

## Part II: TIP Development and Project Selection Processes

### Implementation of Performance-Based Planning

The current transportation policy, Fixing America's Surface Transportation Act (FAST) Act, was signed into law on December 4, 2015. The FAST Act, along with its predecessor, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), established new requirements for performance management to ensure the most efficient investment of Federal transportation funds. States will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

National performance goals for Federal Highway programs:

- **Safety** – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System reliability** – To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery

process, including reducing regulatory burdens and improving agencies' work practices.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)) and the collection of data for the INDOT asset management plan for the National Highway System specified in in 23 CFR 450.314(h).

FTA has performance measures for Transit Asset Management, and final regulations are published and in effect. FHWA has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability, but only the Safety Performance Measure regulation is in effect at this time.

INDOT along with the MPOs and FHWA will continue to collaborate to identify Performance Targets for each Performance Measure. Once Performance Targets are established, the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) will be modified to reflect this information.

For FHWA and FTA to approve any TIP amendments after May 27, 2018, the INDOT, MPOs and Public Transit Operators must reflect this information and describe how projects in the TIP/STIP, to the maximum extent practicable, achieve the Federally required performance targets identified in the Statewide and Metropolitan Transportation Plans, linking investment priorities to these performance targets.

## Safety

The INDOT, the MPOs, FHWA, and Indiana Criminal Justice Institute (ICJI) are actively discussing and collaborating on the Safety Performance Measures and Safety Performance Targets. INDOT will submit their Safety Performance Measures by August 31, 2017, and the MPOs will have until February 27, 2018 to follow INDOT's submission to either support the INDOT Safety Targets or set independent targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources are used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The five specific safety performance measures are:

- 1) Number of fatalities;
- 2) Rate of fatalities;
- 3) Number of serious injuries;
- 4) Rate of serious injuries; and
- 5) Number of non-motorized fatalities and non-motorized serious injuries

If FHWA makes effective the rules they have published for assessing pavement and bridge condition for the National Highway Performance Program and performance of the National Highway System (NHS), freight movement on the Interstate System and Congestion Mitigation and Air Quality (CMAQ) improvement program, INDOT and the MPOs will have to establish performance targets for these measures, too.

## Pavement and Bridge

The pavement and bridge condition performance measures are applicable to the Interstate and non-Interstate Highways that comprise the National Highway System (NHS). The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The measures are focused on the condition of pavement and bridges, including ramps utilized to access the system. There are four

measures to assess pavement condition and two measures for assessing bridge condition.

#### Pavement Performance Measures

- 1) Percentage of pavements of the Interstate System in Good condition
- 2) Percentage of pavements of the Interstate System in Poor condition
- 3) Percentage of pavements of the non-Interstate NHS in Good condition
- 4) Percentage of pavements of the non-interstate NHS in Poor condition

#### Bridge Performance Measures

- 1) Percentage of NHS bridges classified as in Good condition
- 2) Percentage of NHS bridges classified as in Poor condition

The INDOT, the MPO and FHWA will collectively develop targets for the pavement and bridge performance measures. The National Highway Performance Program is a core Federal-aid highway program that provides financial support to improve the condition and performance of the NHS, and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS.

#### System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess system reliability and freight movement, and establish several measures for on-road mobile source emissions consistent with the Congestion Mitigation and Air Quality (CMAQ) Program. There are two measures for assessing reliability, one measure to assess freight movement, and three measures for the CMAQ program.

#### Reliability Performance Measures

- 1) Percent of the Person-Miles Traveled on the Interstate System That Are Reliable
- 2) Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable

#### Freight Movement Performance Measure

- 1) Truck Travel Time Reliability (TTTR) Index

#### CMAQ Measures

- 1) Annual Hours of Peak-Hour Excessive Delay Per Capita Percent of Non-SOV Travel
- 2) Percent Change in Tailpipe CO<sub>2</sub> Emissions on the NHS Compared to the Calendar Year 2017 Level
- 3) Total Emissions Reductions

## MPO Planning Process

The NIRPC Board of Commissioners is the final decision-making body of the MPO. Transportation-related decisions made at the Board level almost always originate at a lower level in NIRPC's committee structure<sup>1</sup>.

### **NIRPC 2016 Committee Structure Revisions.**

A revised committee structure was adopted by the NIRPC Board in May 2015. These changes were implemented beginning in the fall of 2016. A full description of each committee, together with its purpose, function, membership, and meeting frequency is found later in this Part II.

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<sup>1</sup> *However, the Commission may, under Indiana law, act on any matter brought before it for consideration.*

Committees that perform a duty or function relative to the transportation planning process are either described or summarized following.

**Technical Planning Committee (TechPC).** This committee was formed by combining the former Transportation Policy Committee (TPC) with the 2040 Implementation Committee. It's primary purpose is to ensure the technical consistency of plans and policies related to transportation, environment, and public participation with Federal Planning Requirements and NIRPC's own Comprehensive Regional Plan (CRP). It advises the NIRPC Board on policies and programs related to transportation planning and federal transportation funding. This is primarily done through TechPC actions on a regional transportation plan, transportation improvement program, studies, analyses, Unified Planning Work Program (UPWP) and other special programs. The TechPC receives input from transportation stakeholder subcommittees (now referred to as "Topical" Committees) and Transportation Resource Oversight Committee (T-ROC), then makes recommendations to the NIRPC Board.

A significant portion of the TechPC's duties is financial. It is charged with:

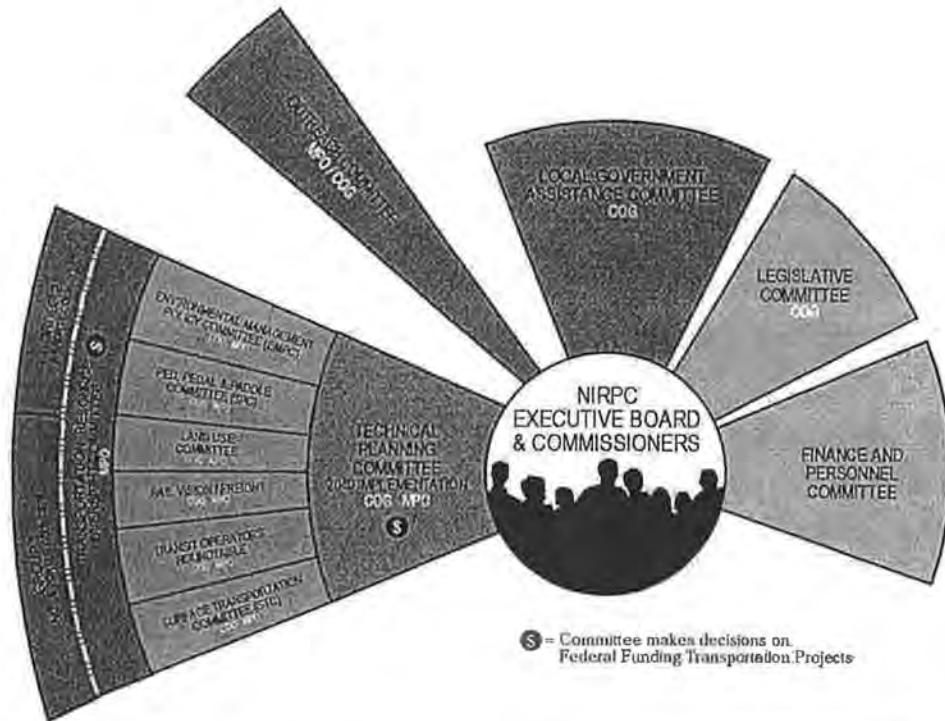
- Receiving and reviewing requests for funding changes (i.e., TIP changes) from the T-ROC and recommending (or not) the approval of those requests to the NIRPC Board.
- Following receipt of a notification from the T-ROC of the availability of federal funds for new projects, 1) establish categorical funding targets and priorities for a solicitation for projects; 2) inform the Topical Committees of these targets and priorities and direct them to review and update their project selection criteria; 3) instruct the T-ROC to release a Notice of Fund Availability (NOFA); and 4) making a determination of consistency with the CRP for each new project proposed.

**Topical Committees.** Many functions of the former TPC that are inherent in the metropolitan area transportation planning process have been transferred to the six "topical" committees. These committees report directly to the TechPC on a monthly basis. They are:

- Environmental Management Policy Committee (EMPC)
- Ped, Pedal, & Paddle Committee (3PC)
- Land Use Committee
- Rail Vision/Freight Committee
- Transit Operators Roundtable
- Surface Transportation Committee (STC)

Duties vary by committee, but each is charged with advising NIRPC on matters that are pertinent to the specific topical committee. Each are also responsible for developing federal-aid project selection criteria and recommending transportation projects for transportation funding.

**Transportation Resource Oversight Committee (T-ROC).** This committee reports directly to TechPC. It oversees financial aspects of the transportation planning process, including the development of the TIP and changes thereto following adoption, tracking the expenditure of all federal funds allocated to NIRPC, implementing a quarterly construction project tracking process, and ensuring that federal funds are expended in a timely manner.



Commission and TechPC Membership. Membership on the Commission is established by state statute (I.C. 36-7.7.6). Membership on the TechPC is limited to 20 persons, as specified in the December 2016 Committee Description document (presented at the end of this Part II). Membership on the Topical Committees and T-ROC is largely unrestricted—committees at this level are open to all local units of government, transit operators, organizations which represent various interests (persons with disabilities, environmentalists, senior citizens, etc.), federal and state agencies, and other persons representing a group or groups of people. The contact list for the NIRPC Commissioners and TechPC is contained in Appendix F.

**MPO Planning Area.** The MPO planning area covers all of Lake, Porter, and La Porte Counties, Indiana. This means that any surface transportation construction project funded through the U.S. Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) must be listed in our TIP as well as the Statewide Transportation Improvement Program (STIP).



**Urbanized Areas and Federal Funds.** The Chicago IL/IN Urbanized Area extends into Lake and Porter Counties. In Lake County it includes all incorporated areas (except Lowell). In Porter County, most of the area from Valparaiso to Lake Michigan is also part of the Chicago Urbanized Area. Most of northwest La Porte County (and a small portion of extreme northeast Porter County) lie within the Indiana portion of the Michigan City/La Porte IN/MI Urbanized Area.

Congress appropriates several types of Federal funds from the U.S. Department of Transportation annually to both states (primarily highway-oriented funds) and urbanized areas (primarily transit funds). MPO's have the responsibility of allocating these funds to specific transportation projects. NIRPC oversees a number of locally adopted project selection processes, as described below, that involve stakeholder participation in the development of the selection system and in the selection of local projects recommended for inclusion in the TIP. INDOT maintains a parallel system of project selection for improvements to its own roadways.

MPO Project Selection. The TIP development process for MPO-selected projects originates in the Transportation Resource Oversight Committee (T-ROC). T-ROC informs the TechPC of the availability of federal funds for allocation to projects. TechPC authorizes that a Notice of Funding Availability (NOFA) be issued and specifies the categorical funding targets and priorities for the solicitation. TechPC informs the topical committees of these targets and priorities.

The Topical (stakeholder) committees develop criteria based upon the categorical funding targets and priorities established by TechPC. All meeting notices are posted on the NIRPC Website and also mailed to all transportation stakeholders of record. The T-ROC then publishes the NOFA, receives project funding requests, and then transmits same to the Topical Committees. These committees transmit their list of projects recommended for funding to TechPC (which, following approval, is forwarded to the NIRPC Board for official project selection).

A solicitation for projects may or may not be conducted as a part of the development of a new TIP.

Types of Federal Funds. Federal surface transportation funds come from two operating administrations of the U.S. DOT: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). FHWA funds are allocated to the state and suballocated to NIRPC. FTA funds are usually allocated to urbanized areas. The specific federal funding programs from FHWA and FTA are as follows:

Surface Transportation Block Grant Program (STBG). Each year the Indiana Department of Transportation (INDOT) makes apportionments of FHWA Surface Transportation Block Grant (STBG) contract authority to each Urbanized Area for highway improvement projects. The area within the Chicago Urbanized Area is apportioned STBG Group I (large Urbanized Area) funds; the area within the Michigan City/LaPorte Urbanized Area is apportioned STBG Group II (small Urbanized Area) funds.

FTA Section 5307/5340. Each year the FTA apportions Urban Area Formula Grant (Section 5307/5340) funds to each Urbanized Area for public transit projects. These funds are used for public transit operating and capital projects involving both bus and commuter rail transit services. Separate apportionments of Section 5307/5340 funds are received by each of the two Urbanized Areas.

Section 5307/5340 funds apportioned to the Chicago Urbanized Area are for the entire Urbanized Area, including both Illinois and Indiana portions. NIRPC maintains a Letter of Understanding with the Northeastern Illinois Regional Transportation Authority (RTA) that specifies how these funds are to be split among the two states.

Congestion Mitigation/Air Quality (CMAQ). The Indiana Department of Transportation (INDOT) apportions FHWA CMAQ funds to NIRPC based upon each county's air quality status (i.e., in an air quality non-attainment or maintenance area, if attainment has been achieved). Funds are received on the basis of population and the severity of the air quality problem. CMAQ projects are transportation projects which, if implemented, will result in lower emissions from internal combustion engines. For 2018-2021, CMAQ funds are made to the combined Lake/Porter County non-attainment area and to the La Porte County Maintenance Area.

FTA Sections 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program). Section 5310 funds are intended to improve mobility for seniors and

individuals with disabilities. Like the Section 5307/5340 funds, some Section 5310 funds are apportioned to the Chicago Urbanized Area are for the entire urbanized area, including both northeastern Illinois and Lake and Porter Counties in northwestern Indiana. NIRPC maintains a Letter of Understanding with the Northeastern Illinois Regional Transportation Authority (RTA) that specifies how these funds are to be split. LaPorte County applicants have access to Section 5310 funds by submitting applications to INDOT.

FTA Section 5337 State of Good Repair Program (Existing Commuter Rail). These are FTA formula funds that are used by the Northern Indiana Commuter Transportation District (NICTD) for improvements to the commuter rail facilities all along NICTD's rail corridor. Chicago Urbanized Area SGR funds are divided between Illinois and Indiana under an agreement with the RTA. NIRPC's TIP also displays SGR funds allocated to the South Bend Urbanized Area. Listed SGR projects may be undertaken in any of five counties, including Lake, Porter, LaPorte, and St Joseph Counties, Indiana, and Cook County, Illinois.

FTA Section 5339 Bus and Bus Facilities Program. These are FTA formula funds that are used by public transit operators to replace, rehabilitate, or purchase buses, bus-related equipment, and bus-related facilities. Chicago Urbanized Area Bus funds are divided between Illinois and Indiana under an agreement with the RTA. LaPorte County public transit operators have access to Section 5339 funds by submitting applications directly to INDOT.

Highway Safety Improvement (HSIP). These FHWA funds must address critical safety needs on local roadways which have a history of crashes. Separate allocations are made to each Urbanized Area but funds may be used for projects anywhere within the county served by the MPO.

Transportation Alternatives Program (TAP). These FHWA funds may be used for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects. TAP funds may be used for projects anywhere within the county served by the MPO.

High Priority or Demonstration Project Funds. The TIP also includes other transportation projects which are selected by Congress (i.e., Demonstration or "High Priority" Projects).

The TIP also includes Regionally Significant transportation projects that involve no federal funds, and INDOT-selected local projects that are usually

located outside of the urbanized area but within the three-county metropolitan planning area. These projects are not selected by NIRPC.

**INDOT System Improvements.** The TIP also includes projects that are undertaken by the state of Indiana. The Indiana Department of Transportation (INDOT) selects projects that will occur on state-owned roadways, which include Interstates and US-marked and State routes.

INDOT conducts its own project selection processes for those funds that it controls and provides NIRPC with a list of projects to include in the TIP.

INDOT also assists other state agencies such as the Indiana State Prison, Westville Correctional Center, Indiana Dunes State Park, Ports of Indiana at Burns Harbor, Purdue and Indiana Universities, and others by listing road and parking lot construction projects in the TIP and bidding them out through INDOT's letting system.

**Road Improvements on Federal Lands.** The FHWA Eastern Federal Lands Division (EFLD) maintains its own TIP process and document for transportation projects within or affecting federal lands in the region (e.g., Indiana Dunes National Lakeshore). There are two EFLD-funded projects in this TIP.

### **Major Projects Implemented from the Prior TIP.**

0900071	61 <sup>st</sup> Ave Added Travel Lanes (Arizona to SR 53 in Hobart)
1173426	93 <sup>rd</sup> Ave Intersection Improvements @ Chase St (Crown Point)
1297288	61 <sup>st</sup> Ave Bridge over Deep River (Hobart)
1500221	RW – Chicago Ave Added Travel Lanes (Hammond)
1173706	C&O Bike/Ped Trail (Merrillville)
1297541	Smoke Rd Intersection Improvement @ Division Rd (Porter Co.)

## **TIP Development Process**

**Introduction.** Development of the new 2018-2021 TIP began in late 2016. An announcement was made at the October 2016 TechPC meeting. A series of meetings with the Northern Indiana Commuter Transportation District (NICTD) regarding some extraordinary plan amendment needs was held at

about the same time. A NOFA for FTA Section 5307/5340 projects in Lake and Porter Counties was issued in November 2016. No additional federal aid highway projects were solicited because all expected 2018-2021 INDOT/FHWA revenues have already been allocated to projects. The new TIP will be accompanied by a Long Range Transportation Plan Amendment and updated Conformity Determination. An adoption deadline of May 2017 was set—this was consistent with INDOT’s previously stated intent to develop a new 2018-2021 Statewide Transportation Improvement Program (STIP).

NIRPC issued one NOFA for Highway Safety Improvement Program (HSIP) projects in October 2015. We issued a NOFA for FTA Section 5307 projects in Lake and Porter Counties in November 2016. Projects were selected under the HSIP NOFA but were not under FTA Section 5307. The selection processes are described or included following.

**There are three documents shown on the following pages. These are:**

**NOFA 2015-1: Call for Projects under the Highway Safety Improvement Program (HSIP). (Five pages)**

**NOFA 2016-1: Transit TIP Projects and Selection Criteria (Three pages)**

**NIRPC Committee Descriptions. (10 pages)**

**Notice of Funding Availability (NOFA) 2015-1  
Solicitation/Call for Federal-Aid Transportation Projects  
Lake and Porter Counties, Indiana**

Northwestern Indiana Regional Planning Commission (NIRPC) is soliciting proposals within Lake and Porter Counties, Indiana under the following Federal-Aid Program in the amount indicated:

Highway Safety Improvement Program (HSIP) Year 2016	\$ 0.7 Million
Highway Safety Improvement Program (HSIP) Years 2017-2021	\$ 4.1 Million

Of the funds to be made available under this Solicitation, about \$700,000 is available now (State Fiscal Year 2016). We expect all remaining funds (\$4.1 Million) to be fully obligated on or prior to June 30, 2021.

**Submission Deadline:**           **Letter of Intent: Friday, December 4, 2015**  
  **Full Application: Wednesday, December 16, 2015**

**Background**

In our previous NOFA (2014-2) we made \$9.9 million in HSIP funds available for programming. Projects were selected by the NIRPC Board at their July 2015 meeting. Afterward, they were submitted to INDOT for a determination of eligibility for HSIP funding. INDOT found five of the seven new projects eligible. We anticipate that issues with one ineligible project (\$531K) will be resolved. However, the issues associated with the second ineligible project (\$4.0M) are likely insurmountable. We are seeking a substitute project or projects to use the \$4.0M.

Secondly, we have reconciled each of our four federal-aid accounts (STP, CMAQ, HSIP, and TAP) to avoid overspending in each account by year. This was done in response to an INDOT directive received in July 2015. We are able to transfer up to 50% of the annual allocation of funds in each account to other accounts. This reconciliation has left us with approximately \$700,000 in 2016 HSIP spending authority that we are unable to allocate to projects. Of this amount, \$620,292 is available for expenditure with a 100% federal share.

**Eligible Activities**

A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. Specific INDOT Guidance is downloadable from our website ([www.nirpc.org](http://www.nirpc.org)).

There are two types of projects, 1) Low Cost/High Impact Projects, and 2) High Crash Location projects. These are summarized on Attachment 1 to this NOFA.

Applicants with prior road construction awards under the STP or CMAQ programs may submit an HSIP application that will result in the exchange or "trade out" of a portion of their prior STP or CMAQ award for HSIP funds. Such applications are subject to all HSIP program requirements (specifically Cost/Benefit calculations).

Applicants may request funds to perform a Road Safety Audit (RSA) at a given location or for an entire corridor. RSA projects that use 2016 HSIP funds will be funded at 100% federal.

Applicants may request supplemental funding for existing HSIP-funded projects.

Please note that Cost/Benefit calculations are to be performed using HAT 2.0 software, which is downloadable from ERMS at no cost.

### **Geographic Restrictions by Fund Type**

HSIP funds may be used anywhere in the county.

### **Eligible Applicants**

1. County Governments. Applications may only be submitted by the Board of Commissioners. Boards and/or Commissions created by the county may not submit applications directly to NIRPC.
2. Cities and Towns. Applications may only be submitted by the Chief Elected Official. Boards and/or Commissions created by a city or town may not submit applications directly to NIRPC.
3. Northern Indiana Commuter Transportation District (NICTD).
4. State Agencies, including state-assisted public colleges and universities (IU, Purdue, Ivy Tech, etc.).
5. NIRPC, on behalf of itself or other multiple units of government.

### **Submission of Letters of Intent/Applications/Deadline**

**Letters of Intent are due on Friday, December 4, 2015.** The letter should indicate the applicant's intent to file a full application on or before the deadline. Notwithstanding, applicants may submit their full application instead of a Letter of Intent.

### **Full applications must be transmitted to NIRPC on or prior to Wednesday, December 16, 2015.**

Application packages may be e-mailed, mailed (via USPS) or delivered in person to:  
Amanda Pollard aperegrine@nirpc.org or at NIRPC, 6100 Southport Rd, Portage, IN 46368-6409.

### **Application Form Preparation**

A project application form may be downloaded from NIRPC's website ([www.nirpc.org](http://www.nirpc.org)). The application form is in Microsoft Excel. Applicants should fill in the form, print it, attach required documentation, and then either 1) scan the documents into pdf format and submit the materials via e-mail or 2) physically submit the original application, with required documentation, to NIRPC in person or by mail. (Alternatively, applicants may use a paper copy of the application and complete it either by hand or typewriter for submission.) A dated transmittal letter, executed by the CEO (Chief Elected Official or Chief Executive Officer), must also accompany the application.

An area of emphasis this year is the preparation of Purpose and Need Statements. The purpose of the project should be stated clearly and concisely. The need for the project should be quantified whenever possible. Documentation that supports the need for the project should be attached.

### **Project Selection Process**

A list of projects submitted in response to this Solicitation/Call will be presented to the NIRPC Transportation Policy Committee (TPC) at their December 8, 2015 meeting. The list will identify the project, its funding needs by year, projected Cost/Benefit information, and indicate if the project is believed to be eligible for HSIP funding.

NIRPC's 2013 HSIP Project selection system will be utilized. For the \$4.1M available in 2017-2021: Following takedowns for supplemental funding, of the total amount of federal funding available, the first 75% of

funds will be reserved for Low Cost/High Impact projects and the 25% balance reserved for High Crash Location projects.

For the \$700K in 2016 funds, all reasonable funding requests will be considered.

The TPC will recommend funding for two lists of projects—those using the 2016 funds and those using the 2017-2021 funds. These lists should be considered tentative until the full applications have been received and the NIRPC Board adopts two final lists at their meeting on Thursday, December 17, 2015.

### **NIRPC Contacts**

For HSIP Process & Project Eligibility: Stephen Sostaric [ssostaric@nirpc.org](mailto:ssostaric@nirpc.org)

For Funding Questions: Gary Evers [gevers@nirpc.org](mailto:gevers@nirpc.org)

For general questions regarding the solicitation, deadlines, document formats, etc:

Amanda Pollard [aperegrine@nirpc.org](mailto:aperegrine@nirpc.org)

Telephone 219.763.6060

Northwestern Indiana Regional Planning Commission

6100 Southport Rd, Portage IN 46368-6409

November 10, 2014



## Attachment #1 to NOFA 2015-1 November 11, 2015

The main source of information on the projects and information required is the Indiana Department of Transportation's *Highway Safety Improvement Program Local Project Selection Guidance* document, which can be found here: <http://www.in.gov/indot/files/LocalHSIPProjectSelectionGuidance.pdf>

There are two types of eligible projects:

1. **Low Cost/High Impact Projects.** These projects fall into seven categories designated by INDOT in their *Local Project Selection Guidance* document. The types are as follows:
  - Conduct replacement of outdated regulatory and warning signs to meet MUTCD retroreflectivity requirements (*Please note! Guide signs are no longer eligible under this item!*)
  - Upgrade traffic signals on public road approaches to a minimum of one signal head per travel lane
  - Install black backing plates on all signal heads on a public road approach traffic signal
  - Make changes to yellow interval signal timing or interconnect to improve safety on public road approaches
  - Install pedestrian push button and countdown heads on a public road approach traffic signal
  - Install new pedestrian crosswalk warning signs, flashing beacons, special pavement markings, and refuge areas on a public road approach
  - Passive warning improvement at railroad crossings that lack active warning devices

Funds will be evenly divided among these seven project types. Projects will be rated among each other during the selection process by the number of injuries and fatalities at the project location and then by the ADT, which will be determined by following the NIRPC process. Top priority will be given to the number of injuries and fatalities, as they demonstrate crash severity.

For the Lake/Porter Urbanized Area, please note that these projects will receive 25% of the total HSIP funds being allocated to this urbanized area. There will be a \$100,000 per project cap, with no more than \$25,000 of that going to PE. A pool of \$50,000 will be set aside for any right-of-way needs that might arise as part of projects that are selected.

The Low Cost/High Impact projects will use the short form application from INDOT, which will be included in the solicitation packet. While this is INDOT's own application, please keep in mind that NIRPC *will* be requiring the inclusion of the following in the "Additional Project Supporting Information" section:

- At least three years of data showing crashes, with emphasis on deaths and injuries
- The project location's ADT

Any submissions lacking these elements will not be considered during this process.

2. **High Crash Location Projects.** These projects are the more traditional, higher cost safety projects. More information on these projects can also be found in the *Local Project Selection Guidance* document.

For the Lake/Porter Urbanized Area, please note that these projects will receive 75% of the total HSIP funds being allocated to this urbanized area. PE will be capped at \$100,000, or 10% of the total project cost, whichever is less, and there will be a strict cap of \$50,000 in federal funds per project for right-of-way expenses.

A benefit/cost (B/C) analysis is required to be performed, as is a road safety audit (RSA). During the selection process, the B/C ratio will be used to rank projects. Bonus points to be added to the project's base B/C ratio may also be rewarded for the following:

- Project is a top 25 crash location within its county as listed in NIRPC's 2040 Comprehensive Regional Plan: +.25 on B/C Ratio
- Project is a top 10 by crash type location as listed in NIRPC's 2040 Comprehensive Regional Plan: +.25 on B/C Ratio
- Project is located in an environmental justice community: +.1 on B/C Ratio

The top crash locations will be included in the solicitation packet. Please note that any projects using a top 10 crash location by type must demonstrate that they are addressing that specific crash type.



**RESOLUTION 15-29**

**A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL  
PLANNING COMMISSION TO SELECT NEW FEDERAL AID PROJECTS  
FOR STATE FISCAL YEARS 2016-2021**

WHEREAS, the citizens of Northwest Indiana require a safe, efficient and effective, resource-conserving regional transportation system to attain and maintain socially, economically and environmentally sound living conditions towards an improved quality of life;

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "The Commission", being designated the Metropolitan Planning Organization for the Lake, Porter and LaPorte County Region, has established a regional, cooperative and comprehensive planning program to develop the unified planning work program, long-range transportation plan and transportation improvement program;

WHEREAS, the Indiana Department of Transportation (INDOT) allocates federal funds each year from the U.S. Federal Highway Administration (FHWA) to Indiana's Metropolitan Planning Organizations for use in undertaking Federal Aid projects under the Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), Highway Safety Improvement (HSIP), and Transportation Alternative Program (TAP), all of which were authorized under the Moving Ahead for Progress in the 21<sup>st</sup> Century law (P.L. 112-141), adopted in 2012;

WHEREAS, Project funding requests were solicited and received from eligible applicants within the Indiana portion of the Chicago IL/IN Urbanized Area for funds available under the Highway Safety Improvement Program (HSIP); and

WHEREAS, The Transportation Policy and Committee reached consensus on a list of projects to receive funding.

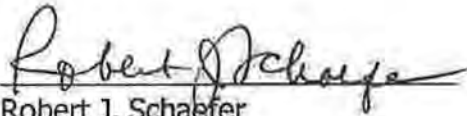
NOW, THEREFORE, BE IT RESOLVED that the Commission endorses and adopts the attached list of new Federal Aid projects to be implemented in 2016-2021.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this seventeenth day of December, two thousand and fifteen.



Blair Milo  
Chairperson

ATTEST:



Robert J. Schaefer  
Secretary

NOFA 2015-1 Limited Solicitation for HSIP Projects  
 Transportation Policy Committee: Recommendations for Funding  
 December 8, 2015

**Proposed Use of Unallocated 2017-2021 HSIP Funds**

LPA	Project Name	Federal Funds
<b>Original Funding Requests for New HSIP Projects</b>		
Valparaiso	Citywide Traffic Signal Upgrades	\$ 81,000
Kouts	Regulatory Signs & Pavement Markings	\$ 58,500
Winfield	109th & Randolph Area Pedestrian Crossing Improvements	\$ 70,000
Hobart	HAWK Signal at SR51 & Oak Savannah Trail	\$ 81,000
Hammond	Pedestrian Refuge Island, 173rd & Purdue Cal	\$ 100,000
Hammond	HAWK Signal at 150th & Grand Marquette Trail, Douglas & Erie-Lackawanna Trail, 165th & Erie-Lackawanna	\$ 100,000
Cedar Lake	Safety Improvements at 133rd Ave at US41	\$ 27,000
Gary	Replace Regulatory & Warning Signs	\$ 100,000
<b>Total Requested: \$8,772,200 Federal</b>		<b>\$ 617,500</b>
Total Available (2017-2021)		\$ 4,100,000
Balance		\$ 3,482,500

**Proposed Use of Unallocated 2016 HSIP Funds**

LPA	Project Name	Federal Funds
Lake County	RSA on 101st Ave & Calumet, 101st & Sheffield, 101st & State Line, 109th & Calumet	\$ 100,000
Valparaiso	Corridor RSAs on Silhavy, CR500N, Calumet, Campbell, Lincolnway, CR400N, SR2, US30, Roosevelt Rd, LaPorte Ave, Harrison Blvd	\$ 67,500
Gary	RSA on Ridge Rd, Grant to Broadway	\$ 100,000
Gary	RSA on Grant St, 4th Ave to I-80/94	\$ 100,000
Gary	RSA on Lake St, US12/20 to Lakefront	\$ 100,000
NIRPC	I 65 & US30 UPWP Safety Planning Project	\$ 250,000
<b>Total Requested</b>		<b>\$ 717,500</b>
Total Available (2016)		\$ 719,681
Balance		\$ 2,181

## Transit TIP Projects and Selection Criteria

The Transit Operators Roundtable (TOR) is the Topical Stakeholder Committee responsible for overseeing NIRPC's transit planning process and program. The TOR meets monthly to problem-solve ongoing transit issues in the region, coordinate transit services, and problem-solve funding issues. Most importantly, the TOR is also responsible for the development of the project selection process for various FTA funding programs.

Currently, Northwestern Indiana encompasses portions of two Urbanized Areas (UZA): Chicago, IL/IN and Michigan City-LaPorte. These geographies require TOR to operate as two distinct groups, each with their own project selection processes. Both groups determine funding priorities based on consensus.

### Chicago, IL/IN UZA

Gary Public Transit Corporation  
North Township Dial-A-Ride  
Northwestern Indiana Commuter Transit District  
Porter County Aging and Community Services  
South Lake Community Services  
Valparaiso V-Line and Valpo Dash

### Michigan City-LaPorte UZA

Michigan City Transit  
Transporte

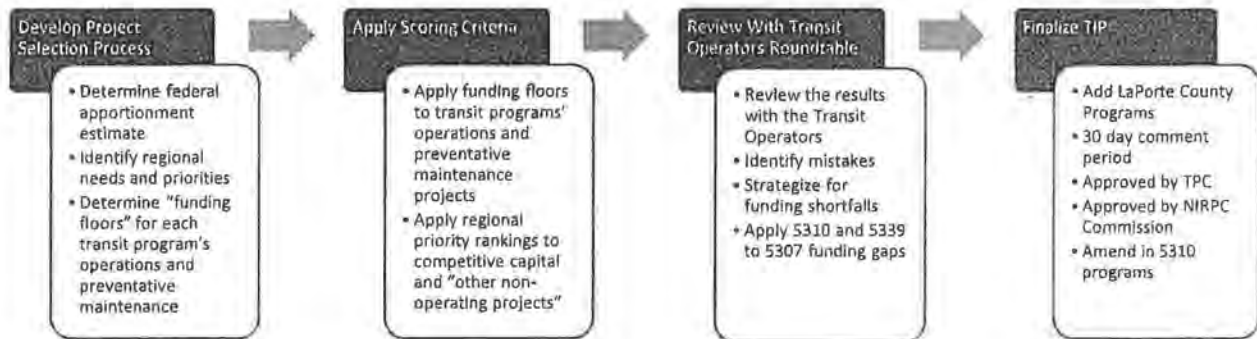
**Michigan City-LaPorte UZA.** The providers in the Michigan City-LaPorte UZA do not utilize a competitive process to determine their funding priorities. For 2018 and 2019 the estimated apportionments \$951,024 and \$970,044 were distributed based upon their estimated operating expenses for those years. Both providers were able to reach consensus on this distribution mechanism.

**Chicago UZA.** Within the Chicago UZA a detailed project selection process was developed. Consensus was reached among the six operators on the selection process and a NOFA (Notice of Funding Availability) was released in November 2016. Following receipt of projects, numerous errors were discovered within the NOFA and selection system. Consequently, we have decided to nullify the results of the project solicitation. We will convene the TOR to correct the errors in the project selection system and reissue the NOFA. This process will occur after the publication of the FY2018-2021 TIP, but before the end of calendar 2017. Projects selected as part of the Michigan City-LaPorte UZA, and projects that were not part of 5307, 5339, or 5310 were added to the TIP. This primarily includes all NICTD projects using State of Good Repair (SOGR), Core Capacity, New Start, and local funds as funding sources.

Accordingly, 5307 projects included in the new 2018-2021 TIP are those previously included in the 2016-2019 TIP. We intend to amend-in the new projects following a redo of the solicitation for 2018-2021 Section 5307-funded projects in the Indiana portion of the Chicago UZA.

The following section will outline a typical project selection process and illustrate how the 2018 projects were or will be selected for inclusion in the FY2016-2019 TIP. The typical process is as follows:

## Project Selection Process for FTA 5307, 5310, and 5339 Funding Programs for Lake and Porter County



Currently, transit operators in Northwestern Indiana can utilize the following FTA funding sources:

- FTA funding program 5307, "Urbanized Area Formula Funding" has a very wide umbrella of funding opportunities. 5307 can be used to for transit capital and operating assistance in urbanized areas, and for transportation-related planning.
- FTA program 5339, "Busses and Facilities" is only available to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- FTA program 5310, "Enhanced Mobility of Seniors and Individuals with Disabilities" is used help meet transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

Even though each program has a distinct separation of eligible activities, TOR implements the same system for scoring these projects. The 5339 funding is used fund eligible vehicle replacements before the more versatile 5307 funding needs to be expended. 5310 projects are also usually selected through this process, in accordance with NIRPC's Coordinated Services Plan. Similarly to 5339 operations and capital project that can be funded with 5310 are funded first, so the bulk of 5307 can be shared across all other program areas.

### Regionally Significant Transit Projects

NICTD included two projects in the FY2018-2021 TIP that would meet NIRPC's definition of being "regionally significant." These projects are the West Lake Corridor Expansion and Double Tracking the South Shore Line.

#### The West Lake Corridor Project

The West Lake Corridor Project would be an approximate 9-mile southern extension of the Northern Indiana Commuter Transportation District's (NICTD) existing South Shore Line (SSL) between Dyer and Hammond, Indiana. Trains on the new branch line would connect with the existing SSL and ultimately Metra Electric District's (MED) line to the north. The proposed project would provide new transit service

between Dyer, Indiana and Metra's Millennium Station in Downtown Chicago, Illinois, a total distance of approximately 29 miles.

An expansion of the South Shore Line has long been recognized as a value to the Northwest Indiana regional community. As early as 1989, the NIRPC released a study that identified an extension to the SSL as a potentially viable means to expand mass transit in the region. Since that time, multiple evaluations have occurred. In 2011, NICTD's West Lake Corridor Study concluded that a rail-based service between the Munster/Dyer area and Metra's Millennium Station in Downtown Chicago would best meet the public transportation needs of the study area. In June 2014, NICTD and the Northwest Indiana Regional Development Authority (RDA) released the 20-Year Strategic Business Plan, which highlighted the importance of a West Lake Corridor Project. In May 2014, NICTD initiated the environmental review process for the West Lake Corridor Project, a required next step to advance overall project development and secure federal funding.

The purpose of the West Lake Corridor Project is to provide a vital transportation link that connects Northwest Indiana to Chicago and Cook County, Illinois. NICTD is proposing the West Lake Corridor Project as a southern branch extension of the SSL route to reach high-growth areas in Lake County, Indiana. The project would expand NICTD's service coverage, improve mobility and accessibility, and stimulate local job creation and economic development opportunities for Lake County.

The benefits to be achieved from the Project are to:

- Improve regional mobility
- Improve transportation links to downtown Chicago
- Improve regional accessibility to an expanded commuter rail network of services
- Provide equitable access to transportation
- Support the economic vitality of Northwest Indiana

#### **Double Tracking the South Shore Line**

The Northern Indiana Commuter Transportation District (NICTD) proposes to double-track its South Shore commuter rail line in northern Indiana to allow for expanded peak-hour service that will relieve current crowding. The project includes double-tracking along a 24 mile-segment of the line between Gary and Michigan City, and platform upgrades at five stations. Two miles of the project corridor are in Michigan City, where the project includes construction of an exclusive two-mile right-of-way to replace the current street-running segment. These upgrades will allow NICTD to increase peak-hour capacity without procuring additional rolling stock.



## NOTICE OF SOLICITATION

### FOR THE FFY 2018-2021 TRANSIT TRANSPORTATION IMPROVEMENT PROGRAM

### FOR FTA SECTION 5307 URBANIZED AREA FUNDS, SECTION 5339 BUS AND BUS FACILITIES FUNDS, AND SECTION 5337 STATE OF GOOD REPAIR FOR LAKE AND PORTER COUNTIES

November 14, 2016

The Northwestern Indiana Regional Planning Commission is conducting a solicitation for public transit projects to receive federal funds under the U.S. Department of Transportation Federal Transit Administration (FTA) Section 5307, Section 5339 and Section 5337. This solicitation is targeted to existing public transit operators in Lake and Porter Counties. The Section 5337 solicitation is targeted to the Northern Indiana Commuter Transportation District, the only commuter rail operator eligible in the Lake - Porter urbanized area. The solicitation is limited to new projects for Federal Fiscal Years 2018, 2019, 2020 and 2021.

NOTE: New providers, or potential new providers, must contact NIRPC to determine eligibility, financial feasibility and sustainability. Approving new providers is a long-term process. Early contact with NIRPC is required.

Applications are due at NIRPC by Thursday, December 30, 2016.

An application form (Attachment 1) must be completed for each proposed new project and/or ongoing operating, capital, planning, and maintenance needs.

Contact: Please submit your project application(s) to James Winters at [jwinters@nirpc.org](mailto:jwinters@nirpc.org) or mail to NIRPC, 6100 Southport Road, Portage, IN. 46368.

Eligible activities include operating, capital and planning projects designed to support, maintain, and improve the Lake and Porter Counties' public transit systems, including fixed route bus, complementary paratransit, demand response transit, commuter bus, and commuter rail.

#### Project Selection

Transit projects will be selected using the Project Selection Criteria developed in conjunction with the adopted 2040 Comprehensive Regional Plan for Northwest Indiana (CRP). The Plan's Goals and Objectives are included as Attachment 2.

Applicants will self-score projects using the methodologies identified in the Project Selection Criteria, Attachment 3. Support documentation as noted on the Project Application must be submitted with the application(s). Staff will review and confirm scores. Discrepancies will be resolved by the Transit Operators' Round Table.

#### Federal Financial Projections

For TIP financial constraint purposes, the following projections will be used:

Base amount – FY 2017 \$11,500,000

Projected Annual Increase of 2%

FFY 2018 - \$11,730,000

FFY 2019 - \$11,964,600

FFY 2020 - \$12,203,892

FFY 2021 - \$12,447,970

#### TRANSIT PROJECT SELECTION CALENDAR FOR THE FFY 2018-2021 TIP

Release of Solicitation Application:	November 9, 2016
Project Submission Deadline:	December 30, 2016
Transit Operators Review	Jan.-Feb, 2017
TPC Approves for Public Comment	March, 2017
Public Review Period	March-April, 2017
NIRPC Board Approves TIP	May, 2017

# ATTACHMENT 1

## NORTHWEST INDIANA SECTION 5307/5339 TIP APPLICATION Federal Fiscal Year 2018-2021 TIP

### PART I. APPLICANT INFORMATION

Public Transit Operator:

Contact Name:

Contact Address:

Email:

Phone Number:

### PART II. PROJECT INFORMATION

Federal Fiscal Year:

Project Description: (Attach separate sheet as needed.)

For vehicle replacements, include schedule of replacements  
For all others, include sufficient detail to inform "general public reader".

List Criteria Project Addresses and Score:

### PART III. PROJECT BUDGET

<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
\$	\$	\$	\$

Source of Local Match:

NOTE: FOR EACH PROJECT PLEASE IDENTIFY BY YEAR THE AMOUNT AND SOURCE OF ALL NON-FEDERAL SUPPORT.

Project Start and End Dates:

## ATTACHMENT 2

2040 Comprehensive Regional Plan  
2040 CRP Vision Statement / Goals & Objectives  
Northwestern Indiana Regional Planning Commission

### 2040 CRP Vision Statement

*Stretching from the treasured shores of Lake Michigan to the historic banks of the Kankakee River and committed to an ethic of sustainability:*

*A vibrant region – Our economy is thriving, our people are well educated, growth is planned and natural and rural areas are valued and protected;*

*A revitalized region – Urban areas are renewed and our environment is clean;*

*An accessible region – Our people are connected to each other and to equal opportunities for working, playing, living, and learning;*

*A united region – Celebrating our diversity, we work together as a community across racial, ethnic, political, and cultural lines for the good of the region.*

### 2040 CRP Goals and Objectives:

(\* Indicates transit-supportive policy)

#### Vision Theme: Vibrant Region – thriving economy

- Goal: A globally competitive, diversified economy that protects and enhances our natural environment
  - Objectives:
    - Maximize technology, productivity and efficiency of existing core industries
    - Create diverse, emerging and sustainable industries
    - Strengthen public/private partnerships resulting in increased regional investment
    - Redevelop urban core areas
    - Utilization/expansion of transportation and other infrastructure advantages
    - Promote growth that protects and enhances the environmental assets of Northwest Indiana
    - Improve the workforce of the Region to accommodate growth in emerging industries
    - Improve overall quality of life to attract businesses and residents

#### Vision Theme: Vibrant Region – well-educated people

- Goal: Expanded access to knowledge and educational opportunities
  - Objectives:
    - \*Develop a transportation system that provides safe and reliable access to educational facilities

- Maintain strategic partnerships with educational institutions
- Provide critical information to the public to enable meaningful public participation
- Educate leaders about best practices in urban and regional planning and public policy
- \*Improve infrastructure connectivity and access to the technology that supports distance education

Vision Theme: Vibrant Region – protected natural and rural areas

- Goal: Managed growth that protects farmland, environmentally sensitive areas and important ecosystems
  - Objectives:
    - Promote the development and preservation of regional greenways and blueways (water trails) and establish linkages between them
    - Encourage the concentration of development around existing infrastructure
    - Encourage redevelopment of infill sites within established centers
    - Promote compact development and smart growth through techniques such as transit-oriented development, traditional neighborhood development and conservation design
    - Foster the development of local food systems and a local food economy
    - Preserve prime agricultural land and rural landscapes
    - Encourage and plan for the protection and responsible use of shoreline areas
    - Improve access to major regional parks and preserved open lands, including the Indiana Dunes

Vision Theme: Vibrant Region: – planned growth

- Goal: Livable urban, suburban and rural centers
  - Objectives:
    - Encourage the compact mixing of uses
    - Encourage a diverse mix of housing types and affordability levels near job centers and transit routes
    - Facilitate the remediation and redevelopment of abandoned and underutilized land including brownfields and grey fields
    - Promote a safe and accessible pedestrian and bicycle environment
    - \*Expand access to public transit and promote transit-supportive land use patterns
    - Promote community green infrastructure and access to public open space
    - Promote the preservation of historic and cultural resources
    - Promote the integration of Context Sensitive Solutions into transportation planning and projects

Vision Theme: Revitalized Region – renewed urban areas

- Goal: Revitalized urban core
  - Objectives:
    - \*Rebuild and improve existing infrastructure systems including public transportation
    - Improve the connectivity of and provide access to high tech infrastructure, including broadband, fiber and other technologies, to promote innovation and investment
    - Foster the development of livable, mixed use downtowns

- Promote adaptive reuse, infill development and the remediation and reuse of underutilized properties, particularly brownfields
- Facilitate the rehabilitation of neighborhoods and maintenance of high quality and affordable housing
- Promote the preservation of historic and cultural resources
- Expand visual and physical access to Lake Michigan and other open space
- Partner to protect threatened natural remnants
- Enhance community design and aesthetics

Vision Theme: Revitalized Region – clean environment

- Goal: Improved air quality
  - Objectives:
    - Achieve national ambient air quality standards for all pollutants, including carbon monoxide, ozone and particulates
    - Reduce air toxics, greenhouse gases and other harmful emissions
    - Improve the aesthetics – noise, odor, discoloration – of air
    - Reduce the disproportionate impact of industrial and transportation emissions on environmental justice populations
    - \*Coordinate land use and transportation policies to reduce motor vehicle trips

Vision Theme: Revitalized Region – clean environment

- Goal: Reduced flooding risks and improved water quality
  - Objectives:
    - Achieve water quality standards and designated uses of our lakes and streams
    - Complete, improve, and implement watershed management plans
    - Promote storm water best management practices including the development of green infrastructure and the reduction of impervious surfaces
    - Facilitate regional planning for adequate collection and treatment of wastewater and the elimination of the inappropriate use of septic systems
    - Promote the upgrading of aging water infrastructure
    - Facilitate the development of a regional storm water strategy
    - Facilitate regional planning for water supply and demand
    - Preserve flood plain and wetlands

Vision Theme: Revitalized Region – clean environment

- Goal: Clean land
  - Objectives:
    - Maximize the number of brownfields returned to productive use
    - Facilitate a regional solid waste and landfill strategy
    - Promote the acquisition and protection of greenspace
    - Mitigate transportation and land use impacts

Vision Theme: Accessible Region – connected people and opportunities

- Goal: A safe and secure transportation system
  - Objectives:
    - Reduce the number and severity of motor vehicle collisions
    - Improve the safety of non-motorized transportation through education, enforcement, engineering, design and construction
    - Reduce flooding of roadways
    - Reduce emergency response times
    - Support the development of regional preparedness and evacuation planning
    - \*Improve the safety and security of transit facilities including stations, stops and vehicles
    - Utilize technology, including Intelligent Transportation Systems and other strategies, to improve transportation safety

Vision Theme: Accessible Region – connected people and opportunities

- Goal: Increased mobility, accessibility and transportation options for people and freight
  - Objectives:
    - Integrate local, regional and national transportation systems to facilitate movement of people and freight between modes
    - Improve freight facilities connecting the region to national and global markets
    - Reduce congestion on major freight and passenger routes
    - \*Improve the internal connectivity of the transportation network
    - \*Enhance connectivity between housing, jobs, services, and educational facilities
    - \*Improve system accessibility for people with special transportation needs including persons with disabilities, the elderly, the young and low-income populations
    - \*Increase access to and improve the reliability of public mass transit
    - \*Improve the non-motorized transportation network by building Complete Streets that accommodate bicycles, pedestrians and transit users
    - Enhance navigability through improved wayfinding and signage
    - \*Encourage land use policy that supports access for disabled persons, efficient mass transit, and non-motorized travel.

Vision Theme: Accessible Region – connected people and opportunities

- Goal: Adequate transportation funding and efficient use of resources
  - Objectives:
    - \*Increase the level of federal and state funding flowing into the region and improve the ability to provide local matching funds
    - \*Protect previous investments through maintenance and improvements to existing transportation infrastructure, operations and services
    - \*Devote sufficient resources to address reconstruction and maintenance needs
    - \*Utilize the Congestion Management Process to optimize the efficiency of the existing system
    - \*Prioritize transportation investments that support land use and economic development goals

- \*Encourage investments that consider long range impacts of changing transportation systems and anticipate future technologies

Vision Theme: Accessible Region – connected people and opportunities

- Goal: A transportation system that supports the health of all people and places
  - Objectives:
    - Improve the integration of environmental planning activities into transportation planning
    - Reduce the levels and impacts of pollution (including air, noise, and vibration) caused by transportation, particularly freight, especially in environmental justice communities
    - Improve the non-motorized transportation network by building Complete Streets that accommodate bicycles, pedestrians and transit users
    - Expand environmental mitigation efforts
    - \*Conduct outreach to determine the negative impacts of transportation investments and to ensure environmental justice
    - Promote energy efficiency and alternative energy

Vision Theme: United Region – working together, good of the region

- Goal: Environmental justice: shared benefits and burdens
  - Objectives:
    - \*Increase outreach in environmental justice communities and improve the public involvement process to eliminate barriers and engage minority, disabled, elderly, and low-income populations in regional decision-making
    - Improve capacity to identify residential, employment, and transportation patterns of low-income and minority populations so that their needs may be identified and addressed, and the impacts of transportation can be fairly distributed
    - Avoid disproportionately high and/or adverse impacts on minority, disabled, elderly and/or low-income populations.
    - Minimize and/or mitigate unavoidable impacts on low-income and/or minority populations by providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods
    - Increase awareness and understanding of environmental justice issues among decision makers
    - Mitigate displacement of local residents and the loss of property investments when redeveloping the urban core

Vision Theme: United Region – working together, good of the region

- Goal: Efficient and coordinated local government
  - Objectives:
    - Facilitate the consolidation of redundant local government services



- Promote coordination of land use and corridor planning across jurisdictional boundaries
- Foster better communication, cooperation, and coordination to better leverage resources
- Promote the sharing of benefits, burdens and costs among government

## ATTACHEMENT 3

Northwest Indiana  
FFY 2016-2019 Transportation Improvement Program

### PROJECT SELECTION CRITERIA

Federal Transit Administration  
Urban Area Formula Grant Program  
(FTA Section 5307, Section 5337, Section 5339)  
Chicago Urbanized Area

Northwestern Indiana Regional Planning Commission  
6100 Southport Road  
Portage, Indiana 46368-6409  
(219) 763-6060  
e-mail: [nirpc@nirpc.org](mailto:nirpc@nirpc.org)  
website: [www.nirpc.org](http://www.nirpc.org)

NOVEMBER 9, 2016

Northwest Indiana FTA Section 5307 Project Selection Criteria (Chicago UZA)

Federal Fiscal Year 2018 - 2021 Transportation Improvement Program

FEDERAL PROGRAM PRIORITIES

FEDERAL PRIORITY #1: Transportation Security Expenses

1% of Section 5307 Apportionment

The FAST Act requires that at least 1% of an urbanized area apportionment must be used on “transportation security expenses” unless the Designated Recipient can certify that this expense is not necessary. Eligible federal priorities are defined as camera surveillance systems, lighting, and perimeter control (fences).

Locally Determined Priorities

1. Camera surveillance systems
2. Lighting
3. Fences
4. Security Training for Drivers
5. Contracted Security Services (monitoring)

Scoring/Selection of Projects

Funds for transportation security projects shall be sub-allocated to the three direct recipients who shall submit a prioritized list, in the amount of the sub-allocation, of eligible projects in response to the TIP solicitation. In the case of the 7 sub-grantees under the NIRPC designation, NIRPC shall facilitate the development of a prioritized list with the affected transit operators.

For planning purposes, the direct recipients should expect to receive the following percentages of each year’s projected Associated Transportation Improvement funds:

- GPTC: 37%
- NICTD: 40%
- NIRPC: 23%

The Transit Operators Roundtable may be flexible and consider other sharing arrangements as project needs evolve. The consensus of the Roundtable would be required to make changes.

## LOCAL PRIORITY #1: Operating/PM Subsidy Projects

### 1. Preservation and Maintenance of Existing Services and Facilities

86% of Section 5307 Apportionment

#### Priority 1A

**Definition:** These projects provide subsidies to transit operators to sustain existing operations. Eligible projects include operating assistance as provided in the FAST Act, capital cost of contracting, preventive maintenance, and NIRPC Section 5307 sub-grantee management and transit planning.

#### Scoring and Project Selection

All eligible projects will be scored by the Applicant and receive a value of "1".

#### Eligible Applicants

Eligible applicants are the existing public transportation operators and the Northwestern Indiana Regional Planning Commission. Other potential applicants must contact NIRPC to determine eligibility, federal, state and local funding availability, and long-term sustainability.

#### Priority 1B

**Definition:** These projects provide subsidies to sustain the complementary paratransit services, leases of revenue vehicles and transit equipment, and associated capital maintenance (spare parts).

#### Scoring and Project Selection

All eligible projects will be scored by the Applicant and receive a value of "2".

#### Operating/PM Subsidy Floor/Increases & Decreases in Apportionment

Each recipient's or sub-recipient's proportionate share of the projected total amount of FFY 2015 Section 5307 financial assistance programmed for Operating Subsidies is construed as their "Operating Subsidy Floor." Each operator's "Operating Subsidy Floor" amount for FFY 2016 is shown on the following chart.

FFY 2016 Operating/PM Subsidy Floor; Apportionment: \$11,502,467		
Operator	\$ Amount	Percent
Gary Public Transportation Corporation	\$4,552,110	39.57%
Northern Indiana Commuter Transportation District	3,963,060	34.45%
City of East Chicago	566,726	4.93%
NIRPC Transit Planning	120,000	1.04%
North Township Trustee	43,200	.3756%
Opportunity Enterprises, Inc.	100,194	.8711%
Porter County Community Services	100,000	.8694%
South Lake County Community Services	100,000	.8694%
Valparaiso V-Line	108,800	.9459%
DASH	159,200	1.3841%
TOTAL	\$9,813,290	85.31%
Total FY 2016 Section 5307 Apportionment	\$11,502,567	Bal. \$1,689,277

\* Includes PM, Operating, including pre-existing JARC, and complementary paratransit

\*\* Includes complementary paratransit

\*\*\* Includes capital cost of contracting

Decreases in Sub-Apportionment. If the final FTA Section 5307 sub-apportionment for any subsequent year is less than the amount projected, each eligible entity's "Operating /PM Subsidy Floor" will be reduced proportionately by an amount equal to the overall percentage decrease in the total sub-apportionment.

Increases in Sub-Apportionment. If the final FTA Section 5307 sub-apportionment for any subsequent year is greater than the amount projected, each eligible entity's "Operating/PM Subsidy Floor" will be increased proportionately by an amount equal to the overall percentage increase in the total sub-apportionment.

Regardless of any increase or decrease in their respective "Operating Subsidy/PM Floor," applicants must demonstrate a need for the level of funding sought in a TIP application. If a recipient or sub-recipient is allocated more Operating Subsidy/PM funds than the recipient or sub-recipient demonstrates is needed, the matter may be brought before the Transportation Policy Committee.

## Local Priority #2 – All Other Preservation and Maintenance Projects Including Vehicle Replacements

### 10% of Section 5307 Apportionment

These are capital projects involving the preservation and maintenance of the existing (physical) public transit network. Eligible projects include the replacement, rehabilitation, rebuilding or overhaul of revenue vehicles, support vehicles and facilities; ADA compliance retrofitting, minor additions to existing support vehicles and facilities; improvements to existing communications/coordination/control systems; and improvements to the commuter rail infrastructure—or any other project meeting the definition of Preservation and Maintenance described in Attachment #1.

### Priority 2A – Vehicle Replacements

#### Prioritization of Revenue Vehicle Replacement Projects

The term “vehicle replacement project” is defined as the replacement of one existing vehicle with another vehicle.

#### Vehicle Replacement Schedules

Revenue vehicle replacements, rebuilding, and/or rehabilitation projects must be consistent with the applicant’s vehicle replacement schedule. Revenue vehicle replacements will be prioritized by remaining useful life. Applicants shall submit a fleet roster that includes years in service, mileage and expected date vehicle will meet useful life.

### Priority 2B. All Other Preservation and Maintenance Replacements

#### Prioritization of All Other Replacements

A project’s score is the priority number (1 through 20) assigned by the criteria to the particular project type (see following).

If there is sufficient funding in any year to select preservation and maintenance projects (other than vehicle replacement) and there are multiple projects submitted for a particular project type priority, the matter will be brought before the Transit Operators Roundtable for discussion and resolution of the situation. The matter will be referred to the Transportation Policy Committee if there is no consensus reached among operators.

#### Locally Determined Priorities (Listed in Descending Order)

Priorities 1 through 6: Existing Transit Facility Retrofit Projects Related To ADA Implementation.

1. Aural/Visual Communications Systems at Stations, Stops & Terminals
2. Terminal/Station/Stop Overhaul Projects
3. Accessible Passenger Shelters
4. Signage at Stations, Stops & Terminals
5. Aural/Visual Communications Systems on Revenue Vehicles
6. Physical Accessibility Retrofit Projects at Transit Offices

Priorities 7 through 20: All Other Preservation and Maintenance Projects.

7. Maintenance Equipment Replacement or Minor Expansion
8. Maintenance Building Replacement or Minor Expansion
9. Service Vehicle Replacement
10. Radio Communications Equipment Replacement or Minor Expansion
11. Passenger Terminal Replacement or Minor Expansion
12. Office/Other Equipment Replacement
13. Other Communications Equipment Replacement or Minor Expansion
14. Administrative Vehicle Replacement
15. Staff Vehicle Replacement
16. Commuter Rail Bridge Replacement
17. Commuter Rail Track Replacement
18. Commuter Rail Signals and Control System Replacement
19. Commuter Rail Electric Propulsion System Replacement
- 20.. Expansion Non-Revenue Vehicles

All projects selected under this priority must be clearly related to the preservation and maintenance of existing transit operations (See attached definition of Preservation and Maintenance).



## LOCAL PRIORITY #3: Other Non-Operating Projects

### 3% of Section 5307 Apportionment

#### Priority Projects

Priorities for funding under this category shall be:

- 3A. System Planning, Rider Education and Marketing
- 3B. Service Enhancements for Efficiency, Effectiveness, and Connectivity
- 3C. Service Expansions
- 3D. Associated Transit Improvements

#### Priority 3A.

Under 3A, eligible projects are planning projects and studies, including rider surveys, studies related to management, operations, capital requirements, route analysis, marketing and economic feasibility, preparation of engineering and architectural surveys, plans and specifications, evaluation of previously funded projects, and other similar or related activities preliminary to and in preparation for the construction, acquisition, or improved operation of transit systems, and technical studies of special interest to the operators.

The 3A priorities shall be as follows:

- 1) mandated passenger surveys
- 2) systems planning, with multi-jurisdictional planning first, and all others second
- 3) marketing
- 4) rider education and travel training

#### Project Scoring

Applicants will self-score their projects. A project's score is the priority number (1 through 4) assigned by the criteria to the particular project type.

In the event that there are multiple applications of the same score are received, the following will be utilized to differentiate among projects:

- 1. Projects which impact a congested link (i.e., plan implementation would relieve congestion) identified in the 2040 Regional Transportation Plan will be ranked higher than another project of the same score.
- 2. Projects impacting a livable center will be ranked higher than a project of the same score.

#### Unified Planning Work Program Inclusion

Once a planning project has been selected for funding it must also appear in the NIRPC Unified Planning Work Program (UPWP). Applicants for planning funds shall work with MPO staff to assure a project's inclusion in the UPWP for the appropriate fiscal year.

### Priority 3B

Eligible projects here are the acquisition of capital items for improvements to information, communications and control systems. (Any related planning or engineering costs required prior to acquisition and/or construction are planning projects eligible under Priority 3A.)

The priorities for 3B shall be as follows:

**Efficiency** – Project implementation results in more service with no increase in vehicles. Improvements in efficiency will be measured by projecting increases in the number of passenger boardings per revenue mile.

**Effectiveness** – Project implementation will result in the availability of more service. Improvements in effectiveness will be measured by projecting the change in the number of passenger boardings.

**Reliability** – Project implementation will improve service delivery at the existing level of service. Improvements in reliability will be measured by projected reduction in revenue service interruptions.

**Connectivity** – Project implementation will improve connectivity between two or more transit providers or modes of transportation. Improvements in coordination will be measured by the actual changes in the number of interconnections with other public providers and/or transportation modes.

Prioritized List of Project Types:

1. Electronic Fare Card System (including component parts)
2. Computer Equipment
3. AVL Equipment (GPS transponders and related computer hardware/software)
4. Computerized Route Scheduling (hardware/software)
5. Bus/Train-to-Base Telecommunications Equipment
6. Passenger Telecommunications Equipment (telephones, TDD/TDY/facsimile)
7. Traffic Signal Pre-emption Projects
8. Equipment and Installation of Wi-Fi on revenue vehicles

Applicants will self-score their projects. A project's score is the priority number (1 through 8) assigned to the particular project type (see above list).

### Priority 3C

Eligible types of projects here include operating subsidy, preventative maintenance, capital equipment, and planning assistance for the undertaking of a specific new or expanded transit service. New or expansion projects may address increasing service areas, vehicle capacities, hours/days of operation, improved frequency, expansions of existing services, and new routes.

### Long Range Planning Support

Eligible transit services and activities must be identified and/or supported in the goals and objectives in the Connections 2040 Regional Transportation Plan.

### Priority Projects

1. New/Expanded Services in Urban Core Community
2. New/Expanded Services Improving Capacity for Elderly and/or Persons with Disabilities
3. New/Expanded Services Improving connectivity between people and jobs.
4. New/Expanded Services not in Urban Core.

### Scoring Projects

The score shall be the priority number listed above with No. 1 being the highest.

In the event there are multiple projects, the following priorities shall be applied:

Project targets area of high concentrations of transit dependent people shall be prioritized over projects serving medium concentrations, which shall be prioritized over projects serving low concentrations.

Service Improvement (Demand Response or Fixed Route)

#### Demand Response

1. Increased capacity
2. Expanded Hours/Days of Service

OR

#### Fixed Route

1. Improved frequencies
2. Increased Hours of service
3. Route Extensions
4. Increase days of service

Projects with the highest overall priority ranking will be selected for funding, until all funds are exhausted.

Applicants for projects under Priority 3C will submit a brief narrative that identifies how the project addresses each priority area. The project narrative must contain sufficient project detail to support the ranking. The narrative must also address other sources of funding to demonstrate sufficient resources to successfully implement, maintain and sustain the project for the long term.

If the proposed project requires the participation of either additional public or private transit providers or other entities such as local governments, evidence of the partnership must be included in the application.

### Duration of Funding Eligibility

Projects selected for funding under this priority are eligible for funding hereunder for a maximum of three years.

#### Relationship of Projects to Transportation Plan.

As already noted, all projects submitted for funding under this Priority 3C will have as their basis a project (or project type listing) contained within the 2040 Regional Transportation Plan. In the event that this basis is not evidenced in the application(s) or there are significant deviations in the services proposed by an applicant from those identified within the Plan, the question regarding eligibility will be referred to the Transit Operators Roundtable and/or Transportation Policy Committee for resolution.

#### Priority 3D

Eligible projects in priority order are as follows:

1. Bus shelters
2. Green Infrastructure
3. Street Scape Projects
4. Historic Preservation
5. Signage
6. Enhanced ADA
7. Bike Pedal Improvements

#### Multiple Projects with Same Score

In the event that there are multiple projects with the same score the Transit Operator's Roundtable will recommend a resolution. In the event that the Roundtable cannot reach a consensus recommendation, the issue will be taken to the Technical Planning Committee (TPC) for resolution.

# New NIRPC Committee Assignments & Descriptions

May 2016

## COMMITTEE CONTEXT & ORGANIZATIONAL BACKGROUND:

NIRPC is both a Metropolitan Planning Organization and a Council of Governments:

Metropolitan Planning Organization (MPO)

Regional Transportation Planning, required for federal transportation subsidies.

- Maintain planning documents and processes required under federal transportation programs
- Programming the federal transportation dollars to local projects

Council of Governments (COG)

Planning, Programming, Policy for:

- Transportation
- Economic Development
- Environment
- Coordinative Management Process with all member units

Assist in planning programs of member units

To help give context for Committee Functions, the committees below have been grouped as COG Function, MPO Function, or General NIRPC Operations.

## COG Functions

### **Legislative Committee**

#### **What does it do?**

- Determines NIRPC positions on priority state and federal legislation across all NIRPC planning domains and topics of local interest

#### **Who is on it?**

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)

#### **When does it meet?**

- As called by the Chair. Typically during session.

#### **Commissioner Membership for 2016:**

- Blair Milo, **Chair**
- Tom McDermott, **Vice-Chair**
- Bob Carnahan
- Jon Costas
- Jeff Dekker
- Karen Freeman-Wilson
- Michael Griffin
- Kathy Kniola
- Ed Morales
- Brian Snedecor
- Joe Stahura
- Dave Uran
- Ed Soliday, **Governor's Appointee**
- Ty Warner, **Executive Director**

## Local Government Assistance Committee

### What does it do?

- Provides a forum for sharing or learning of best practices and issues related to local governments, provides training opportunity, explores funding opportunities, local problem solving

### Who is on it?

- Commissioners (voluntary and no limit); Quorum of majority of attendees with no less than 3 in attendance (if needed)
- City/Town Managers, Planners, Engineers
- Appropriate stakeholders and/or subject area experts as appropriate

### When does it meet?

- Historically, on 5th Thursdays.

### Commissioner Membership for 2016:

- Richard Hardaway, **Chair**
- John Bayler, **Vice-Chair**
- Toni Biancardi
- Jon Costas
- Nicole Markovich
- Roger Miller
- Tom Schmitt

## MPO Functions

### **Technical Planning Committee** **\*\*NEWLY FORMULATED\*\***

Will be a new combination of the *Transportation Planning Committee (TPC)* and the *2040 Implementation Committee*

#### **What does it do?**

- Receive funding requests from Transportation Resource and Oversight Committees (*see further below*)
- Provide funding recommendations to Full Commission/Executive Board regarding amendments to the Transportation Improvement Plan (TIP)
- Consider if projects requested/recommended from the Transportation Resource and Oversight Committees support implementation of the 2040 Vision
- Review program applications and evaluate against NOFA allocations
- Advise NIRPC on policies and programs related to federal transportation funding.
- Delegates and instructs Policy Committees on transportation funding solicitations
- Ensures plans and policies related to transportation, environment, and public participation, and others are technically consistent with Federal Transportation Planning Requirements and the 2040 Plan
- Sets categorical funding targets and priorities for specialized policy committees allocating federal transportation funding for various programs

#### **Who is on it?**

- 12 Commissioners (4 per County, including Chair); Quorum of majority of attendees with no less than 3 in attendance
- Commissioner may send a staff representative in his/her stead
- 3 Transit Operators (1 per County) Eligible Federal Transportation Funding recipients.
- 1 NWI Forum Representative
- 1 INDOT Representative
- 1 NICTD Representative
- FHWA/FTA Representative(s) - non-voting

#### **When does it meet?**

- Monthly (expected), typically 2nd Tuesdays at 9am.



#### Commissioner Membership for 2016:

- Michael Griffin, Chair Lake
- Kevin Breitzke, Vice Chair Porter
- Patty Arnett LaPorte
- John Bayler LaPorte
- Geof Benson Porter
- Bill Emerson, Jr. Lake
- Nick Meyer LaPorte
- Blair Milo LaPorte
- Lori Reno Lake
- Dave Shafer Lake
- George Topoll Porter
- Jim Ton Porter

### Environmental Management and Policy Committee

#### What does it do?

- Explore topics, policies, programs, and regulations relevant to NWI such as
  - Air Quality
  - Water Quality and Watershed Planning
  - Biodiversity and Conservation
  - Ecosystem Services and Green Infrastructure
  - Brownfields
  - Energy
- Provide regional convening body for complex environmental issues impacting NWI
- Recommend environmental policies and oversee development of funded environmental plans and programs
- Advise NIRPC on MPO required Environmental Mitigation program
- Establish selection criteria and recommend transportation projects for special environmental categories eligible for transportation funding including:
  - CMAQ Public Education, Diesel Retrofit, and misc. air emission reduction projects
  - Transportation Alternatives Stormwater, Wildlife Mitigation, and Invasive species management

#### Who is on it?

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)

- Municipal environmental staff
- Industrial environmental staff
- IDEM & IDNR
- Indiana Dunes National Lakeshore
- Environmental Advocacy Groups
- Regional Academic experts
- Regional private sector/individual subject area experts
- NIRPC Environmental Staff

**When does it meet?**

- Monthly, typically 1st Thursdays at 9am.

**Commissioner Membership for 2016:**

- Geof Benson, Chair
- Bill Emerson, Jr., Vice Chair
- Kevin Breitzke
- Jeannette Bapst
- Will Farrellbegg
- Sylvia Graham
- George Topoll

## **Ped, Pedal, and Paddle Committee ("3PC")**

**What does it do?**

- Explore topics, policies, programs, and regulations relevant to Trails, Complete Streets, and non-motorized transportation.
- Advise NIRPC on policies and programs related to non-motorized transportation development
- Provide training on best practices to local governments relating to trails, complete streets, and non-motorized transportation.
- Oversees development of the regional Ped and Pedal Transportation Plan, Trail Priority Map, and Blueways (Water Trail) projects

**Who is on it?**

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)
- Local planners
- Local Park and Rec. staff
- Park and Trail Advocacy Groups
- Indiana Dunes National Lakeshore
- National Parks Service
- NIRPC non-motorized staff

#### **When does it meet?**

- Monthly, 4th Thursdays at 1:30pm.

#### **Commissioner Membership for 2016:**

- Joe Stahura, **Chair**
- Kathy Kniola, **Vice Chair**
- Jack Gerald
- Jeff Good
- Roger Miller

### **Land Use Committee**

#### **What does it do?**

- Explore topics, policies, programs, and regulations relevant to land use, smart growth, and transit oriented development (TOD).
- Advise NIRPC on land use planning, demographics, GIS, and other data programs
- Provide training on best practices to local governments relating to sustainable development, smart growth, land use, livable communities, and related topics.
- Recommend land use policies and oversee development of the Livable Centers Program
- Establish selection criteria, select, and recommend transportation projects for Creating Livable Communities funding program

#### **Who is on it?**

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)
- Local Planners
- Smart Growth Advocates
- NIRPC Planning Staff

#### **When does it meet?**

- Historically every other 3rd Wednesday at 10am.

#### **Commissioner Membership for 2016:**

- Greg Stinson, **Chair**
- Jeff Dekker, **Vice Chair**
- Jack Gerald
- Justin Kiel
- Ron Meer

## **Rail Vision Workgroup/Freight**

### **What does it do?**

- Explore topics, policies, programs, and regulations relevant to freight transportation planning, rail, freight related economic development, high speed rail, and rail crossing safety.
- Advise NIRPC on freight transportation needs and freight related economic development and policies to implement freight elements of the regional transportation plan.
- Act as convener for local communities and stakeholders pertaining to rail and highway interactions and issues.

### **Who is on it?**

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)
- Regional Industries
- Railroads
- Port of Indiana
- Economic Development?
- Local planners

### **When does it meet?**

- Historically, every other 3rd Wednesday at 10am.

### **Commissioner Membership for 2016:**

- Dave Decker, **Chair**
- Rick Ryfa, **Vice Chair**
- Thomas Fath
- Michael Forbes
- James Snyder

## Transit Operators Roundtable

*Note: The Transit Operators Roundtable is composed of operators of public transit (see below) and has not previously had Commissioner representation. Nevertheless, it was included in the Committee Preference survey in order to gauge Commissioner interest and solicit greater involvement in transit issues.*

### What does it do?

- Negotiate allocation of federal transit funding between operators
- Select and recommend transit projects for funding

### Who is on it?

- Transit Operators
  - o NICTD
  - o Gary Public Transportation Corp
  - o East Chicago Public Transit
  - o North Township Dial A Ride
  - o Opportunity Enterprises
  - o Porter County Aging Community Services
  - o City of LaPorte Transit
  - o Michigan City Transit
  - o City of Valparaiso V-line & ChicaGo Dash
  - o South Lake County Community Services
- NIRPC Transit Planner and Transit oversight staff

### When does it meet?

- Often following the Technical Planning Committee (TPC) meeting every 2nd Tuesday morning, but essentially as needed.

### Commissioner Representation for 2016:

- Tom McDermott, Jr.
- Kyle Allen, Jr.

## Surface Transportation Committee **\*\*NEW\*\***

### What does it do?

- Explore topics, policies, programs, and regulations relevant to street and highway transportation.
- Oversees development of Regional Transportation Plan elements relating to requirements including:
  - Congestion Management
  - Intelligent Transportation System
  - Highway Safety Improvement Program
  - Pavement Management System
  - Performance Based Planning
- Advise NIRPC on policies to implement the plan elements listed above.
- Establish selection criteria and recommend transportation projects for STP and HSIP funding.

### Who is on it?

- Commissioners (voluntary and no limit); Quorum of majority of attendees with no less than 3 in attendance (if needed)
- Municipal Planners and/or Engineers
- INDOT
- NIRPC Transportation Planners

### When does it meet?

- This is a newly formed committee, with meeting frequency to be determined.

### Commissioner Membership for 2016:

- Tom Schmitt, Chair
- Cary Kirkham, Vice Chair
- Patty Arnett
- Christine Cid
- Anthony Hendricks

## **Transportation Resource & Oversight Committees (Group I & Group II)**

*Newly Formalized: This new entity is open to all City/Town/County Commissioners at any time, and therefore was not surveyed for a specific committee preference.*

### **What does it do?**

- Submits project and subsequent funding requests for CMAQ, STP, TAP, HSIP
- Groups I & II meet respectively to create consensus on division of projects and funding amongst stakeholders present
- Meet quarter to provide oversight of project progress for projects successfully added to the TIP

### **Who is on it?**

- Stakeholder Commissioners for respective groups (Group I/Lake & Porter Counties or Group II/La Porte County); Quorum is majority of Commissioners in attendance
- Town/City/County Planners, Town/City/County Engineers or other staff as applicable; non-voting members unless representing a Stakeholder Commissioner
- Appropriate NIRPC Staff

### **When does it meet?**

- This is a newly-formalized entity, with meeting frequency to be determined, but essentially as-needed.

## Combined MPO & COG Committee Function:

### **Outreach Committee**

*Newly Proposed!* Advises and receives direction from TPC

#### **What will it do?**

- Oversees the Public Participation Plan
- Assists NIRPC staff with local and regional outreach

#### **Who should be on it?**

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)
- May include Stakeholders

#### **When does it meet?**

- This is a newly formed committee, with meeting frequency to be determined.

#### **Commissioner Membership for 2016:**

- Ton Biancardi, **Chair**
- Will Farrellbegg, **Vice Chair**
- Anothony Copeland
- Fred Siminski
- Jean Poulard
- Mark Ritter



## General NIRPC Operations:

### **Finance and Personnel Committee**

#### **What does it do?**

- Oversees routine NIRPC operations such as budget preparation, claims, HR functions, contracts, etc.

#### **Who is on it?**

- NIRPC Treasurer (Chair)
- 9 Commissioners - Voluntary membership; Quorum made up of majority of attendees, but no less than 3 in attendance (including Chair)
- NIRPC Executive Director, Finance and Administration Staff
- NIRPC Attorney

#### **When does it meet?**

- Monthly on the 3rd Thursday at 9am, prior to Executive Board/Full Commission meeting.

#### **Commissioner Membership for 2016:**

- Diane Noll, **Chair (NIRPC Treasurer)**
- Dave Shafer, **Vice Chair**
- Bob Carnahan
- Christine Cid
- Anthony Copeland
- Dave Decker
- Richard Hardaway
- Ron Meer
- Greg Stinson

# NIRPC Committee Assignments by Commissioner

May 2016

Kyle Allen, Jr.  
Transit Operators

Patty Arnett  
Technical Planning Committee  
Surface Transportation

Jeannette Bapst  
Environmental Management and Policy Committee

John Bayler  
Local Government Assistance Committee (Vice-Chair)  
Technical Planning Committee

Geof Benson (*Executive Board*)  
**NIRPC Secretary**  
Technical Planning Committee  
Environmental Management and Policy Committee (**Chair**)

Toni Biancardi  
Local Government Assistance Committee  
Outreach Committee (**Chair**)

Kevin Breitzke (*Executive Board*)  
Technical Planning Committee (**Vice Chair**)  
Environmental Management and Policy Committee

Bob Carnahan  
Legislative Committee  
Finance and Personnel Committee

Christine Cid  
Surface Transportation  
Finance and Personnel Committee

Anthony Copeland (*Executive Board*)  
Finance and Personnel Committee  
Outreach Committee

Jon Costas  
Legislative Committee  
Local Government Assistance Committee

Dave Decker (*Executive Board*)  
Rail Vision/Freight (**Chair**)  
Finance and Personnel Committee

Jeff Dekker  
Legislative Committee  
Land Use Committee (**Vice-Chair**)

Bill Emerson, Jr.  
Technical Planning Committee  
Environmental Management and Policy Committee (**Vice-Chair**)

Will Farrellbegg  
Environmental Management and Policy Committee  
Outreach Committee (Vice-Chair)

Thomas Fath  
Rail Vision/Freight

Michael Forbes  
Rail Vision/Freight

Karen Freeman-Wilson  
Legislative Committee

Jack Geralds  
Ped, Pedal, and Paddle  
Land Use Committee

Jeff Good  
Ped, Pedal, and Paddle

Sylvia Graham  
Environmental Management and Policy Committee

Michael Griffin (*Executive Board*)  
**NIRPC Vice-Chair**  
Legislative Committee  
Technical Planning Committee (Chair)

Richard Hardaway  
Local Government Assistance Committee (Chair)  
Finance and Personnel Committee

Anthony Hendricks  
Surface Transportation

Cary Kirkham  
Surface Transportation (Vice Chair)

Justin Kiel  
Land Use Committee

Kathy Kniola  
Legislative Committee  
Ped, Pedal, and Paddle (Vice-Chair)

Nicole Markovich  
Local Government Assistance Committee

Ron Meer  
Land Use Committee  
Finance and Personnel Committee

Nick Meyer  
Technical Planning Committee

Blair Milo (Executive Board)  
Legislative Committee (Chair)  
Technical Planning Committee

Tom McDermott (Executive Board)  
Legislative Committee (Vice-Chair)  
Transit Operators

Roger Miller  
Local Government Assistance Committee  
Ped, Pedal, and Paddle

Ed Morales  
Legislative Committee

Diane Noll (*Executive Board*)  
**NIRPC Treasurer**  
Finance and Personnel Committee (**Chair**)

Jean Poulard  
Outreach Committee

Lori Reno  
Technical Planning Committee

Mark Ritter  
Outreach Committee

Rick Ryfa  
Rail Vision/Freight (**Vice Chair**)

Tom Schmitt  
Local Government Assistance Committee  
Surface Transportation (**Chair**)

Dave Shafer  
Technical Planning Committee  
Finance and Personnel Committee (**Vice-Chair**)

Fred Siminski  
Outreach Committee

Brian Snedecor  
Legislative Committee

James Snyder  
Rail Vision/Freight

Ed Soliday (*Executive Board*)  
Legislative Committee

Joe Stahura  
Legislative Committee  
Ped, Pedal, and Paddle (**Chair**)

Greg Stinson (*Executive Board*)  
Land Use Committee (**Chair**)  
Finance and Personnel Committee

Jim Ton (*Executive Board*)  
**NIRPC Chair**  
Technical Planning Committee

George Topoll  
Technical Planning Committee  
Environmental Management and Policy Committee

Dave Uran  
Legislative Committee

