well as other connections to food should be considered when planning transit.

➤ *Food deserts are defined as a low-income urban or rural community that lacks adequate access to fresh, healthy and affordable food.*

Service gaps and regional needs

Service gaps

- Evening service
- Weekend service
- Rural LaPorte County
- Access between transit operators
- Access between municipalities and counties
- Accessible pedestrian infrastructure to allow for safe access to transit

Regional needs

- Create service efficiencies to make transit more available
- More local investment in regional transit
- More flexible service to more times of day
- A density threshold to prioritize either fixed route or demand response service
- Increased service across county and municipal boundaries
- Increased coordination to more efficiently link service across transit operators
- Expansion of paratransit services
- More pedestrian connections
- Enhanced communication about transit issues to the public
- Consistent language and terminology in operator schedules and websites
- Better coordination between regional transit providers and Southeasterns
- Increase the accessibility of public meetings, meeting materials, and other important communications
- Easier opportunities for the public to arrange transportation
- Easier opportunities for the public to coordinate between transit operators
- More access to fresh quality food
- More connections to priority populations, such as:
 - People living in environmental justice communities
 - People living in food deserts
 - People who are elderly
 - People who are low-income
 - People who are disabled

- People who are veterans
- Increased service to critical locations, including:
 - Job Centers
 - Medical facilities, including dialysis centers
 - Service providers/Human service organizations
 - Educational institutions
 - Grocery stores
 - Recreational areas
 - Shopping districts

Strategies to coordinate transit

Concurrent to the development of this document, NIRPC is developing its long-range planning document, the [NWI 2050 Plan](#). NIRPC, in collaboration with the public, has developed four vision statements and four plan focus areas. Each vision statement captures an idealized future that Northwestern Indiana residents want to see realized by the year 2050. Each vision statement is linked to the plan focus areas. By combining these two ideas NIRPC developed a series of “critical paths.” The critical paths were preliminarily endorsed in July 2018 and will guide NIRPC future investments and planning.

Some critical paths are more closely related to coordinated transit planning than others. On page 43 is the matrix detailing the strong direct relationships between the critical paths and coordinated transit planning in dark green. The light green critical paths indicate an indirect relationship. The critical paths not highlighted indicate no relationship. Strategies for improving and coordinating transit are provided using the direct and indirectly linked critical paths.

The strategies identified on pages 43-51 will require active and robust partnerships throughout our region including the transit operators, local governments, counties, non-profits, human service providers, advocates and more. No single actor or agency can accomplish all that is suggested or needed. All future activities must be continuing, cooperative, and comprehensive as required by federal metropolitan planning regulations under the [“3C planning process.”](#)



The long-range transportation plan is a federal requirement for all MPOs. All long-range transportation plans are required to have a 20-year planning horizon to serve as the foundation for other transportation programming. Most long-range transportation plans have a 20-year planning horizon, but NIRPC’s 2050 Plan has a 30-year horizon to better integrate with Chicago’s “On To 2050” plan.



The [3C transportation planning process](#) states: planning must be maintained as an ongoing activity and should address both short-term needs and long-term vision; the process must involve a wide variety of interested parties; and the process must cover all aspects and be consistent with regional and local plans.

NWI 2050 Plan visions, plan focus areas, and critical paths

	Connected NWI / <i>NWI's people have accessible, safe, and equal opportunities for working, playing, living, and learning.</i>	Renewed NWI / <i>NWI's urban and rural centers are places people want to come to and live in, and our environment is safe and healthy.</i>	United NWI / <i>NWI's diversity is celebrated, and we work together as a community across racial, ethnic, political and cultural lines for the mutual benefit of the region.</i>	Vibrant NWI / <i>NWI's economy is thriving, our people are well educated, growth is planned, and natural and agricultural areas are valued and protected.</i>
Economy + place / <i>Focusing on NWI's economy and quality of place</i>	Update land development policies and strategies to emphasize accessibility between people and opportunities.	Maximize growth in existing centers to enhance civic and economic life and to protect natural areas and farmland.	Collaborate regionally to welcome a diversity of people and talent to achieve mixed and balanced growth.	Promote initiatives and policies to ensure healthy living, sustainability, quality of life, and prosperity.
Environment / <i>Focusing on NWI's environmental quality</i>	Connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.	Clean and protect the air, land, water, and natural habitats to sustain and enhance the environment's safety and health for all.	Build region-wide coalitions to advance environmental sustainability for the benefit of future generations.	Endorse innovative energy and environmental strategies to achieve a balance that protects diverse and unique ecological treasures while fostering a sustainable economy.
Mobility / <i>Focusing on NWI's transportation choices</i>	Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.	Improve roadway, bicycle, sidewalk, and transit networks to revitalize existing urban and rural centers and enhance equity.	Prioritize transformative investments to elevate the position of the region and to attract a diversity of residents and high-quality economic opportunities.	Adopt technological innovation that enhances the safe and fluid movement of people and goods to enable a flourishing economy.
People + leaders / <i>Focusing on NWI's people and community leaders</i>	Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.	Focus educational and workforce development initiatives on expanding skills that the modern economy requires.	Foster better communications, cooperation and coordinate to bring people together across the lines that divide us.	Embrace a dynamic, diversified and sustainable economy that attracts and retains talent, enhances quality of life, and increases personal and household income.

Connected NWI

Economy + place: update land development policies and strategies to emphasize accessibility between people and opportunities.

- Encourage compliance and execution of locally-developed ADA transition plans
- Allocate funding to allow more resources to implement locally-developed ADA transition plans
- Build sidewalk and trail connections throughout residential areas and into downtowns, job centers, and transit networks
- Use universal design standards when developing new pedestrian infrastructure
- Use universal design standards when developing new transit infrastructure like bus stops and signage
- Keep transit and pedestrian infrastructure well-maintained and well lit
- Encourage human service and medical agencies that move outside of the urban core to contribute to local match if they want to continue to use transit services

Environment: connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.

- Prioritize linking individuals with parks, beaches, and other outdoor green spaces and recreational facilities

Mobility: complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

- Encourage and prioritize transit expansions that cross municipal and county lines
- Encourage coordination between operators to link across county and municipal lines where possible, including designated pick up and drop off points between providers, dispatch sharing, and other strategies

People and leaders: commit to removing barriers and obstacles to guarantee equal and accessible opportunities.

- Continue to encourage and prioritize funding for projects that eliminate barriers to safe accessible transit, including projects that improve and go beyond ADA compliance

Renewed NWI

Economy and place: maximize growth in existing centers to enhance civic and economic life and to protect natural areas and farmland.

- Continue to encourage density
- Prioritize fixed-route service with complementary paratransit in areas with enough density to accommodate the service
- Prioritize demand-response service in areas that lack the density to support fixed-route with complementary paratransit

Mobility: improve roadway, bicycle, sidewalk, and transit networks to revitalize existing urban and rural centers and enhance equity.

A transit system that truly enhances equity needs to allow the same freedom of movement as the population in Northwestern Indiana that exclusively drives.

- Prioritize transit expansions that can allow a typical work day, with some flexibility (6am – 9pm)
- Prioritize transit expansions that decrease wait times
- Prioritize transit expansions that add availability during the weekends
- Prioritize transit expansions that increase flexible use of restaurants, shopping centers, movie theaters, and other recreational amenities

People + leaders: focus educational and workforce development initiatives on expanding skills that the modern economy requires.

- Prioritize transit expansions to job centers
- Encourage employers to consider transit as a viable method to get their employees to work
- Encourage employers to offer flexible shift start times to allow more flexibility for transit users
- Encourage employers to contribute to local share to expand transit to job centers
- Work with educational institutions to use existing public transit operators to offer campus transportation services instead of paying for the service themselves
- Encourage educational institutions to purchase universal access passes for their students as an incentive to use transit

United NWI

Economy and place: collaborate regionally to welcome a diversity of people and talent to achieve mixed and balanced growth.

- Prioritize transit investments that connect communities in environmental justice areas, people who are elderly, people who are low-income, people with disabilities, and veterans.
- Prioritize transit expansions that better connect the determined at-risk populations to job centers, medical facilities, recreation centers, shopping districts, and educational institutions.
- Prioritize transit expansions that close the gap between at-risk populations and fresh food resources
- Prioritize transit expansions that connect at-risk populations to regional decision makers

Mobility: prioritize transformative investments to elevate the position of the region and to attract a diversity of residents and high-quality economic opportunities.

- Support regional transformative investments like the South Shore's West Lake expansion and Double Tracking Projects; GPTC's Broadway Rapid Express; and Valparaiso's transit-oriented development
- Prioritize connections to existing and future transformative transit investments in the region

People and leaders: foster better communications, cooperation and coordination to bring people together across the lines that divide us.

- Develop a regional transit website, featuring:
 - Up-to date figures of all transit operations in Northwestern Indiana
 - Links to transit operator websites and other information resources
 - Downloadable and printable maps and schedules
 - An address-lookup feature where users can determine what transit operators are near them
 - A streamlined comment box where a user can send comments about transit services to the operator as well as regional decision makers and compliance officers

- Instructions on how to use transit services
- Instructions on how to attend and participate in transit operator public meetings, as well as other public meetings concerning transit
- Digital methods for requesting rides from demand response providers, including email or text
- Create consistent policies and language for using transit including:
 - Policies regarding eligibility for paratransit services and reciprocity
 - Fare policies
 - Information about transit services such as start and stop time, scheduling methods, procedures, no-show policies, and others
- Use enhanced communication techniques outlined in this plan to inform human service agencies, medical professionals, and decision makers about all options an individual has when choosing transit
- Use regional platforms to promote public participation in transit operator board meetings and other transit related public meetings
- Continue to expand outreach methods to find better, more meaningful, communication methods outside of what is strictly required by FTA
- Develop cost-saving measures between transit operators, such as consolidation of services, vehicle sharing, shared services, shared staff, joint events, and training opportunities
- Develop cost-saving measures between transit operators and human-resource agencies such as multi-user pick up and drop off times, coordinated services between many clients, distribution of information about transit, and others
- Develop a multi-county website and phone number for scheduling trips across providers
- Utilize travel-assistants to help familiarize riders with transportation services
- Offer transit trainings to educate the public on what transit is available and how to use it with multiple operators represented

Vibrant NWI

Economy and place: promote initiatives and policies to ensure healthy living, sustainability, quality of life, and prosperity.

- Link transit operators to human service agencies to find more efficient ways of using transit to link individuals to health resources

Mobility: adopt technological innovation that enhances the safe and fluid movement of people and goods to enable a flourishing economy.

- Prioritize funding for technological improvements that can allow for coordination between transit operators
- Prioritize funding for technological improvements that have robust data-tracking software to be used in transit decision-making
- Prioritize funding for technological improvements that allow for greater and easier coordination between the operator and the user, such as real-time bus tracking, automatic status updates, Google Maps integration, schedules, and on-line reservations and ride requests
- Coordinate universal fare systems and transfer policies between transit operators

People and leaders: embrace a dynamic, diversified and sustainable economy that attracts and retains talent, enhances quality of life, and increases personal and household income.

- Work with regional employers, economic development groups, and career centers to offer flexible start times for workers that rely on transit
- Work with regional employers, municipalities, counties, human service agencies, and medical professionals to find new avenues for a dedicated source of local match to leverage more federal funds for transit

Funding and program priorities for FTA 5310 funding

While the goals and objectives in the previous section are important in framing a regional vision and approach for improving transit, not all the goals identified are directly tied to FTA's 5310 grant program, a central focus of this plan. Below are five topic areas that have a direct impact on the 5310 funding program. The following priorities should be used when evaluating projects proposed for this grant program.

Priority populations

- People with disabilities
- People who are elderly
- People who are low-income
- People who live in environmental justice areas
- People who are veterans

Priority locations

- Fresh food resources such as farmers markets and grocery stores
- Recreational locations such as parks and green space, movie theaters, restaurants, shopping centers, and regional events
- Educational institutions
- Decision-making bodies/public meetings
- Job centers

Expansion strategies

- Expansions that cross municipal and county lines
- Continue to encourage and prioritize funding for projects that eliminate barriers to safe accessible transit, including projects that improve and go beyond ADA compliance

- Prioritize transit expansions that can allow a typical work day, with some flexibility (6am – 7pm)
- Prioritize transit expansions that decrease wait times
- Prioritize transit expansions that add availability during the weekends

Coordination strategies

- Technological improvements that can allow for coordination between transit operators
- Technological improvements that have robust data-tracking software to be used in transit decision-making
- Technological improvements that allow for greater and easier coordination between the operator and the user, such as real-time bus tracking, automatic status updates, Google Maps integration, schedules, and on-line reservations and ride requests
- Coordinate universal fare systems between transit operators
- Develop cost-saving measures between transit operators, such as consolidation of services, vehicle sharing, shared staff, joint events, and training opportunities
- Coordinate consistent language, fares, and policies across transit operators
- Develop cost-saving measures between transit operators and human-resource agencies
- Develop tools to allow users to schedule rides across providers utilizing one-call, one-click systems
- Coordinate strategies between medical facilities and human-resource agencies to contribute to the local match of transit operators who travel to their facilities, especially when moving outside of dense urban boundaries
- Coordinate driver trainings between transit operators and human service agencies that utilize similar vehicles to increase awareness about ADA accessibility and transit vehicles

Communication strategies

- Develop a regional transit website, featuring:
 - Up-to date figures of all transit operations in Northwestern Indiana
 - Links to transit operator websites and other information resources
 - Downloadable and printable maps and schedules
 - An address-lookup feature where users can determine what transit operators are near them
 - A streamlined comment box where a user can send comments about transit services to the operator as well as regional decision makers and compliance officers
 - Instructions on how to use transit services
 - Instructions on how to attend and participate in transit operator public meetings, as well as other public meetings concerning transit including annual list of all public meetings associated with public transit and their description
- Work with partner agencies to host trainings for the public on how to use transit
- Utilize travel-assistants to assist new users in learning how to manage transit
- Communication regarding public transit should be accessible to all potential riders, regardless of disability. Operators and agencies affiliated with transit should be prepared to offer the following services:
- Full accessible websites, compatible with e-readers, and usable for people who have low-vision, blind, or have other cognitive and communication impediments. These websites should have image descriptions provided, so the image can be described using e-readers.
- All typeface used for communication utilizes sans-serif fonts
- Access to CART services for public meetings if an individual who is low-hearing or deaf requests it
- Access to a closed-circuit, assisted listening devices at all public meetings
- As-needed auxiliary aids and other services
- Publish easy-to-read understandable data about transit for increased public awareness

Appendix: Implementation Matrix

1 | Coordinated Transit Plan Appendix: Implementation Matrix

	2050 Plan Critical Paths	Strategy	Need(s) or Service Gap(s) Addressed	Relevance	Responsible Parties
Connected NWI	Economy + place: update land development policies and strategies to emphasize accessibility between people and opportunities.	Encourage compliance and execution of locally-developed ADA transition plans	<ul style="list-style-type: none"> • Accessible pedestrian infrastructure to allow for safe access to transit • More pedestrian connections • Increase the accessibility of public meetings, meeting materials, and other important communications 	Accessible transit does not begin and end with transit facilities. Public infrastructure owned by local municipalities is critical in transit access.	<ul style="list-style-type: none"> • NIRPC • Local Planning Agencies • Transit Operators
		Allocate funding to allow more resources to implement locally-developed ADA transition plans	<ul style="list-style-type: none"> • Accessible pedestrian infrastructure to allow for safe access to transit • More pedestrian connections • Increase the accessibility of public meetings, meeting materials, and other important communications 	Accessible transit does not begin and end with transit facilities. Public infrastructure owned by local municipalities is critical in transit access. These plans can be more quickly implemented with a dedicated funding source.	<ul style="list-style-type: none"> • NIRPC
		Build sidewalk and trail connections throughout residential areas and into downtowns, job centers, and transit networks	<ul style="list-style-type: none"> • Accessible pedestrian infrastructure to allow for safe access to transit • More pedestrian connections • Increase the accessibility of public meetings, meeting materials, and other important communications 	Accessible transit does not begin and end with transit facilities. Public infrastructure owned by local municipalities is critical in transit access.	<ul style="list-style-type: none"> • NIRPC • Local Planning Agencies • Transit Operators
		Use universal design standards when developing new pedestrian infrastructure	<ul style="list-style-type: none"> • Accessible pedestrian infrastructure to allow for safe access to transit • Increase the accessibility of public meetings, meeting materials, and other important communications 	Universal design standards require a new transit or pedestrian facility to be built to enhance access for all people regardless of age or physical ability.	<ul style="list-style-type: none"> • NIRPC • Local Planning Agencies • Transit Operators
		Use universal design standards when developing new transit infrastructure like bus stops and signage	<ul style="list-style-type: none"> • Accessible pedestrian infrastructure to allow for safe access to transit • Increase the accessibility of public meetings, meeting materials, and other important communications 	Universal design standards require a new transit or pedestrian facility to be built to enhance access for all people regardless of age or physical ability.	<ul style="list-style-type: none"> • Local Planning Agencies • Transit Operators
		Keep transit and pedestrian infrastructure well-maintained and well lit	<ul style="list-style-type: none"> • Accessible pedestrian infrastructure to allow for safe access to transit • Increase the accessibility of public meetings, meeting materials, and other important communications 	Safety and the appearance of safety is important for any rider on any transit system. This is especially true of riders with disabilities who may feel more vulnerable using public transit.	<ul style="list-style-type: none"> • Local Planning Agencies • Transit Operators
		Encourage human service and medical agencies that move outside of the urban core to contribute to local match if they want to continue to use transit services	<ul style="list-style-type: none"> • More local investment in regional transit • Increased service to critical locations, including: medical facilities, dialysis centers, human service organizations 	When human service agencies move outside of the urban core, it puts additional strain on a transit system to continue to offer service to those locations.	<ul style="list-style-type: none"> • NIRPC • Local Planning Agencies • Transit Operators • Medical Institutions • Human Service Agencies

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	Environment: connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.	Prioritize linking individuals with parks, beaches, and other outdoor green spaces and recreational facilities	<ul style="list-style-type: none"> •Increased service to critical locations, including: recreational areas 	An individual's life does not begin and end with the services they receive. A transit system is not robust or equitable if it does not have access to quality of life locations like recreational locations.	<ul style="list-style-type: none"> • Transit Operators
	Mobility: complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.	Encourage and prioritize transit expansions that cross municipal and county lines	<ul style="list-style-type: none"> •Access between municipalities and counties 	Individuals in the region frequently need to cross municipal and county boundaries, however often that is where transit services stop.	<ul style="list-style-type: none"> • Transit Operators
		Encourage coordination between operators to link across county and municipal lines where possible, including designated pick up and drop off points between providers, dispatch sharing, and other strategies	<ul style="list-style-type: none"> •Access between municipalities and counties •Easier opportunities for the public to arrange transportation •Easier opportunities for the public to coordinate between transit operators 	Individuals in the region frequently need to cross municipal and county boundaries, however often that is where transit services stop. Additionally, by consolidating or sharing services operators can expand their operational footprint without requesting more local or federal funds.	<ul style="list-style-type: none"> • Transit Operators
	People and leaders: commit to removing barriers and obstacles to guarantee equal and accessible opportunities.	Continue to encourage and prioritize funding for projects that eliminate barriers to safe accessible transit, including projects that improve and go beyond ADA compliance	<ul style="list-style-type: none"> •Accessible pedestrian infrastructure to allow for safe access to transit •More pedestrian connections 	Accessible transit does not begin and end with transit facilities. Public infrastructure owned by local municipalities is critical in transit access.	<ul style="list-style-type: none"> • NIRPC • Local Planning Agencies • Transit Operators
Renewed NWI	Economy and place: maximize growth in existing centers to enhance civic and economic life and to protect natural areas and farmland.	Continue to encourage density	<ul style="list-style-type: none"> • Create service efficiencies to make transit more available • A density threshold to prioritize either fixed route or demand response service • More flexible service to more times of day • Expansion of paratransit services • Easier opportunities for the public to arrange transportation • Easier opportunities for the public to coordinate between transit operators • More connections to priority populations • Increased service to critical locations 	Transit is cheaper, faster, and often better in dense urban environments. Transit in less-dense areas comes a higher cost per passenger.	<ul style="list-style-type: none"> • NIRPC • Local Planning Agencies • Transit Operators

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		Prioritize fixed-route service with complementary paratransit in areas with enough density to accommodate the service	<ul style="list-style-type: none"> • A density threshold to prioritize either fixed route or demand response service •Expansion of paratransit services 	Fixed-route services with complementary paratransit offer the most freedom to people who are elderly and people who are disabled. However, when operating in a less-dense environment, these transit operators are too expensive to maintain. By prioritizing demand response outside of the urban core, passenger can use the service better suited for a less-dense environment to get into a city, and then utilize the local fixed route with complementary paratransit services to ride within the city.	<ul style="list-style-type: none"> • NIRPC • Local Planning Agencies • Transit Operators
		Prioritize demand-response service in areas that lack the density to support fixed-route with complementary paratransit	<ul style="list-style-type: none"> • A density threshold to prioritize either fixed route or demand response service 	Fixed-route services with complementary paratransit offer the most freedom to people who are elderly and people who are disabled. However, when operating in a less-dense environment, these transit operators are too expensive to maintain. By prioritizing demand response outside of the urban core, passenger can use the service better suited for a less-dense environment to get into a city, and then utilize the local fixed route with complementary paratransit services to ride within the city.	<ul style="list-style-type: none"> • NIRPC
	Mobility: improve roadway, bicycle, sidewalk, and transit networks to revitalize existing urban and rural centers and enhance equity.	Prioritize transit expansions that can allow a typical work day, with some flexibility (6am – 9pm)	<ul style="list-style-type: none"> •Evening service 	Individuals who rely on transit, are not able to support a job if their transit service cannot accommodate a work day.	<ul style="list-style-type: none"> • NIRPC • Transit Operators
		Prioritize transit expansions that decrease wait times	<ul style="list-style-type: none"> • Increase transit service to critical locations • More flexible service to more times of day 	An obstacle for many people in using transit is the time it takes to wait for a ride, the time taken on the ride itself, and often the amount of advance time needed to schedule a ride.	<ul style="list-style-type: none"> • NIRPC • Transit Operators
		Prioritize transit expansions that add availability during the weekends	<ul style="list-style-type: none"> •Weekend service 	An individual's life does not begin and end with the services they receive. A transit system is not robust or equitable if it does not have access to quality of life locations or can adequately support weekend leisure, or even weekend employment.	<ul style="list-style-type: none"> • NIRPC • Transit Operators

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		Prioritize transit expansions that increase flexible use of restaurants, shopping centers, movie theaters, and other recreational amenities	<ul style="list-style-type: none"> •Increased service to critical locations, including: recreational areas 	An individual's life does not begin and end with the services they receive. A transit system is not robust or equitable if it does not have access to quality of life locations.	<ul style="list-style-type: none"> • NIRPC • Transit Operators
<p>People + leaders: focus educational and workforce development initiatives on expanding skills that the modern economy requires.</p>		Prioritize transit expansions to job centers	<ul style="list-style-type: none"> •Increased service to critical locations, including: job centers, shopping districts 	Increased access to job centers can mean that individuals who rely on transit can seek employment or services at those centers.	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Business Community • Local Planning Agencies
		Encourage employers to consider transit as a viable method to get their employees to work	<ul style="list-style-type: none"> •Increased service to critical locations, including: job centers, shopping districts 	If employers made small accommodations to help encourage transit riders, their workers could receive many benefits; and the employer could gain greater access to a large pool of potential workers and clients.	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Business Community
		Encourage employers to offer flexible shift start times to allow more flexibility for transit users	<ul style="list-style-type: none"> •Increased service to critical locations, including: job centers, shopping districts 	If employers made small accommodations to help encourage transit riders, their workers could receive many benefits; and the employer could gain greater access to a large pool of potential workers and clients.	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Business Community
		Encourage employers to contribute to local share to expand transit to job centers	<ul style="list-style-type: none"> • More local investment in regional transit • Increased service to critical locations, including: job centers, shopping districts 	If employers made small accommodations to help encourage transit riders, their workers could receive many benefits; and the employer could gain greater access to a large pool of potential workers and clients.	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Business Community
		Work with educational institutions to use existing public transit operators to offer campus transportation services instead of paying for the service themselves	<ul style="list-style-type: none"> •More local investment in regional transit • Increased service to critical locations, including: educational institutions 	If education institutions collaborated with transit operators, the transportation services the instruction typically pays for can be provided by a reduced amount and the operator could receive additional local match.	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Education Institutions

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		Encourage educational institutions to purchase universal access passes for their students as an incentive to use transit	<ul style="list-style-type: none"> • More local investment in regional transit • Increased service to critical locations, including: educational institutions 	By contributing to an operator's local share, an education institution can "buy" universal access passes for their students. These passes could provide every student and faculty center at a university unlimited rides within a transit network. This would also increase the amount of local match being contributed to the operator.	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Education Institutions
United NWI	Economy and place: collaborate regionally to welcome a diversity of people and talent to achieve mixed and balanced growth.	Prioritize transit investments that connect communities in environmental justice areas, people who are elderly, people who are low-income, people with disabilities, and veterans.	<ul style="list-style-type: none"> • More connections to priority populations, such as: people living in environmental justice communities, people living in food deserts, people who are elderly, people who are low-income, people who are disabled, and people who are veterans 	Individuals within these population groups are the most at-risk of being left behind in community investments and often disproportionately rely on transit. These populations should be a priority within any transit network.	<ul style="list-style-type: none"> • NIRPC • Local Planning Agencies • Transit Operators
		Prioritize transit expansions that better connect the determined at-risk populations to job centers, medical facilities, recreation centers, shopping districts, and educational institutions.	<ul style="list-style-type: none"> • More connections to priority populations, such as: people living in environmental justice communities, people living in food deserts, people who are elderly, people who are low-income, people who are disabled, and people who are veterans • Increased service to critical locations, including: job centers, medical facilities, human service organizations, educational institutions, grocery stores, recreational areas, and shopping districts 	By linking population groups that are the most at risk to essential services, these populations have increased accessibility to the tools needed to stay active within the community. Also, linking the most at-risk groups to important services in their communities is a baseline requirement of creating an equitable transit system.	<ul style="list-style-type: none"> • NIRPC • Local Planning Agencies • Transit Operators
		Prioritize transit expansions that close the gap between at-risk populations and fresh food resources	<ul style="list-style-type: none"> • More connections to priority populations, such as: people living in environmental justice communities, people living in food deserts, people who are elderly, people who are low-income, people who are disabled, and people who are veterans • Increased service to critical locations, including: grocery stores 	By linking population groups that are the most at risk to food resources can raise the quality of life and health for those that need it most.	<ul style="list-style-type: none"> • NIRPC • Local Planning Agencies • Transit Operators

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		Prioritize transit expansions that connect at-risk populations to regional decision makers	<ul style="list-style-type: none"> • More connections to priority populations, such as: people living in environmental justice communities, people living in food deserts, people who are elderly, people who are low-income, people who are disabled, and people who are veterans • Increase the accessibility of public meetings, meeting materials, and other important communications • Easier opportunities for the public to arrange transportation 	By linking population groups that are the most at risk to essential services, these populations have increased accessibility to the tools needed to stay active within the community. Also, linking the most at-risk groups to important services in their communities is a baseline requirement of creating an equitable transit system. These groups should be the first priority in expanding service.	<ul style="list-style-type: none"> • NIRPC • Transit Operators
	Mobility: prioritize transformative investments to elevate the position of the region and to attract a diversity of residents and high-quality economic opportunities.	Support regional transformative investments like the South Shore's West Lake expansion and Double Tracking Projects; GPTC's Broadway Rapid Express; and Valparaiso's transit-oriented development	<ul style="list-style-type: none"> • Access between transit operators • Access between municipalities and counties • Accessible pedestrian infrastructure to allow for safe access to transit • More local investment in regional transit • Expansion of paratransit services • Increased service to critical locations • More connections to priority populations 	Transformative investments change the shape of regional transit. These are typically very large investments that raise access to transit to many region residents. These large-scale investments not only increase an individual's access to transit, but it can also help other connecting transit systems operate more efficiently.	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Local Planning Agencies
		Prioritize connections to existing and future transformative transit investments in the region	<ul style="list-style-type: none"> • Access between transit operators • Access between municipalities and counties • Accessible pedestrian infrastructure to allow for safe access to transit • More local investment in regional transit • Expansion of paratransit services • Increased service to critical locations • More connections to priority populations 	Transformative investments change the shape of regional transit. These are typically very large investments that raise access to transit to many region residents. These large-scale investments not only increase an individual's access to transit, but it can also help other connecting transit systems operate more efficiently.	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Local Planning Agencies
	People and leaders: foster better communications, cooperation and coordination to bring people together across the lines that divide us.	Develop a regional transit website, featuring multiple enhanced communication features (see strategies section)	<ul style="list-style-type: none"> • Increase the accessibility of public meetings, meeting materials, and other important communications • Easier opportunities for the public to arrange transportation • Easier opportunities for the public to coordinate between transit operators 	Communication about transit issues, services, and schedules was frequently flagged as needing to be improved. A central location where individuals can gain information about how to participate in the planning process, learn about how to use services, and learn about all the services available within the region can help bridge the gap between transit	

7 | Coordinated Transit Plan Appendix: Implementation Matrix

				services and the people who need them.	
		Create consistent policies and language for using transit including: policies regarding eligibility for paratransit services and reciprocity; fare policies; and Information about transit services such as start and stop time, scheduling methods, procedures, no-show policies, and others	<ul style="list-style-type: none"> • Increase the accessibility of public meetings, meeting materials, and other important communications • Easier opportunities for the public to arrange transportation • Easier opportunities for the public to coordinate between transit operators • Consistent language and terminology in operator schedules and websites 	Many individuals indicated that they wish that transit was easier to use. The indicated that it was difficult to coordinate between operators not only because of the physical limitations, but because each operator is very different in the way they communicate their services. Without directly consolidating, operators can offer a more seamless experience by matching their policies to neighboring systems.	<ul style="list-style-type: none"> • Transit Operators
		Use enhanced communication techniques outlined in this plan to inform human service agencies, medical professionals, and decision makers about all options an individual has when choosing transit	<ul style="list-style-type: none"> • Increase the accessibility of public meetings, meeting materials, and other important communications • Easier opportunities for the public to arrange transportation • Easier opportunities for the public to coordinate between transit operators 	Communication about transit issues was frequently flagged as needing to be improved. Enhanced communication about these issues can foster more feedback from the public on transit issues that are unique to them.	<ul style="list-style-type: none"> • NIRPC • Transit Operators
		Use regional platforms to promote public participation in transit operator board meetings and other transit related public meetings	<ul style="list-style-type: none"> • Increase the accessibility of public meetings, meeting materials, and other important communications 	Communication about transit issues was frequently flagged as needing to be improved. Enhanced communication about these issues can foster more feedback from the public on transit issues that are unique to them.	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Local Planning Agencies
		Continue to expand outreach methods to find better, more meaningful, communication methods outside of what is strictly required by FTA	<ul style="list-style-type: none"> • Increase the accessibility of public meetings, meeting materials, and other important communications 	Communication about transit issues was frequently flagged as needing to be improved. Enhanced communication about these issues can foster more feedback from the public on transit issues that are unique to them.	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Local Planning Agencies

8 | Coordinated Transit Plan Appendix: Implementation Matrix

		Develop cost-saving measures between transit operators, such as consolidation of services, vehicle sharing, shared services, shared staff, joint events, and training opportunities	<ul style="list-style-type: none"> • Increased coordination to more efficiently link service across transit operators • Create service efficiencies to make transit more available 	Without a windfall of new federal and local funding to support transit, the only way to increase an operator's service footprint is by making existing services more efficient. One way many transit providers can provide this is by consolidating services with other transit providers or human service agencies. That way the shared cost savings can be passed on to operations.	<ul style="list-style-type: none"> • Transit Operators
		Develop cost-saving measures between transit operators and human-resource agencies such as multi-user pick up and drop off times, coordinated services between many clients, distribution of information about transit, and others	<ul style="list-style-type: none"> • Increased coordination to more efficiently link service across transit operators • Create service efficiencies to make transit more available 	Without a windfall of new federal and local funding to support transit, the only way to increase an operator's service footprint is by making existing services more efficient. Coordination of services between providers can provide more flexibility to the rider, and efficiencies to the provider.	<ul style="list-style-type: none"> • Transit Operators • Human Service Agencies
		Develop a multi-county website and phone number for scheduling trips across providers	<ul style="list-style-type: none"> • Increase the accessibility of public meetings, meeting materials, and other important communications • Easier opportunities for the public to arrange transportation • Easier opportunities for the public to coordinate between transit operators 	Communication about transit issues, services, and schedules was frequently flagged as needing to be improved. A central location where individuals can learn about how to use services, and schedule services, regardless of provider, all on one website can help streamline the rider experience.	<ul style="list-style-type: none"> • NIRPC • Transit Operators
		Utilize travel-assistants to help familiarize riders with transportation services	<ul style="list-style-type: none"> • Increase the accessibility of public meetings, meeting materials, and other important communications • Easier opportunities for the public to arrange transportation • Easier opportunities for the public to coordinate between transit operators 	Communication about transit issues, services, and schedules was frequently flagged as needing to be improved. Travel-assistants can offer on-the-ground help to riders that may not have access to digital communication tools.	<ul style="list-style-type: none"> • Transit Operators
		Offer transit trainings to educate the public on what transit is available and how to use it with multiple operators represented	<ul style="list-style-type: none"> • Increase the accessibility of public meetings, meeting materials, and other important communications • Easier opportunities for the public to arrange transportation • Easier opportunities for the public to coordinate between transit operators 	Communication about transit issues, services, and schedules was frequently flagged as needing to be improved. Travel training can offer on-the-ground help to riders that may not have access to digital communication tools.	<ul style="list-style-type: none"> • NIRPC • Transit Operators

9 | Coordinated Transit Plan Appendix: Implementation Matrix

Vibrant NWI	Economy and place: promote initiatives and policies to ensure healthy living, sustainability, quality of life, and prosperity.	Link transit operators to human service agencies to find more efficient ways of using transit to link individuals to health resources	<ul style="list-style-type: none"> • Increased coordination to more efficiently link service across transit operators • Create service efficiencies to make transit more available • Increased service to critical locations including: Medical facilities 	Without a windfall of new federal and local funding to support transit, the only way to increase an operator's service footprint is by making existing services more efficient. The ongoing coordination with human service agencies can provide insight into ridership needs.	<ul style="list-style-type: none"> • Transit Operators • Human Service Agencies
	Mobility: adopt technological innovation that enhances the safe and fluid movement of people and goods to enable a flourishing economy.	Prioritize funding for technological improvements that can allow for coordination between transit operators	<ul style="list-style-type: none"> • Increased coordination to more efficiently link service across transit operators • Create service efficiencies to make transit more available 	Coordination between transit operators can be enhanced through the use of technology. For instance, if all operators utilized a software that use real-time vehicle tracking, an operator may be able to build efficiencies and flexibility by requesting another operator's vehicle pick up a rider, if that vehicle were closer.	<ul style="list-style-type: none"> • NIRPC • Transit Operators
		Prioritize funding for technological improvements that have robust data-tracking software to be used in transit decision-making	<ul style="list-style-type: none"> • Increased coordination to more efficiently link service across transit operators • Create service efficiencies to make transit more available 	Ridership data, and other metrics are important tools in mapping out system efficiencies and expansion opportunities.	<ul style="list-style-type: none"> • NIRPC • Transit Operators
		Prioritize funding for technological improvements that allow for greater and easier coordination between the operator and the user, such as real-time bus tracking, automatic status updates, Google Maps integration, schedules, and on-line reservations and ride requests	<ul style="list-style-type: none"> • Increased coordination to more efficiently link service across transit operators • Create service efficiencies to make transit more available • Easier opportunities for the public to arrange transportation • Easier opportunities for the public to coordinate between transit operators 	Communication about transit issues, services, and schedules was frequently flagged as needing to be improved. These digital tools are the new normal in communicating transit services to existing and potential ridership, and have proven to be effective in increasing awareness about transit.	<ul style="list-style-type: none"> • NIRPC • Transit Operators
		Coordinate universal fare systems and transfer policies between transit operators	<ul style="list-style-type: none"> • Easier opportunities for the public to arrange transportation • Easier opportunities for the public to coordinate between transit operators • Enhanced communication about transit issues to the public • Consistent language and terminology in operator schedules and websites 	A major obstacle in coordinating transit is the time it takes to transfer between transit providers as well as the additional cost of transfer. If operators could coordinate transfer opportunities, it could create a seamless, more efficient experience for the rider.	<ul style="list-style-type: none"> • Transit Operators

	<p>People and leaders: embrace a dynamic, diversified and sustainable economy that attracts and retains talent, enhances quality of life, and increases personal and household income.</p>	<p>Work with regional employers, economic development groups, and career centers to offer flexible start times for workers that rely on transit</p>	<ul style="list-style-type: none"> •Increased service to critical locations, including: job centers, shopping districts 	<p>Flexible start times are helpful to transit riders because often using transit requires more time than using a personal vehicle. With a flexible start time, workers are allowed some flexibility in their mornings to get to work on time in spite of scheduling issues, breakdowns, or other delays that may impact their commute.</p>	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Business Community
		<p>Work with regional employers, municipalities, counties, human service agencies, and medical professionals to find new avenues for a dedicated source of local match to leverage more federal funds for transit</p>	<ul style="list-style-type: none"> •More local investment in regional transit •Increased service to critical locations 	<p>With more local investment in transit, the region can leverage more federal funds. With more federal funding the region can have faster service, less wait times, and a larger service area.</p>	<ul style="list-style-type: none"> • NIRPC • Transit Operators • Local Planning Agencies

RESOLUTION 18-23

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TO ADOPT PROGRAMMING RULES, APPROACH, SCORING CRITERIA, AND TARGETED FUNDING ALLOCATIONS TO PROGRAM THE 2020–2024 TRANSPORTATION IMPROVEMENT PROGRAM

November 15, 2018

WHEREAS: Northwest Indiana’s citizens require a safe, efficient, resource-conserving regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in Northwest Indiana; and

WHEREAS: The Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission”, being designated the Metropolitan Planning (MPO) for the Lake, Porter, and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS: The Commission performs the above activities to satisfy requirements of the Fixing America’s Surface Transportation (FAST) Act of 2015, applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS: The Commission sets policy for the programming of the Transportation Improvement Program consistent with the Commission’s long-range plan, and allocates funding from the Federal Highway Administration and Federal Transportation Administration pursuant to federal regulations and Indiana Department of Transportation requirements; and

WHEREAS: The Transportation Resources Oversight Committee has reviewed and advised the development of programming rules for the 2020-2024 Transportation Improvement Program; and

WHEREAS: The Topical Committees of the Commission have reviewed and advised the development of a programming approach with updated scoring criteria that more directly aligns the vision of the long-range plan for 2050, under concurrent development, with the 2020-2024 Transportation Improvement Program; and

WHEREAS: The Technical Planning Committee has reviewed and advised on targeted funding allocations for all available federal funding sources in both urbanized areas for which the Commission has jurisdiction for the 2020-2024 Transportation Improvement Program; and

WHEREAS: The Technical Planning Committee has recommended that the Northwestern Indiana Regional Planning Commission adopt these programming rules, programming approach, scoring criteria, and targeted funding allocations to program the 2020–2024 Transportation Improvement Program; and

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the programming rules, programming approach, scoring criteria, and targeted funding allocations as shown on the attachment to this resolution to program the 2020–2024 Transportation Improvement Program.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 15th day of November 2018.

Geof R. Benson
Chairperson

ATTEST:

Karen Freeman-Wilson
Secretary

2050 Plan + 2020-2024 TIP

Programming rules
Programming approach
Scoring criteria
Targeted funding allocations

Identify all eligible project types for federal funding

Categorize project types into programs and identify eligible funding sources **complete**

Evaluate project types for impact to vision / goals **complete**


Based on impact evaluation, group projects into tier 1, 2, or 3 **complete**

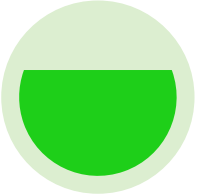
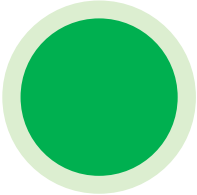
Assign funding available to highest tiered project types **today**

1. 2020-2024 TIP development goals
2. Highway and transit programming rules for Chicago and Michigan City UZAs
3. Funding targets for the 13 programs
 - a) Funding source assignments for each project type
 - b) Process to reallocate funding to other programs/project types if not enough applications are received
4. Scoring criteria unique to each program
5. Timeline for this and future NOFAs

2020-2024 TIP Development Goals

Better link to regional priorities with:

- 
- 1) Avoid future issues with TIP deficits due in part to projects failing to advance to project letting
 - 2) Ensure consistency with state and fed programming requirements & better ensure no FWHA funds lapse back to INDOT or transit funds to FTA
 - 3) Establish region-wide “playbook” for: PE, ROW, CON funding, & to ensure all sponsors are treated the same when/if they need amendments due to project development delays
 - 4) Increase transparency to sponsors and public

- 
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- 1) A programming approach that evaluates all federal-aid eligible projects for their impact on the vision for the Region and 2050 critical paths to achieve the vision
 - 2) A project evaluation approach with refined evaluation criteria that is framed around nine “umbrella” criteria that relate to the vision for the Region
 - 3) A performance-based planning focus.

Programming Rules – Highway

Programming Rules - Highway

1. Sponsor must provide a guarantee that their match will be available for each phase and year of the project. Sponsors are encouraged to identify funding sources (public & private) that will be used for the sponsor's match. This may include innovative financing techniques to ensure success for the project.
2. The sponsor must have a current ADA transition and Title VI plan on file with NIRPC. Further, if a project will advance progress on implementing the sponsor's ADA transition plan, provide a description on what progress will be made.
3. Complete Streets policy and guidelines should be followed wherever possible. If the policy cannot be met, a reasonable explanation must be given in the application explaining why.
4. Preliminary Engineering (PE) and Right of Way (ROW) phases will be limited to a combined total of 7.5% of the estimated construction estimate. These funds will be initially set aside for every project, but the project sponsor may elect not to receive the funds. If sponsor elects not to use funds for PE or ROW, the funds will be programmed for other projects.
5. The PE phase must start within the fiscal year in which that phase is programmed. This may be paid entirely by the sponsor or with federal funds including the sponsor's matching funds. If the sponsor cannot show that this phase has begun within this time frame, the letting date for the project will be assessed with a high risk rating, and if the letting date is not met, the entire project may lose its funding. The intent is for the sponsor to begin the project and work towards the targeted letting date, so that all programmed funds are obligated and not lapsed back to INDOT. FHWA guidelines must be followed for PE. See <https://www.fhwa.dot.gov/federalaid/150311.cfm>.

Programming Rules - Highway

6. If ROW is required and federal funds are involved in this process, it must be encumbered in the fiscal year that it is programmed. The sponsor may elect to apply for funds for this phase at the time of the application, or at a later date, if funds are available.
7. The application must include a map at sufficient enough scale to clearly identify beginning and ending points of the project. Sponsors are encouraged to include photographs or other visuals (on either 8 ½ x 11, 8 ½ x 14, or 11 x 17 paper) to identify the scope of work required and to help explain the project to the reviewers.
8. The project must let in the fiscal year that it is programmed.
 - a. Only one exception will be allowed for the letting.
 - i. The letting will be allowed to move to the next available year that there is available funding within the existing five-year TIP. The practice of pushing projects outside of the five-year TIP will cease.
 - ii. If after a project is allowed to move within the five-year TIP, and the letting still cannot be made, the project will be eliminated from the TIP, losing commitment. Future work must wait until the next NOFA and the project will be required compete for future funding. Federal funds spent will be required to be paid back to FHWA by the sponsor, if construction does not occur within ten years.

Programming Rules - Highway

9. A project will not be allowed to change its scope in such a way that it appears to be an entirely different project.
 - a. Exceptions will be allowed for:
 - i. Changes in the project's limits, upon approval of the Transportation Resources Oversight Committee (TROC).
 - ii. Downsizing the scope, or phasing the project provided the overall funding request does not increase.
 - iii. Once a project is awarded, the funds programmed to that project shall remain with that project for the year in which it is programmed. If the project is eliminated or suspended by the Sponsor, the funds will be reprogrammed.
10. If a project is applying for funds from CMAQ or HSIP category, additional eligibility determinations must be met. For projects requesting CMAQ funding, please see <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>. For HSIP funding please see <https://safety.fhwa.dot.gov/legislationandpolicy/fast/guidance.cfm>. Technical assistance from NIRPC will be available for these funding sources.
11. During construction, Change Orders will be limited to 10% of the CN letting amount or \$100,000, whichever is less. The maximum amount set aside for all change orders is capped at 1.75% of the total funding available in that fiscal year.
12. Transfers of funds from FHWA derived sources to be flexed to FTA will be requested by NIRPC, pursuant to INDOT rules, and generally only after a full year appropriation has been made by Congress.
13. A risk factor will be assigned to each fiscal year to assist in absorbing any unexpected project cost increases or other uncertainties. If those funds are not needed by any project, they will be reprogrammed in the next NOFA:

First year in TIP – 0%; second year in TIP – 1%; third year in TIP – 1.5%;
fourth year in TIP – 2%; and fifth year in TIP – 2.5%

Programming Rules – Transit

Programming Rules - Transit

1. Transit vehicles (some rules may only apply to NIRPC subrecipients):
 - a) If an operator has more than one vehicle that has met the end of its useful life, they may choose to swap the priorities of the vehicles only if the vehicle swapped has a lower-rated condition assessment.
 - b) NIRPC will not submit any vehicle replacement into a grant unless it is confirmed that the vehicle will meet the end of its useful life within the following calendar year, the vehicle will be bumped into the following priority year and all other vehicles will advance in priority.
 - c) Preliminary specifications on vehicle replacements and capital purchases are due before FTA grant submissions and/or TIP applications.
 - d) NIRPC will not program any vehicle replacement for a sub-recipient into the TIP unless it is part of the Indiana State QPA or an identified state cooperative agreement.
 - e) NIRPC will not submit any vehicles for early replacement to FTA if none of the vehicle's systems have been rated as "inoperable," or a "0" condition assessment.
 - f) Operators will have to submit an annual condition assessment for every vehicle in their fleet, failure to submit a condition assessment will result in no TIP awards or grant executions for an operator's vehicle replacements.
 - g) Vehicles will only be replaced until the cap of 5307 funding designated in the TAM plan for vehicle replacements has been reached.
 - h) Vehicles may be purchased beyond the cap, if it allows the small transit providers to meet the goals set in their TAM plan.

Programming Rules - Transit

2. Late or missing data submissions may result in denial of programming for federal funds. Including:

National Transit Database (NTD)

Annual List of Obligated Projects (ALOP)

Other subrecipient reporting:

Vehicle Usage & Accident

Drug & Alcohol Testing

Disadvantage Business Enterprise Report

Preventive Maintenance Reporting

Operating Assistance Financial Report

Capital Cost of Contracting Financial Report

Income Financial Report

ADA Review Documentation

Biennial Review Documentation

Certifications and Assurance Compliance

Availability of Local Match Annual Report

Triennial Review Documentation

State Board of Accounts Audit

Procurement Documentation



Programming Rules - Transit

3. Funding programmed in the TIP that is not obligated in an FTA approved grant two years after the original programming year, will be made available in the following NOFA, recompeted, and reprogrammed to avoid lapsing funds.
4. If an operator does not have enough local match to replace multiple vehicles in a single year, the operator may choose to “bump” a vehicle from one year to another, advancing the priority of all other replacements, provided the group can maintain its ULB thresholds.
5. Pursuant to FTA regulations, operators may not receive operating assistance funds valued in excess of their proportional share of Vehicle Revenue Hours as a percentage of a maximum of 75% of a single year’s total 5307 apportionment.
6. Operators seeking FHWA CMAQ funds to pilot new transit service understand that the funds are for startup service and that it is the responsibility of the operator to secure future operating funds to sustain the transit service.

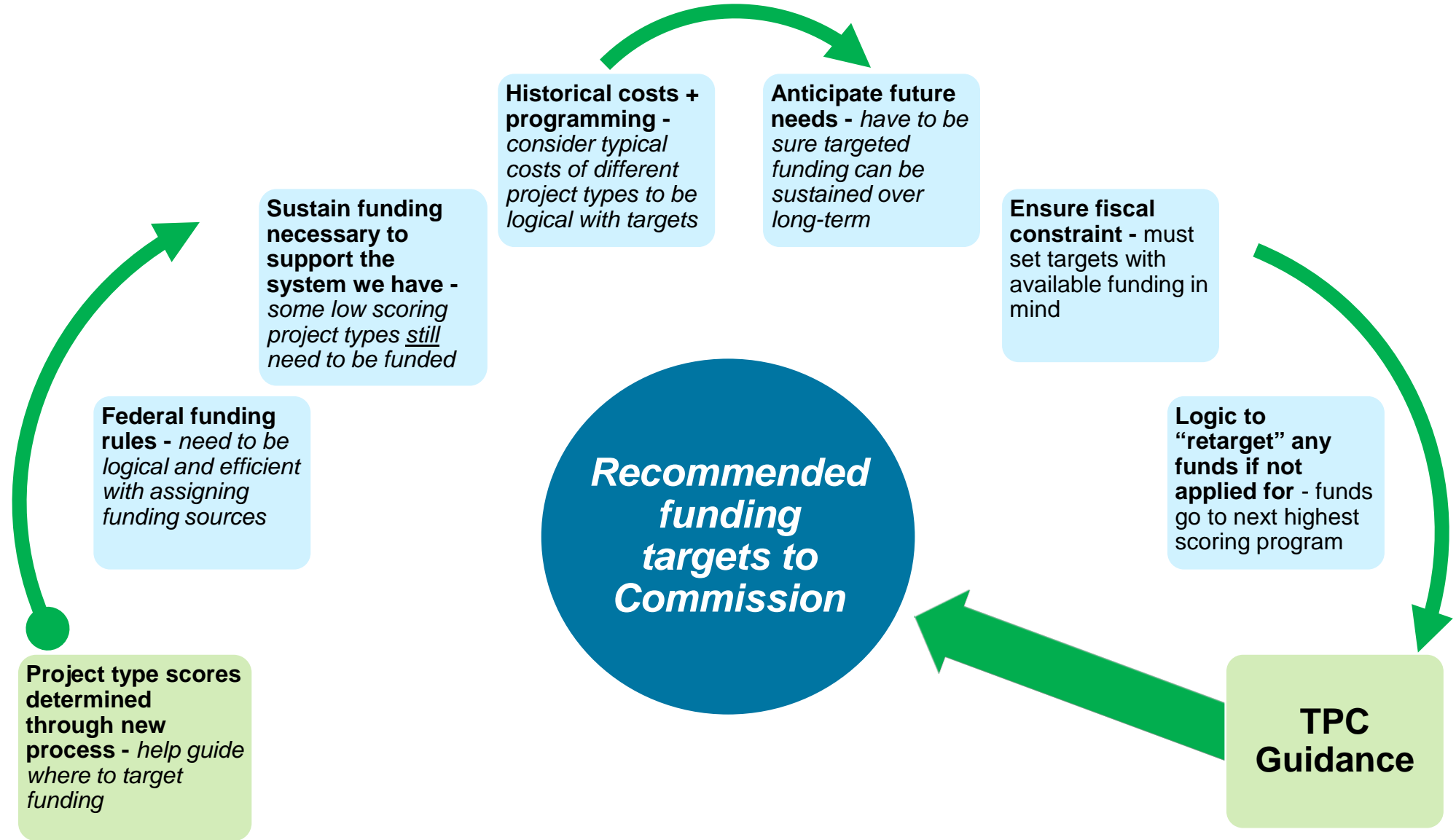
Programming Rules - Transit

7. Operators are expected to spend down obligated carryover in grants, and unobligated carryover not yet in a grant, before requesting new funds from the most recent apportionment. A carryover balance equal to half of a year's worth of operating expenses will be maintained regionally for stop-gap funding purposes should a federal appropriation be unexpectedly reduced.
8. If an operator has reduced or eliminated service in one part of their service area and has applied for an expansion in another part of their service area, the operator may be asked to provide a demonstration of how the saved revenue from the reduced service has been redistributed to the rest of their service area. Additionally, the operator may be asked to include documentation on how the new expansion will differ than the service that needed to be cut.



Funding Targets

Funding Target Considerations



Investment type prioritization method			Investment impact on regional vision and plan focus areas																Investment impact on future scenarios			Investment difficulty factor	Final impact score
NIRPC committee responsible	Program category <i>NIRPC program name</i>	Project type <i>eligible projects by FHWA/FTA rules</i>	80% High = 1, Med = 1/2, Low = 0 Mobility worth 2x other focus areas																12% High = 1/4 of score Med = 1/8 of score Low = 0				
			Connected				Renewed				United				Vibrant				New chances for a new frontier	Sharp and in focus	Stay in your lane		
			Economy + place	Environment	Mobility	Our people + leaders	Economy + place	Environment	Mobility	Our people + leaders	Economy + place	Environment	Mobility	Our people + leaders	Economy + place	Environment	Mobility	Our people + leaders					
STC	Roadway improvement	Railway-highway grade crossings	0	1/2	1	1	1	0	1	0	0	0	1	1	1	0	1/2	0	H	H	H	M	62
STC	Roadway improvement	Intersection safety improvements	1	0	1	1	1	0	1	0	0	0	1	0	1	0	1	0	M	H	H	L	66
STC	Roadway improvement	Intersection congestion improvements	1	0	1	1/2	1	1	1	0	0	0	1/2	0	1	0	1/2	0	M	M	H	L	58
STC	Roadway improvement	Bridge rehabilitation or reconstruction	0	0	1	1	1	0	1	0	0	0	0	0	1/2	0	1	0	H	H	H	L	54
STC	Roadway improvement	Pavement rehabilitation or reconstruction	0	0	1	1	1	1	1	0	0	0	1/2	0	1/2	0	1	0	H	H	H	L	62
STC	Roadway improvement	Intelligent Transportation Systems	1/2	0	1	0	0	1/2	1	0	0	0	1	1	1/2	1/2	1	1/2	H	H	M	L	64
STC	Roadway improvement	Traffic monitoring / management / control	1/2	0	1	0	0	1/2	1/2	0	0	0	1/2	1	1/2	1/2	1	1/2	H	H	M	L	56
STC	Roadway improvement	Emergency communications equipment / priority control systems	0	0	1	1/2	0	0	1	0	0	0	0	1	1	0	1	0	H	M	M	L	50
STC	Roadway improvement	Travel demand management strategies / programs	1	0	0	1/2	1	1/2	1/2	0	1/2	1	0	1/2	1/2	1/2	1/2	1/2	M	M	M	M	44
STC	Roadway improvement	Construction and operational improvements on high-risk rural roads	0	0	1	0	0	0	1	0	0	0	0	0	1	0	1/2	0	L	M	M	L	36
STC	Roadway improvement	Safety devices/control, rumbles, skid resist., or remove obstacles at crash locations	0	0	1	0	0	0	1	0	0	0	0	0	1	0	1/2	0	L	M	M	L	36
STC	Roadway improvement	Congestion pricing development / implementation	1/2	0	0	0	1/2	1/2	1/2	0	0	1/2	0	1/2	1/2	1/2	1/2	0	H	M	L	H	28
STC	Roadway improvement	Highway signs for retroreflectivity	0	0	1/2	0	0	0	1	0	0	0	0	0	1	0	0	0	L	M	M	L	28
STC	Roadway improvement	Pavement and shoulder widening to remedy unsafe conditions	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	L	M	M	M	28
STC	Roadway improvement	Fringe and corridor parking facilities / programs	1/2	0	1/2	0	0	0	0	0	0	0	0	0	1/2	0	0	1/2	L	L	M	L	20

Funding Targets

2020 - 2024 Transportation Improvement Program recommended funding allocation targets <i>(based on estimated annual funding appropriation)</i>	Average program score / scoring tier	Chicago UZA			Michigan City UZA		
		Targeted funding amount	Targeted funding source	Notes	Targeted funding amount	Targeted funding source	Notes
Transit / operating	80	\$ 5,120,000			\$ 951,500		
<i>Complementary paratransit to fixed route service</i>	Tier 1	\$ 1,200,000	5307	<i>core investments required to sustain existing transportation system; estimated in part on historical costs</i>	\$ 951,500	5307	<i>core investments required to sustain existing transportation system; estimated in part on historical costs</i>
<i>Operating assistance</i>	Tier 1	\$ 3,680,000	5307				
<i>Operational support equipment / computer hard/software</i>	Tier 1	\$ 240,000	5307				
Multi-use trails	78	\$ 2,750,000			\$ 350,000		
<i>Multi-use trails</i>	Tier 1	\$ 2,750,000	STBG	<i>estimated in part on historical costs</i>	\$ 350,000	STBG	<i>new annualized target based on critical paths</i>
Transit / asset management	72	\$ 24,026,265			\$ 230,000		
<i>Capital investment in existing fixed guideway systems</i>	Tier 1	\$ 11,161,417	5337	<i>NICTD is sole recipient of 5337; TAM drives es</i>	\$ 230,000	STBG, CMAQ	<i>estimated in part on historical costs to support transit; funding target not assigned to any one project type due to small UZA funding pot</i>
<i>Fixed guideway rolling stock (new or existing)</i>	Tier 1	\$ 5,929,503	5337				
<i>Preventative maintenance</i>	Tier 1	\$ 5,287,785	5307				
<i>Vehicle replacement (existing and subject to TAMP)</i>	Tier 1	\$ 1,597,560	5307, 5339				
<i>Maintenance facilities</i>	Tier 1	\$ 50,000	5307				
Air quality	66	\$ 1,450,000			\$ 450,000		
<i>Alternative fuel infrastructure</i>	Tier 1	\$ 290,000	CMAQ	<i>modest increase over historical costs</i>	\$ 450,000	CMAQ	<i>estimated in part on historical costs to replace transit vehicles</i>
<i>Transit vehicle emission reduction (new or mod.)</i>	Tier 1	\$ 800,000	CMAQ	<i>increase over historical costs</i>			
<i>Air quality education</i>	Tier 2	\$ 360,000	CMAQ	<i>estimated on historical costs</i>			
Complete Streets	63	\$ 1,716,000			\$ 300,000		
<i>Transportation projects for ADA compliance w/ universal design</i>	Tier 1	\$ 450,000	STBG	<i>new annualized target based on critical paths</i>	\$ 300,000	STBG, TA	<i>new annualized target based on critical paths, but not assigned to any one project type due to small UZA funding pot</i>
<i>Bicycle/pedestrian signals</i>	Tier 1	\$ 150,000	TA	<i>new annualized target based on critical paths</i>			
<i>On-road trails (bicycle lanes or cycle tracks)</i>	Tier 1	\$ 370,000	STBG	<i>new annualized target based on critical paths</i>			
<i>Sidewalks</i>	Tier 1	\$ 370,000	STBG	<i>new annualized target based on critical paths</i>			
<i>Safe Routes to School infrastructure projects</i>	Tier 1	\$ 250,000	TA	<i>estimated in part on historical costs</i>			
<i>Bicycle infrastructure (signage, bicycle racks, etc.)</i>	Tier 1	\$ 25,000	TA	<i>estimated in part on historical costs</i>			
<i>Safe Routes to School non-infrastructure projects</i>	Tier 2	\$ 50,500	TA	<i>new annualized target based on critical paths</i>			
<i>Safe Routes to School Coordinator</i>	Tier 2	\$ 50,500	TA	<i>new annualized target based on critical paths</i>			

Funding Targets

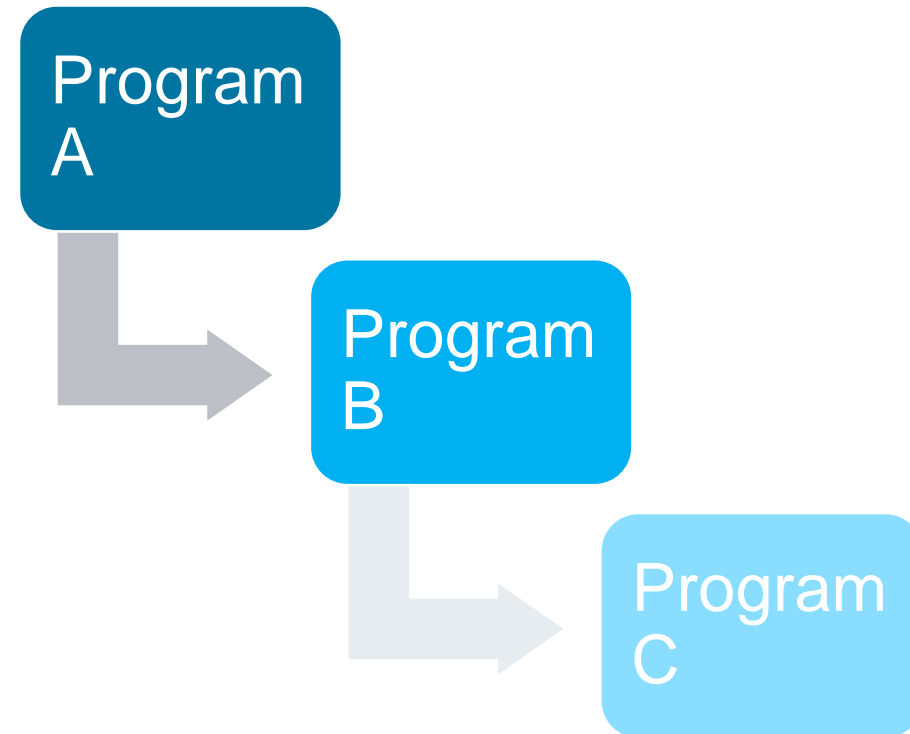
2020 - 2024 Transportation Improvement Program recommended funding allocation targets <i>(based on an estimated annual funding appropriation; Tier 1 scores = 66-100, Tier 2 = 42-65, and Tier 3 = 0-41)</i>	Average program score / scoring tier	Chicago UZA			Michigan City UZA		
		Targeted funding amount	Targeted funding source	Notes	Targeted funding amount	Targeted funding source	Notes
Transit / customer experience	63	\$ 524,397			\$ -		
<i>Mobility management / information technology systems</i>	Tier 1	\$ 250,000	5310	<i>new annualized target based on critical paths</i>	\$ -	n/a	<i>funding not available at this time to target</i>
<i>Transit passenger facilities</i>	Tier 2	\$ 274,397	5307, 5337	<i>estimated in part on historical costs</i>			
Transit / expansion	60	\$ 650,000			\$ -		
<i>Incremental cost of providing same day service or door-to-door</i>	Tier 1	\$ 200,000	5310	<i>new annualized target based on critical paths</i>	\$ -	n/a	<i>funding not available at this time to target</i>
<i>Operating assistance for new transit service</i>	Tier 1	\$ 450,000	CMAQ	<i>new annualized target based on critical paths</i>			
Planning	56	\$ 675,000			\$ 50,000		
<i>Creating Livable Communities or TOD planning program</i>	Tier 1	\$ 125,000	STBG	<i>new annualized target based on critical paths</i>	\$ 50,000	STBG	<i>new annualized target based on critical paths</i>
<i>Transit planning and administrative oversight</i>	Tier 1	\$ 550,000	5307	<i>estimated on historical costs; req'd to oversee</i>			<i>not seeking funds from MC UZA</i>
Environment	48	\$ 350,000			\$ -		
<i>Stormwater management / control / prevention</i>	Tier 1	\$ 200,000	TA	<i>new annualized target based on critical paths</i>	\$ -	n/a	<i>too small of a UZA funding pot to target funds</i>
<i>Vegetation management in ROWs</i>	Tier 2	\$ 150,000	TA	<i>new annualized target based on critical paths</i>			
Quality of place	48	\$ 750,000			\$ -		
<i>Traffic calming</i>	Tier 1	\$ 750,000	HSIP	<i>new annualized target based on critical paths</i>	\$ -	n/a	<i>too small of a UZA funding pot to target funds</i>
Transit security	44	\$ 299,397			\$ 9,528		
<i>Transit security</i>	Tier 2	\$ 299,397	5307, 5337	<i>req'd to spend at least 1% on transit security</i>	\$ 9,528	5307	<i>req'd to spend at least 1% on transit security</i>
Roadway improvement	41	\$ 11,736,500			\$ 1,160,000		
<i>Intersection safety improvements</i>	Tier 1	\$ 1,625,000	HSIP	<i>core investments required to sustain existing transportation system; estimated in part on historical costs</i>	\$ 1,160,000	HSIP, STBG	<i>core investments required to sustain existing transportation system; estimated in part on historical costs</i>
<i>Pavement rehabilitation or reconstruction</i>	Tier 2	\$ 7,050,000	STBG				
<i>Railway-highway grade crossings</i>	Tier 2	\$ 525,000	HSIP				
<i>Intersection congestion improvements</i>	Tier 2	\$ 1,700,000	CMAQ				
<i>Bridge replacement, rehabilitation or reconstruction</i>	Tier 2	\$ 836,500	STBG				
New roadways	24	\$ -			\$ -		
<i>No project types recommended for funding in this program</i>	Tier 3	\$ -	n/a	<i>did not score well in view of critical paths</i>	\$ -	n/a	<i>did not score well in view of critical paths</i>

- All figures are federal amounts only; local match requirements will add to estimated targets

Funding Reallocation Logic

What happens if applicants do not apply for all the funding targeted to a project type or program?

- The funding targets, are just that, targets, not fixed amounts
- Within *each program*, any remaining funding for a project type will go to the next highest scored *project type* (if it is eligible for the funding source available), until the program fully uses its targeted funds
- If there is funding left in a program, it'll go to the next highest scored program (*if it is eligible for the funding source available*)
- This will continue to until all funds are programmed



Estimated Funding Available

FHWA (Roads/Trails) – Chicago UZA

		STBG	CMAQ	HSIP	TA	
2020						
Allocation		\$ 11,951,486	\$ 3,708,491	\$ 3,636,386	\$ 984,647	
Currently programmed		\$ 14,910,760	\$ 2,670,240	\$ 2,282,850	\$ 247,200	
PE/ROW set aside	N/A	\$ -	\$ -	\$ -	\$ -	
Risk set aside	N/A	\$ -	\$ -	\$ -	\$ -	
Change order set aside		\$ 375,000	\$ -	\$ -	\$ -	overall available to program ▼
Available for programming		\$ (3,334,274)	\$ 1,038,251	\$ 1,353,536	\$ 737,447	\$ (205,040)
2021						
Allocation		\$ 11,951,486	\$ 3,607,329	\$ 2,901,536	\$ 984,647	
Currently programmed		\$ 12,729,857	\$ 3,553,934	\$ -	\$ 1,495,560	
PE/ROW set aside	5.00%	\$ 597,574.30	\$ 180,366.45	\$ 145,076.80	\$ 49,232.35	
Risk set aside	1.00%	\$ 119,514.86	\$ 36,073.29	\$ 29,015.36	\$ 9,846.47	overall available to program ▼
Change order set aside	1.75%	\$ 375,000	\$ -	\$ -	\$ -	
Available for programming		\$ (1,870,460)	\$ (163,045)	\$ 2,727,444	\$ (569,992)	\$ 123,947
2022						
Allocation		\$ 11,951,000	\$ 3,607,000	\$ 2,270,000	\$ 985,000	
Currently programmed		\$ 11,774,400	\$ -	\$ 1,138,500	\$ 984,080	
PE/ROW set aside	7.50%	\$ 896,325.00	\$ 270,525.00	\$ 170,250.00	\$ 73,875.00	
Risk set aside	1.50%	\$ 179,265.00	\$ 54,105.00	\$ 34,050.00	\$ 14,775.00	overall available to program ▼
Change order set aside	1.75%	\$ 209,143	\$ -	\$ -	\$ -	
Available for programming		\$ (1,108,133)	\$ 3,282,370	\$ 927,200	\$ (87,730)	\$ 3,013,708
2023						
Allocation		\$ 11,951,000	\$ 3,607,000	\$ 2,270,000	\$ 985,000	
Currently programmed		\$ 15,437,274	\$ -	\$ -	\$ -	
PE/ROW set aside	7.50%	\$ 896,325.00	\$ 270,525.00	\$ 170,250.00	\$ 73,875.00	
Risk set aside	2.00%	\$ 239,020.00	\$ 72,140.00	\$ 45,400.00	\$ 19,700.00	overall available to program ▼
Change order set aside	1.75%	\$ 209,143	\$ -	\$ -	\$ -	
Available for programming		\$ (4,830,762)	\$ 3,264,335	\$ 2,054,350	\$ 891,425	\$ 1,379,349
2024						
Allocation		\$ 11,951,000	\$ 3,607,000	\$ 2,270,000	\$ 985,000	
Currently programmed		\$ 9,598,707	\$ -	\$ -	\$ -	
PE/ROW set aside	7.50%	\$ 896,325.00	\$ 270,525.00	\$ 170,250.00	\$ 73,875.00	
Risk set aside	2.50%	\$ 298,775.00	\$ 90,175.00	\$ 56,750.00	\$ 24,625.00	overall available to program ▼
Change order set aside	1.75%	\$ 209,143	\$ -	\$ -	\$ -	
Available for programming		\$ 948,051	\$ 3,246,300	\$ 2,043,000	\$ 886,500	\$ 7,123,851

FHWA (Roads/Trails) – Michigan City UZA

		STBG	CMAQ	HSIP	TA	
2020						
Allocation		\$ 2,901,841	\$ 614,152	\$ 397,174	\$ 95,830	
Currently programmed		\$ 3,979,373	\$ -	\$ -	\$ -	
PE/ROW set aside	N/A	\$ -	\$ -	\$ -	\$ -	
Risk set aside	N/A	\$ -	\$ -	\$ -	\$ -	overall available to program ▼
Change order set aside	1.75%	\$ 31,000	\$ -	\$ -	\$ -	
Available for programming		\$ (1,108,532)	\$ 614,152	\$ 397,174	\$ 95,830	\$ (1,376)
2021						
Allocation		\$ 1,142,937	\$ 614,152	\$ 397,174	\$ 95,830	
Currently programmed		\$ 811,809	\$ -	\$ -	\$ 1,160,000	
PE/ROW set aside	7.50%	\$ 57,146.85	\$ 30,707.60	\$ 19,858.70	\$ 4,791.50	
Risk set aside	1.00%	\$ 11,429.37	\$ 6,141.52	\$ 3,971.74	\$ 958.30	overall available to program ▼
Change order set aside	1.75%	\$ 70,000	\$ -	\$ -	\$ -	
Available for programming		\$ 192,552	\$ 577,303	\$ 373,344	\$ (1,069,920)	\$ 73,278
2022						
Allocation		\$ 1,142,937	\$ 614,152	\$ 397,174	\$ 95,830	
Currently programmed		\$ 1,460,000	\$ -	\$ -	\$ -	
PE/ROW set aside	7.50%	\$ 85,720.28	\$ 46,061.40	\$ 29,788.05	\$ 7,187.25	
Risk set aside	1.50%	\$ 17,144.06	\$ 9,212.28	\$ 5,957.61	\$ 1,437.45	overall available to program ▼
Change order set aside	1.75%	\$ 70,000	\$ -	\$ -	\$ -	
Available for programming		\$ (489,927)	\$ 558,878	\$ 361,428	\$ 87,205	\$ 517,585
2023						
Allocation		\$ 1,142,937	\$ 614,152	\$ 397,174	\$ 95,830	
Currently programmed		\$ -	\$ -	\$ -	\$ -	
PE/ROW set aside	7.50%	\$ 85,720.28	\$ 46,061.40	\$ 29,788.05	\$ 7,187.25	
Risk set aside	2.00%	\$ 22,858.74	\$ 12,283.04	\$ 7,943.48	\$ 1,916.60	overall available to program ▼
Change order set aside	1.75%	\$ 70,000	\$ -	\$ -	\$ -	
Available for programming		\$ 964,358	\$ 555,808	\$ 359,442	\$ 86,726	\$ 1,966,334
2024						
Allocation		\$ 1,142,937	\$ 614,152	\$ 397,174	\$ 95,830	
Currently programmed		\$ -	\$ -	\$ -	\$ -	
PE/ROW set aside	7.50%	\$ 85,720.28	\$ 46,061.40	\$ 29,788.05	\$ 7,187.25	
Risk set aside	2.50%	\$ 28,573.43	\$ 15,353.80	\$ 9,929.35	\$ 2,395.75	overall available to program ▼
Change order set aside	1.75%	\$ 70,000	\$ -	\$ -	\$ -	
Available for programming		\$ 958,643	\$ 552,737	\$ 357,457	\$ 86,247	\$ 1,955,084

FTA (Transit) Chicago City & Michigan City UZA

		Chicago UZA (Group I)				Michigan City UZA (Group II)
		5307	5339	5310	5337	5307
Carry over	2017	\$0	\$0	\$258,764	\$0	\$0
	2018	\$0	\$503,878	\$448,745	\$0	\$0
	2019	\$8,460,171	\$597,228	\$448,745	\$0	\$400,560
Future estimated funding	2020	\$12,137,785	\$597,228	\$448,745	\$17,439,717	\$952,760
	2021	\$12,137,785	\$597,228	\$448,745	\$17,439,717	\$952,760
	2022	\$12,137,785	\$597,228	\$448,745	\$17,439,717	\$952,760
	2023	\$12,137,785	\$597,228	\$448,745	\$17,439,717	\$952,760
	2024	\$12,137,785	\$597,228	\$448,745	\$17,439,717	\$952,760

Scoring criteria

TIP 2020-24 Program Scoring Sheet

COMMITTEE: 3PC
PROGRAM: MULTI-USE TRAILS

Criteria	Access & Connections	Economic Generation	Environmental Benefits	Local Plan & Policy Support	Regional Plan & Policy Support	Partnerships	Project Readiness	Safety	Social Equity (PICK ONE)	MAX SCORE						
1)	Number of Communities Connected	5	Number of employed within 1/2 mile of project area	10	Connections to Conservation Corridors	5	Project documentaion:	5	Planning or funding agreements with either:	5	Overmatch	5	Law enforcement & EMS patrol policies in place	5	Location of project in Environmental Justice area	5
	Connects two or more communities or completes a gap in a trail corridor	5	Over 250 employed	10	Connects/crosses corridor	5	Complete Streets Policy / Citation in Comp or thoroughfare plan / Parks Plan / Bicycle Parking Ordinance / Set-aside in subdivision codes / Enhanced trails maintenance plan adopted / Railroad agreements / TOD Plans		INDOT / Other jurisdictions / Advocacy groups / Foundations / Businesses / School Districts		> 30% local match or PE funds	5	Yes	5	50% or more of project is within EJ area	5
	Extension of existing or funded trail segment	3	100 to 249 employed	5			Three or more above satisfied	5	Partnerships including funding	5	25 to 29% local match	3			< 50% in EJ area	3
	Isolated trail segments	1	25 to 99	3			Two or more	3	Other partnerships	3	21 to 24% local	1				
							One satisfied	1								
2)	Trip Generators within 1/2 mile of project area	10					Priority Trails Adherence	25			Right-of-way ownership	5			Senior or disabled center within 1/2 mile of project	5
	# of parks, schools, post offices, libraries, civic facilities, 10+ businesses:						Project on High Priority Corridor	25			Completely or owned by NIPSCO	5				
	10 or more	10					Project on Medium Priority Corridor	20			Minor amounts required (less than half acre	3				
	9 to 5	5					Project on Low Priority Corridor	15			At least 50% owned by sponsor	1				
	4 or less	2					Project connects two Priority Corridors	10								
							Project connects to one Priority Corridor	5								
3)	Transit access within 1/2 mile of project	3					Visionary Trail	5								
	More than one stop	3														
	1 stop	2														
	OR Trailhead parking included	2														
4)	Residential density within 1/2 mile of project (based on TAP app)	4														
	1 wo dwelling units per acre	4														
5)	Connections to existing on-road bicycle routes	3														
	Trail crossing bike lanes or signed routes	3														
MAX Criteria Score		25	10	5	5	30	5	10	5	5	5	100				

2020-2024 TIP NOFA

Friday, November 23, 2018	Application for funding open
Thursday, November 29, 2018	NIRPC and INDOT meet to discuss INDOT five-year program
Early December	INDOT provides final list of state projects for inclusion in TIP
Tuesday, December 11, 2018	Optional application workshop at NIRPC
December 12, 2018 - January 4, 2019	Optional pre-application scoping meetings with NIRPC
Friday, January 11, 2019	Applications for funding due
January 14 - 29, 2019	Internal review of projects by NIRPC
February 5 - 12, 2019	Projects reviewed, scored and fiscally constrained by Committees
Friday, February 15, 2019	Draft TIP due to INDOT
January 29 - March 5, 2019	Air quality conformity modeling
Tuesday, March 12, 2019	Final draft reviewed by TPC; window for iteration/revisions if necessary
April 1 - 30, 2019	30-day public comment period
Thursday, May 16, 2019	Anticipated vote to adopt TIP by Commission

Future NOFAs

August	Annual List of Obligated Projects published
September – mid-October	Review available funding targets, programming rules, and/or scoring criteria if necessary
mid-October / November	NOFA open
December	Project evaluations and CMAQ/HSIP eligibility determinations
January	Draft TIP is ready to be submitted to INDOT
February	Air quality conformity modeling
March	30-day public comment period
April	Anticipated vote to adopt TIP by Commission (full new TIP in even years, amendment in odd years)

Thank you!

Contact name

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2020 - 2024 Transportation Improvement Program recommended funding allocation targets (based on an estimated annual funding appropriation; Tier 1 scores = 66-100, Tier 2 = 42-65, and Tier 3 = 0-41)	Average program score / scoring tier	Chicago UZA			Michigan City UZA		
		Targeted funding amount	Targeted funding source	Notes	Targeted funding amount	Targeted funding source	Notes
Transit / operating	80	\$ 5,120,000			\$ 951,500		
Complementary paratransit to fixed route service	Tier 1	\$ 1,200,000	5307	core investments required to sustain existing transportation system; estimated in part on historical costs	\$ 951,500	5307	core investments required to sustain existing transportation system; estimated in part on historical costs
Operating assistance	Tier 1	\$ 3,680,000	5307				
Operational support equipment / computer hard/software	Tier 1	\$ 240,000	5307				
Multi-use trails	78	\$ 2,750,000			\$ 350,000		
Multi-use trails	Tier 1	\$ 2,750,000	STBG	estimated in part on historical costs	\$ 350,000	STBG	new annualized target based on critical paths
Transit / asset management	72	\$ 24,026,265			\$ 230,000		
Capital investment in existing fixed guideway systems	Tier 1	\$ 11,161,417	5337	NICTD is sole recipient of 5337; TAM drives e.	\$ 230,000	STBG, CMAQ	estimated in part on historical costs to support transit; funding target not assigned to any one project type due to small UZA funding pot
Fixed guideway rolling stock (new or existing)	Tier 1	\$ 5,929,503	5337	NICTD is sole recipient of 5337; TAM drives e.			
Preventative maintenance	Tier 1	\$ 5,287,785	5307	estimated in part on historical costs			
Vehicle replacement (existing and subject to TAMP)	Tier 1	\$ 1,597,560	5307, 5339	estimated in part on historical costs			
Maintenance facilities	Tier 1	\$ 50,000	5307	estimated in part on historical costs			
Air quality	66	\$ 1,450,000			\$ 450,000		
Alternative fuel infrastructure	Tier 1	\$ 290,000	CMAQ	modest increase over historical costs	\$ 450,000	CMAQ	estimated in part on historical costs to replace transit vehicles
Transit vehicle emission reduction (new or mod.)	Tier 1	\$ 800,000	CMAQ	increase over historical costs			
Air quality education	Tier 2	\$ 360,000	CMAQ	estimated on historical costs			
Complete Streets	63	\$ 1,716,000			\$ 300,000		
Transportation projects for ADA compliance w/ universal design	Tier 1	\$ 450,000	STBG	new annualized target based on critical paths	\$ 300,000	STBG, TA	new annualized target based on critical paths, but not assigned to any one project type due to small UZA funding pot
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On-road trails (bicycle lanes or cycle tracks)	Tier 1	\$ 370,000	STBG	new annualized target based on critical paths			
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Safe Routes to School infrastructure projects	Tier 1	\$ 250,000	TA	estimated in part on historical costs			
Bicycle infrastructure (signage, bicycle racks, etc.)	Tier 1	\$ 25,000	TA	estimated in part on historical costs			
Safe Routes to School non-infrastructure projects	Tier 2	\$ 50,500	TA	new annualized target based on critical paths			
Safe Routes to School Coordinator	Tier 2	\$ 50,500	TA	new annualized target based on critical paths			
Transit / customer experience	63	\$ 524,397					
Mobility management / information technology systems	Tier 1	\$ 250,000	5310	new annualized target based on critical paths	\$ -	n/a	funding not available at this time to target
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Transit / expansion	60	\$ 650,000			\$ -		
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Operating assistance for new transit service	Tier 1	\$ 450,000	CMAQ	new annualized target based on critical paths			
Planning	56	\$ 675,000			\$ 50,000		
Creating Livable Communities or TOD planning program	Tier 1	\$ 125,000	STBG	new annualized target based on critical paths	\$ 50,000	STBG	new annualized target based on critical paths
Transit planning and administrative oversight	Tier 1	\$ 550,000	5307	estimated on historical costs; req'd to oversee			not seeking funds from MC UZA
Environment	48	\$ 350,000			\$ -		
Stormwater management / control / prevention	Tier 1	\$ 200,000	TA	new annualized target based on critical paths	\$ -	n/a	too small of a UZA funding pot to target funds
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Transit security	Tier 2	\$ 299,397	5307, 5337	req'd to spend at least 1% on transit security	\$ 9,528	5307	req'd to spend at least 1% on transit security
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Intersection safety improvements	Tier 1	\$ 1,625,000	HSIP	core investments required to sustain existing transportation system; estimated in part on historical costs	\$ 1,160,000	HSIP, STBG	core investments required to sustain existing transportation system; estimated in part on historical costs
Pavement rehabilitation or reconstruction	Tier 2	\$ 7,880,000	STBG				
Railway-highway grade crossings	Tier 2	\$ 525,000	HSIP				
Intersection congestion improvements	Tier 2	\$ 1,700,000	CMAQ				
Bridge rehabilitation or reconstruction	Tier 2	\$ -	STBG				
New roadways	24	\$ -			\$ -		
No project types recommended for funding in this program	Tier 3	\$ -	n/a	did not score well in view of critical paths	\$ -	n/a	did not score well in view of critical paths

2020 - 2024 Transportation Improvement Program recommended funding allocation targets (based on an estimated annual funding appropriation; Tier 1 scores = 66-100, Tier 2 = 42-65, and Tier 3 = 0-41)	Average program score / scoring tier	Chicago UZA			Michigan City UZA		
		Targeted funding amount	Targeted funding source	Notes	Targeted funding amount	Targeted funding source	Notes
Project types not targeted for funding, but still eligible under federal law / if funds are still available in the targeted project types / programs							
<i>Project type</i>	<i>Tier</i>	<i>Notes</i>					
<i>Diesel vehicle emission reduction (new or modification)</i>	Tier 1	Though Tier 1, funds were targeted to <i>transit vehicle reductions</i> , which had the same score					
<i>Advanced truck stop electrification</i>	Tier 2	As a Tier 2 project, funds were targeted to higher scoring project types					
<i>Construct / install / maint. of signs at bike/ped xings in school zone</i>	Tier 2	As a Tier 2 project, funds were targeted to higher scoring project types					
<i>Lighting</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Wheelchair lifts, ramps, and securement devices</i>	Tier 1	Though Tier 1, based on Transit Operators Rountable feedback, this project type was not targeted funds					
<i>Vehicles for accessible taxi, ride share, or vanpool</i>	Tier 1	Though Tier 1, based on Transit Operators Rountable feedback, this project type was not targeted funds					
<i>Travel training</i>	Tier 1	Though Tier 1, sufficient funds do not appear to be available to support this worthy project type					
<i>New fixed guideway systems (including BRT)</i>	Tier 1	Though Tier 1, sufficient funds do not appear to be available to support this worthy project type					
<i>Transit vehicles for expansion of service</i>	Tier 1	Though Tier 1, sufficient funds do not appear to be available to support this worthy project type, but funds were targeted for vehicle replacements w/ emission re					
<i>Ferry boats, terminals, and approach roads for ferries</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Transportation planning (general)</i>	Tier 1	Though Tier 1, sufficient funds do not appear to be available to support this worthy project type					
<i>Development of regional environmental protection plans</i>	Tier 1	Though Tier 1, sufficient funds do not appear to be available to support this worthy project type					
<i>Data collect / software / equip. or devel./implement of PbP system</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Safety data collection / analysis and improvement of data</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Transportation safety planning or road safety audits</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>o restore / enhance / create habitats + wetlands or mitigation banking</i>	Tier 1	Though Tier 1, sufficient funds do not appear to be available to support this worthy project type					
<i>Vehicle related wildlife mortality reduction</i>	Tier 2	As a Tier 2 project, funds were targeted to higher scoring project types					
<i>Archeological activities for mitigation</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Divided highway conversion to boulevards</i>	Tier 1	Though Tier 1, sufficient funds do not appear to be available to support this worthy project type					
<i>Inventory / control / removal of outdoor advertising</i>	Tier 2	As a Tier 2 project, funds were targeted to higher scoring project types					
<i>Historic preserve of historic transportation facilities</i>	Tier 2	As a Tier 2 project, funds were targeted to higher scoring project types					
<i>Roadway expansion</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Turnouts / overlooks</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Intelligent Transportation Systems</i>	Tier 1	Though Tier 1, sufficient funds do not appear to be available to support this worthy project type					
<i>Traffic monitoring / management / control</i>	Tier 2	As a Tier 2 project, funds were targeted to higher scoring project types					
<i>Emergency communications equipment / priority control systems</i>	Tier 2	As a Tier 2 project, funds were targeted to higher scoring project types					
<i>Travel demand management strategies / programs</i>	Tier 2	As a Tier 2 project, funds were targeted to higher scoring project types					
<i>Construction and operational improvements on high-risk rural roads</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>s/control, rumbles, skid resist., or remove obstacles at crash locations</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Congestion pricing development / implementation</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Highway signs for retroreflectivity</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Pavement and shoulder widening to remedy unsafe conditions</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Fringe and corridor parking facilities / programs</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Protection for bridges including inspections</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Conduct model traffic enforcement activity at rail/highway crossing</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Promote/educate highway safety matters + project to enforce law</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>New bridge / roadway / tunnel construction</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Surface transport infrastructure to facilitate port "linkages"</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>New truck parking facilities</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					
<i>Construction of minor collectors in same corridor as NHS route</i>	Tier 3	As a Tier 3 project, funds were targeted to higher scoring project types					