

RESOLUTION 19-20

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TO ADOPT THE 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA

May 16, 2019

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

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

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

WHEREAS, the 2020-2024 Transportation Improvement Program is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *NWI 2050 Plan*, the federally required long-range plan, as adopted; and

WHEREAS, the 2020-2024 Transportation Improvement Program is an implementation of the *NWI 2050 Plan, as adopted*; is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

WHEREAS, the 2020-2024 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including

Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and


WHEREAS, the 2020-2024 Transportation Improvement Program was reviewed by the Air Quality Conformity Task Force's Interagency Consultation Group (ICG); and

WHEREAS, the 2020-2024 Transportation Improvement Program was subjected to public comment in the manner prescribed by the 2014 Public Participation Plan; and

WHEREAS, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission make this adoption of the 2020-2024 Transportation Improvement Program.

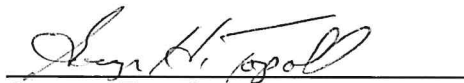
NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the 2020-2024 Transportation Improvement Program.

Duly adopted by the Northwestern Indiana Regional Planning Commission this sixteenth day of May, 2019



Diane Noll
Chairperson

ATTEST:



George Topoll
Secretary

Northwestern
Indiana
Regional
Planning
Commission

2020-2024 Transportation Improvement Program



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Introduction

Northwestern Indiana's (NWI) transportation network is multimodal and one of our strongest regional assets. This includes high-volume interstates down to our local streets, regional trails to local sidewalks, from our commuter rail link to Chicago to our bus transit systems crisscrossing our three counties. Each aspect of our transportation network faces opportunities and challenges that must be strategically addressed with careful planning and investment. The 2020-2024 Transportation Improvement Program (TIP) is our region's near-term strategy to make improvements to our transportation network. The TIP was developed in conjunction with NWI's new long-range plan: the *NWI 2050 Plan*. The *NWI 2050 Plan* identifies four broad visions, four planning focus areas, and sixteen critical actions to act upon to achieve the NWI we want as a region by 2050: to live, work, and play in an NWI as a connected, renewed, united and vibrant region. How in NWI do we prioritize investments that provide the greatest positive impact to achieve our vision of tomorrow combined with our needs of today? The introduction of this document breaks down the fundamentals of a TIP in a question and answer format that details the "who, what, when, where, why, and how's" of transportation investments for NWI's transportation network.

NWI's 2020-2024 TIP explained

Who is involved in the TIP?

One of the most important things to understand about a TIP is those who are involved in the development of a TIP: the federal, state, regional, and local governments plus, most importantly, the public at-large. Described below is a brief summary of each level of government and the public process.

Federal government / United State Department of Transportation

The federal government, specifically the United States Department of Transportation (USDOT), assists local and regional governments identify and prioritize transportation investments through the federally mandated metropolitan planning process. This metropolitan planning process has been in statute since the 1960s with the creation of Metropolitan Planning Organizations (MPOs). It stresses that planning be comprehensive, continuing, and cooperative. The Northwestern Indiana Regional Planning Commission (NIRPC) is the MPO for NWI. Within USDOT, there are two administrative departments that are critical partners in the metropolitan planning process: the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

USDOT and any recipient of federal transportation funds, such as NWI communities and transit operators, receive direction from transportation authorization bills passed by Congress and signed by the President. In 2015, Congress passed the Fixing America's Surface Transportation (FAST) Act and it was signed by President Barack Obama. This Act built upon prior authorization bills, but most importantly, continued the performance-based planning requirements that were legislated in the Moving Ahead for Progress in the 21st Century (MAP-21) Act from 2012 (this is discussed in greater detail in the section called "NIRPC's approach to performance-based programming). The FAST Act will expire in 2020 and the process for reauthorization is expected to start in Congress soon. This is important for this TIP, because transportation authorization bills provide the transportation funding this TIP utilizes for improvements to our regional transportation network. This transportation funding is known as "federal-aid" and without knowing what the next authorization bill will provide in the way of funding, this TIP must remain conservative in its estimates for funding growth.

State government / Indiana Department of Transportation

The Indiana Department of Transportation (INDOT) is a critical partner in making improvements to NWI's transportation network. First, they receive all the federal-aid from FHWA and are the stewards of all funds principally intended for roadway, bicycle, and pedestrian projects (federal-aid from FTA is administered differently and on more local/regional basis). INDOT distributes approximately one-third of all federal-aid to Indiana's fourteen MPOs, and to local governments through various competitive programs that INDOT oversees. NIRPC, as the MPO for NWI, works in close partnership with INDOT and the other thirteen MPOs through the MPO Council to understand and discuss important transportation issues across the state. The MPO Council works to distribute funds, share best practices, and relay important information pertaining to regulations and procedures MPOs must follow.

Second, INDOT owns all of the interstate roadways in NWI, and many other critical corridors that link our communities to the state and national transportation system. INDOT, through its own processes identifies and prioritizes investments for the transportation assets they own as a state agency. This is discussed in more detail in the section of this TIP called "INDOT's approach to performance-based planning." Any investment proposed by INDOT that uses federal-aid or is regionally significant under air quality conformity regulations (see the section of this TIP called "Air quality conformity" for more information), must be programmed into NWI's TIP. There is a section devoted later in the TIP to all projects proposed by INDOT for funding between 2020 and 2024.

Regional government / Northwestern Indiana Regional Planning Commission

NIRPC is the MPO for NWI. It was originally established as the Lake-Porter County Regional Transportation and Planning Commission in 1965, pursuant to an act of the Indiana General

Assembly. An amendment to this legislation in 1973 provided the Commission with its current name and allowed for the addition of new member counties. La Porte County joined NIRPC in 1979. The most recent major change to NIRPC's authorizing legislation occurred in 2003—which also established NIRPC as a council of governments. NIRPC serves Lake, Porter, and LaPorte counties. NIRPC provides a forum that enables the people and leaders of NWI to address regional issues related to transportation, the environment and economic development. NIRPC is also a "Designated Recipient" of FTA funds (in two urbanized areas) under three FTA grant programs, and functions as the grantee for seven transit operators throughout NWI.

Because NIRPC is the MPO for NWI, it is responsible for all regional and multimodal transportation planning. There are some core planning documents the MPO must develop and adopt: a Metropolitan Transportation Plan updated every four years (this is known as the *NWI 2050 Plan*), this Transportation Improvement Program (TIP) updated annually going forward, a Unified Planning Work Program identifying all planning activities and updated annually. NWI is a diverse and dynamic place whose complexities are reflected in the regional transportation system. NWI's planning area includes arguably some of the most strategic and critical links in the national transportation system. These factors combine to make the role of MPO for NWI exciting and challenging. NIRPC, in undertaking its mission, is cognizant of its obligations and responsibilities, and under various federal and state statutes, to promote inclusion and not discriminate on the basis of race, color, creed, national origin, or any other factor.

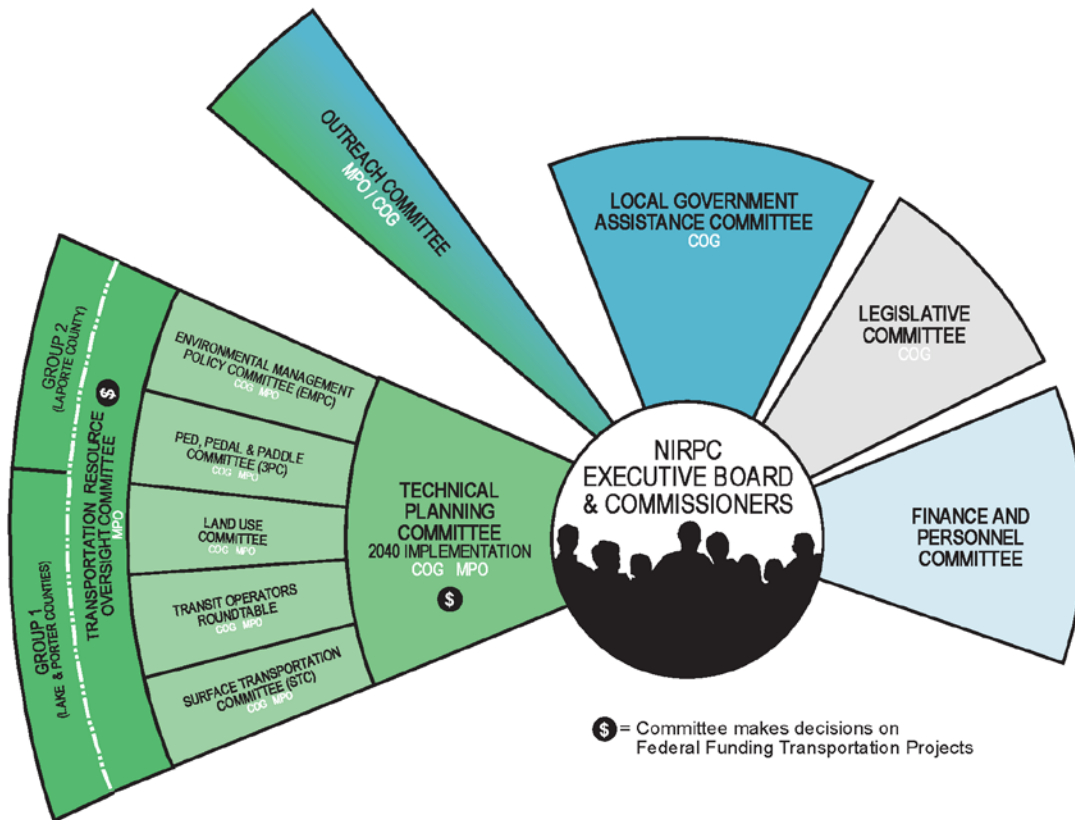
NIRPC's governing body is the Commission composed of county and municipal elected officials and one Gubernatorial appointment. The Commission's membership is established in Indiana state statute and is required to meet in full at least four times per year. A smaller Executive Board is elected by and from the full Commission membership and takes on the routine business of NIRPC, except for the adoption of bylaws, election of officers, and annual budget appropriations.

Please check NIRPC.org for updates to Commission membership.

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NIRPC is governed by a fifty-three-member Commission per our enabling statute. Of the fifty-three Commissioners are:

- Forty-one are municipal elected officials (one per city or town);
- Nine are from the three counties and represent the County Councils, Commissioners, and Surveyors;
- Two are township trustees from Morgan and Union Townships; and
- One appointment from the Governor.



Lake County		Porter County		LaPorte County	
Cedar Lake	Robert Carnahan	Beverly Shores	Geof Benson	County Commission	Richard Mrozinski
County Commission	Kyle W. Allen, Sr.	Burns Harbor	Jane Jordan	County Council	Cary Kirkham
County Council	Charlie Brown	County Commission	Jim Biggs	County Surveyor	Anthony Hendricks
County Surveyor	Bill Emerson, Jr.	County Council	Jeff Larson	Kingsbury	Mark Ritter
Crown Point	Andrew Kyres	County Surveyor	Kevin Breitzke	Kingsford Heights	Pending
Dyer	Steven Kramer	Chesterton	James G. Ton	LaCrosse	Justin Kiel
East Chicago	Anthony Copeland	Dune Acres	Jeannette Bapst	La Porte	Mark Krentz
Gary	Karen Freeman-Wilson	Hebron	Don Ensign	Long Beach	Nick Meyer
Griffith	Rick Ryfa	Kouts	Blake Jefferson	Michiana Shores	Jean Poulard
Hammond	Thomas McDermott, Jr.	Ogden Dunes	Carolyn Saxton	Michigan City	Pending
Highland	Michael Griffin	Pines	Pending	Pottawattomie Park	Pending
Hobart	Brian Snedecor	Portage	John Cannon	Trail Creek	Joshleen Denham
Lake Station	Christopher Anderson	Porter	Greg Stinson	Wanatah	Diane Noll
Lowell	Will Farrellbegg	Porter Township	Edward Morales	Westville	Thomas Fath
Merrillville	Richard Hardaway	Union Township	George Topoll		
Munster	Dave Shafer	Valparaiso	Matt Murphy		
New Chicago	Lori Collmar				
St. John	Christian Jorgensen				
Schererville	Tom Schmitt				
Schneider	Jack Jeralds				
Whiting	Joseph Stahura				
Winfield	David Anderson				

Governor's Appointment Rep. Ed Soliday

Northwestern Indiana is 1,520 square miles comprising a wide mixture of land uses, from the environmentally unique Indiana Dunes to one of the nation's largest concentration of heavy industry, and from urban and suburban communities to productive farmland. The communities along Lake Michigan and the places to the south have a diversity of residents, housing values and incomes.

Northwestern Indiana is a very important part of the sixteen county 9.7 million-person Chicago-Naperville-Michigan City, IL-IN-WI Combined Statistical Area (CSA). Northwestern Indiana's population is **769,294 (2015)** and has a labor force of **370,465 (2013)** representing a significant portion of the CSA.

The business of the Commission is assisted with a committee framework that assists the staff of the Commission to make recommendations on major planning initiatives. The committees that have influence the TIP are the:

- Environmental Policy and Management Committee focuses on improve NWI's environment;
- Land Use Committee focuses on community development and land use;
- Ped, Pedal, and Paddle Committee, focuses on active transportation;
- Surface Transportation Committee, focuses on roadways, freight, rail, and safety;
- Transit Operators Roundtable; focuses on NWI's transit;
- Technical Planning Committee; known as TPC, bringing together all the committees in a single multimodal and multidisciplinary forum.

Local governments and transit operators

Local governments, also known as Local Public Agencies (LPAs), and transit operators throughout NWI, implement projects through construction on municipal or county owned roadways, or operating transit service to link residents to their destinations. There are forty-four LPAs in NWI and eleven transit operators. The LPAs and transit operators apply to the MPO for the federal funds from FHWA and FTA made available through this TIP. Each federal funding source requires matching funds (see more in the "Funding overview" section of this TIP). Many of the projects are funded 90%, 80% or 50% by FHWA or FTA with the remaining project cost paid for by an LPA or transit operator. This TIP has prioritized certain types of projects for their impact on the vision of the *NWI 2050 Plan* and allocated funding towards the highest priority project types (see more in the "Programming approach" section of this TIP). However, it is up to the LPAs and transit operators to apply for those prioritized funds. The LPAs and transit operators make applications for funding in this TIP based on local needs as determined by local officials.

The people of NWI

Ultimately, NWI's transportation network serves to benefit its residents, businesses, and visitors. In order to prioritize investments to enhance the transportation network, the needs of NWI's residents, businesses, and visitors must be considered and balanced with the needs of the system demonstrated through asset, congestion, and safety management. Input from the public is crucial to the transportation planning process. NIRPC's Public Participation Plan (PPP) was adopted in 2014 and serves as the guiding document on how the MPO will engage the public to hear their ideas, concerns, and needs to advance solutions for the diverse needs of NWI's present and future transportation system, economic development, and environmental quality. Most importantly, a balance of priorities and investments are sought in the metropolitan planning process among all residents, businesses, LPAs, or stakeholders.

When a planning process is undertaken, the Commission may rely on its existing committees or form ad-hoc committees that are specific to a single project or issue. These forums provide a venue to seek input and deliberate the issues, data, analysis, and ultimately make recommendations to the Commission for their consideration. Draft plans are made available for public review and comment according to the 2014 PPP. At the conclusion of a public comment period, a Public Comment Report is generated, detailing the comment, their individual significance, and the MPOs response. If a significant comment is made, suggested revisions to the plan are shared with the Commission for their consideration, and the revisions, if accepted, are made to the plan and possibly put out for another public comment period. If a plan receives no significant suggestions for revision, the plan is proposed to the Commissioner for adoption.

What opportunities do the public have to comment on the TIP process? The public can urge local officials and transit operators to apply for funds in the TIP to improve the transportation

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system in their community, and comment directly on the TIP. The MPO is required to provide all interested parties with an opportunity to comment on the proposed TIP. This is accomplished by publishing the TIP to the NIRPC website and by holding a formal public meeting as required by the 2014 PPP. Appendix 2 of this TIP details the schedule public process and engagement results, and the Public Comment Report on both this TIP and the air quality conformity report. When conducting public meetings for the TIP, the MPO ensures that they are held in venues that are accessible to minority or low-income individuals, and to individuals who have a disability. This is discussed in further detail under the section “Environmental Justice + Title VI” found later in this TIP.

The MPO is committed to public participation in the planning process. All meetings involved in this process are open to the public, and the public is provided with the opportunity to comment during the public comment period of the meeting agenda. Multiple methods of communication are utilized in the planning processes of the MPO including: email, postal mail, social media (Facebook <https://www.facebook.com/nirpcmpo/>, Twitter <https://twitter.com/NIRPC>, Instagram <https://www.instagram.com/regionmpo/>, and LinkedIn <https://www.linkedin.com/company/northwestern-indiana-regional-planning-commission-nirpc>), the website (nirpc.org), pop-up events, open houses, public hearings, and others. All public meetings rooms are verified in advance that they are ADA accessible, and every attempt with adequate notification is made to accommodate individuals who need alternative formats. In addition, the meetings of Commission and its committee are now live streamed on NIRPC's YouTube channel <https://www.youtube.com/user/NIRPCPlanning>.



What is a TIP and what is required of a TIP?

A Transportation Improvement Program (TIP), is a short-range plan that programs FHWA and FTA transportation funds for the improvement of NWI's transportation network. These funds, described in the “Funding overview” section of this TIP, are used for highway, transit, and non-motorized transportation investments. NWI's TIP is formally updated every other year and includes projects undertaken by LPAs, transit operators, and

INDOT. The TIP must be responsive to, and aligned with, the MPO's air quality conforming long-range plan. The MPO's long-range plan is the *NWI 2050 Plan*. The TIP also represents the near-term investments, or first five years, of the long-range plan which must, by federal law, look twenty years into the future. FHWA and FTA planning regulations guide the preparation and development of TIPs.

Ten national transportation planning factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
- (2) Increase the safety of the transportation system for motorized and non-motorized users;*
- (3) Increase the security of the transportation system for motorized and non-motorized users;*
- (4) Increase accessibility and mobility of people and freight;*
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
- (7) Promote efficient system management and operation;*
- (8) Emphasize the preservation of the existing transportation system;*
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and*
- (10) Enhance travel and tourism.*

Federal planning factors and goals

The TIP must support the ten federal planning factors of the FAST Act. There are ten federal planning factors and this TIP addresses each one. The TIP must also consider national planning goals from the FAST Act. There are seven national planning goals and this TIP addresses each one.

National planning goals

- To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- To maintain the highway infrastructure asset system in a state of good repair.
- To achieve a significant reduction in congestion on the National Highway System.
- To improve the efficiency of the surface transportation system.
- To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 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.

Regionally significant projects

The TIP is required to contain all regionally significant projects requiring an action by FHWA or FTA regardless of funding source. A regionally significant project is any transportation project that is on a facility which serves regional transportation needs and would normally be included in the travel demand model of the region's transportation network, no matter what the funding source is. Also included on this list are all multimodal surface transportation projects that have been funded at least in part with federal dollars. This includes private toll roads, public highways and streets, and bicycle and pedestrian walkways. All of these projects are identified in the TIP's list of projects. For each project or project phase, sufficient descriptive material including work type, termini, length, total cost, amount of federal funds, and responsible agency. The project table in the TIP provides this information for each project.

Performance-based planning

MAP-21 and reinforced in the FAST Act required that states and MPOs to measure performance on certain performance metrics and establish targets to show progress on accomplishing those targets. This is known as performance-based planning (PbP) and is a major change to the TIP, here in NWI and for other MPOs throughout the United States. While FHWA and FTA required certain metrics to be measured, NIRPC has proposed through the *NWI 2050 Plan* that NWI's PbP framework go above and beyond. This is detailed in the "NWI's approach to performance-based planning" section of this TIP.

Fiscal constraint

A TIP must demonstrate that the projects programmed with federal-aid do not exceed a reasonable estimate of funds available to make the improvements the projects seek to make. This is known as fiscal constraint, a determination that the federal funds available to NWI are not "overdrawn" and that the funds required to match the federal-aid is in fact available. Each project must provide an estimate of cost and specify the funding sources

that are reasonably expected to pay for the construction or implementation of the project. Further, funding must be available to adequately operate and maintain current network of federal-aid roadways and transit. FHWA funds must be constrained for each year of the TIP, however INDOT provides NWI with the flexibility to flex FHWA funds between the four sources made available for programming. However, we may not exceed our annual allocation of funds. FTA funds must be constrained to the amounts available in the four sources made available to NWI. FHWA and FTA funds are allocated annually to NWI and the annual allocation of FHWA must be within that fiscal year, while FTA funds may be "carried" for up to three fiscal years before they lapse and return to the federal government. See the "Fiscal constraint" section of this TIP for more information.

The annual list of obligated projects

The MPO must publish an annual listing of obligated projects (ALOP) within 90 days of the close of the fiscal year. This list of obligated projects must include all projects obligated by LPAs, transit operators, or INDOT in NWI in the prior fiscal year. The list must include details on each project and the amount of obligated federal funds. The ALOP is an important document as it demonstrates how much federal-aid NWI was able to leverage in the prior federal fiscal year. The ALOP may be found on NIRPC's website: <https://www.nirpc.org/2040-plan/transportation/transportation-improvement-program-tip/annual-lists-transportation-projects/>

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TIP development in the future

TIP development will commence in even numbered years and TIP adoption will occur in odd years. An ideal timeline is presented below:

August

Annual List of Obligated Projects published

September

Confirm funding targets and/or scoring criteria if necessary

October

Notice of Funding Available published and application open

December

Project evaluations and CMAQ/HSIP eligibility determinations

January

Draft TIP is submitted to INDOT

February

Air quality conformity modeling

March

30-day public comment period

April

Anticipated vote to adopt TIP

When is the TIP developed?

NWI receives funds from FHWA through INDOT and from FTA to improve the Region's transportation network, and the TIP must include those funds in a plan that spans at least a four-year period and updated every four years. In Indiana, our TIPs span five years, in alignment with the STIP, and are formally updated every two years. This TIP will be in effect from July 1, 2019 to June 30, 2024. The development of the TIP begins approximately nine months prior to its adoption by the Commission. The development of the 2020-2024 TIP began in September 2018 and adopted by the Commission in May 2019 and will be consistent with the air quality conforming *NWI 2050 Plan* under concurrent development. The air quality conformity determination is completed before the TIP is published for public comment so that both documents can be reviewed together.

Where do TIP projects extend to?

NWI's urbanized areas and metropolitan planning area

NWI's TIP contains projects from LPAs, transit operators, and INDOT for the entire three-county area the MPO covers - Lake, Porter, and LaPorte counties. The MPO is part of the U.S. Census Bureau's Chicago Metropolitan Statistical Area (MSA). Northern Lake and Porter Counties are a part of the Chicago, IL/IN urbanized area (UZA). The northwest corner of LaPorte County is part of the Michigan City-LaPorte, IN/MI UZA. This is an important distinction because funding for the TIP comes via the two UZAs both from FHWA and FTA. The UZA distinction also limits where certain funding sources may be spent. Even though the MPOs urbanized areas are only a portion of the three counties, the MPOs metropolitan planning area covers all of the three counties. NWI has 771,815 people (2010 Census) and covers 1,520 square miles. There are forty-one cities and towns and ten transit operators within the NIRPC planning area.

Federal-aid eligible roadways

Roadway projects in the TIP may only be funded along federal-aid roadways, except in certain circumstances. Each MPO, in partnership with their state DOT and FHWA, will classify the roads within their region. All road classifications, except for roads classified as rural minor collectors and local roads, are eligible for FHWA funds. For more information on NWI's roadway classifications please visit NIRPC's website:

<https://www.nirpc.org/2040-plan/transportation/functional-class/>.

Certain improvements may be funded off of the federal-aid network if they make improvements around elementary and middle schools to provide safer routes to school for school children. In addition, projects proposed for funding with the National Highway Freight Program funds on a designated Critical Urban or Rural Freight Corridor that benefit freight movements, may be funded off the federal-aid network. Finally, sidewalk improvements may be made with FTA 5307 funds off of the federal-aid network if they are within ¼ of a mile of a transit route.

Why is the TIP important to NWI?

The TIP is how the programming approach of the *NWI 2050 Plan* is implemented

Each transportation investment included in the TIP must be consistent with the adopted long-range plan for an MPO. The long-range plan contains the vision for a region, goals, and strategies address the issues, trends, and influences facing the transportation network. The long-range plan for NWI is the *NWI 2050 Plan* and, while it is not project based plan, except for new capacity expansion projects, it lays out the approach for programming for this and future TIPs until the long-range plan is updated again. New capacity expansion projects in the TIP must be included in the *NWI 2050 Plan* be part of the air quality conformity and be fiscally constrained. All other projects within the TIP (i.e., those involving preservation and maintenance of existing infrastructure) are consistent with that programming approach of

the *NWI 2050 Plan* and the prioritization methods for these projects.

Environmental Justice + Title VI communities are prioritized

Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall, on the basis of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance.” In 1994, President Clinton issued Executive Order 12898 to augment Title VI by directing all federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their policies, programs and activities on minority and low-income populations. The Executive Order and the U.S. Department of Transportation identify three fundamental principles of environmental justice in transportation planning. These principles are:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

NIRPC strives to follow these principles by ensuring that disadvantaged populations, defined as minority and low-income populations, are included in the transportation planning process, and ensuring that they may benefit equally from the transportation system without experiencing a disproportionate share of its burdens. This was in part accomplished by strongly considering Environmental Justice in the scoring and prioritization of projects. More is discussed on this point in the “Programming approach”

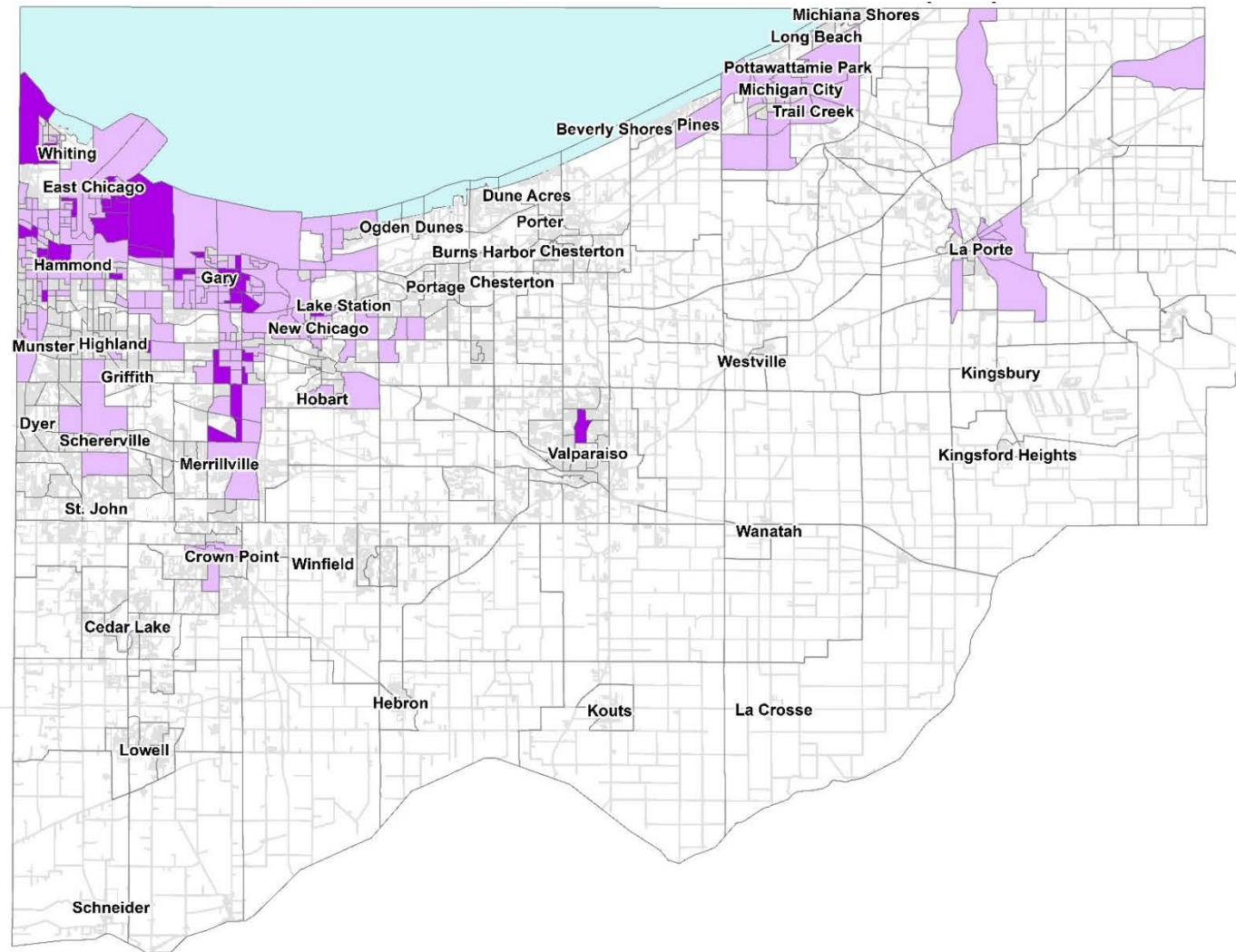
section of the TIP. The recommended projects in the 2020-20204 TIP are distributed throughout the three-county region and will not adversely impact areas of disadvantaged populations.

The maps on the following pages show Census Block Groups where there are concentrations of certain populations that must be considered in transportation planning and programming by law, and also includes groups that should also be given attention. Each map shows where there are moderate or significant concentrations above the regional average of adults older than 18 (except for the senior map which is persons 65 and older).

Thresholds for moderate or significant concentrations:

- *Limited English Proficiency (areas with a limited proficiency of English greater than 1.9%)*
- *No Vehicle (areas with a population greater than 7.5% with no access to a motor vehicle)*
- *Veteran (areas greater than 15.9 % with veterans)*
- *Disability (areas greater than 16.1% with persons 18 or older experiencing a disability)*
- *Senior (areas with population greater than 14.7% over 65 years old)*
- *Low Income (areas of population with median household income is below \$42,807)*
- *Minority (populations areas with greater than 35.2%)*

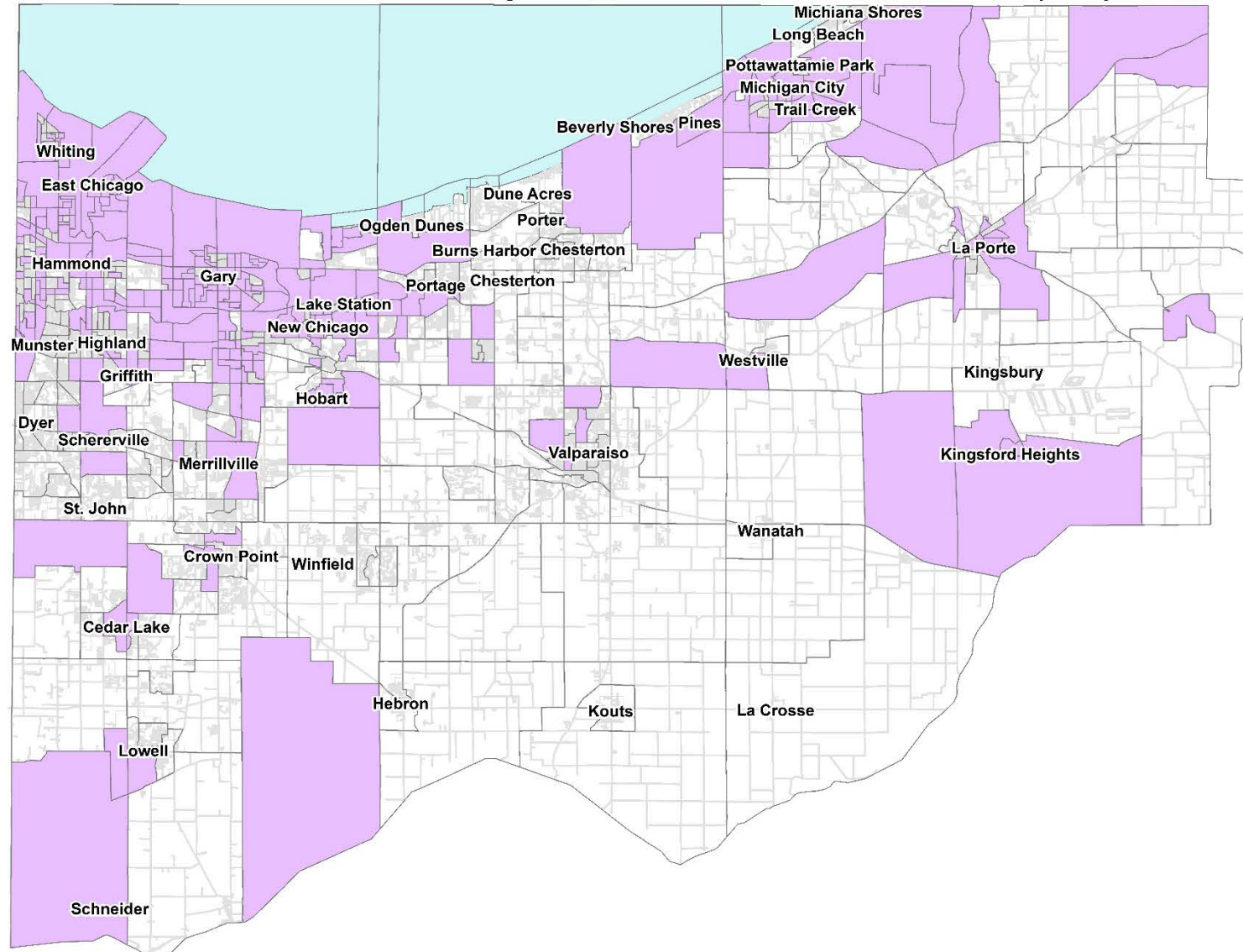
Areas with moderate and significant populations of four or more EJ population groups



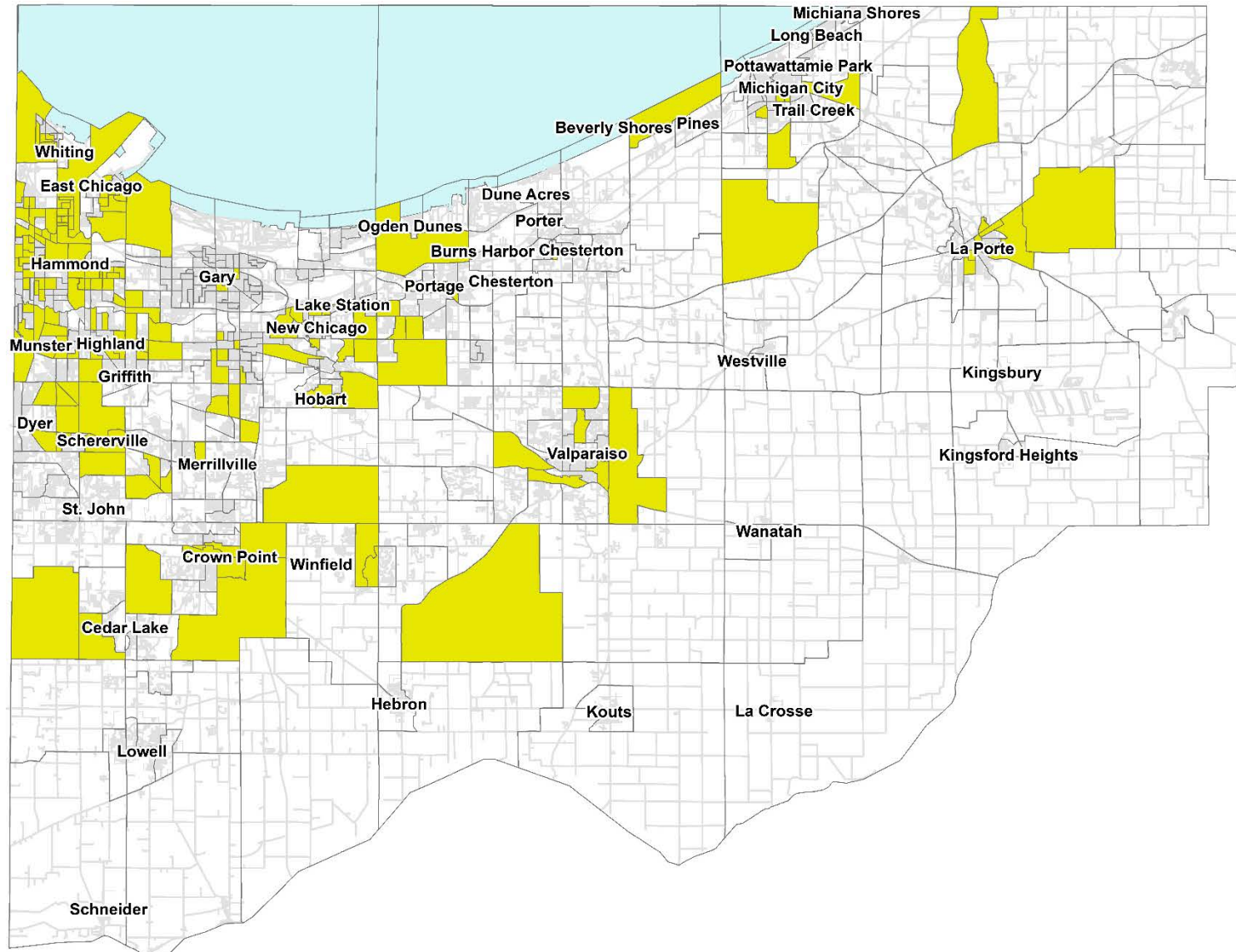
EJ Status	
Light Purple	Moderate
Dark Purple	Significant



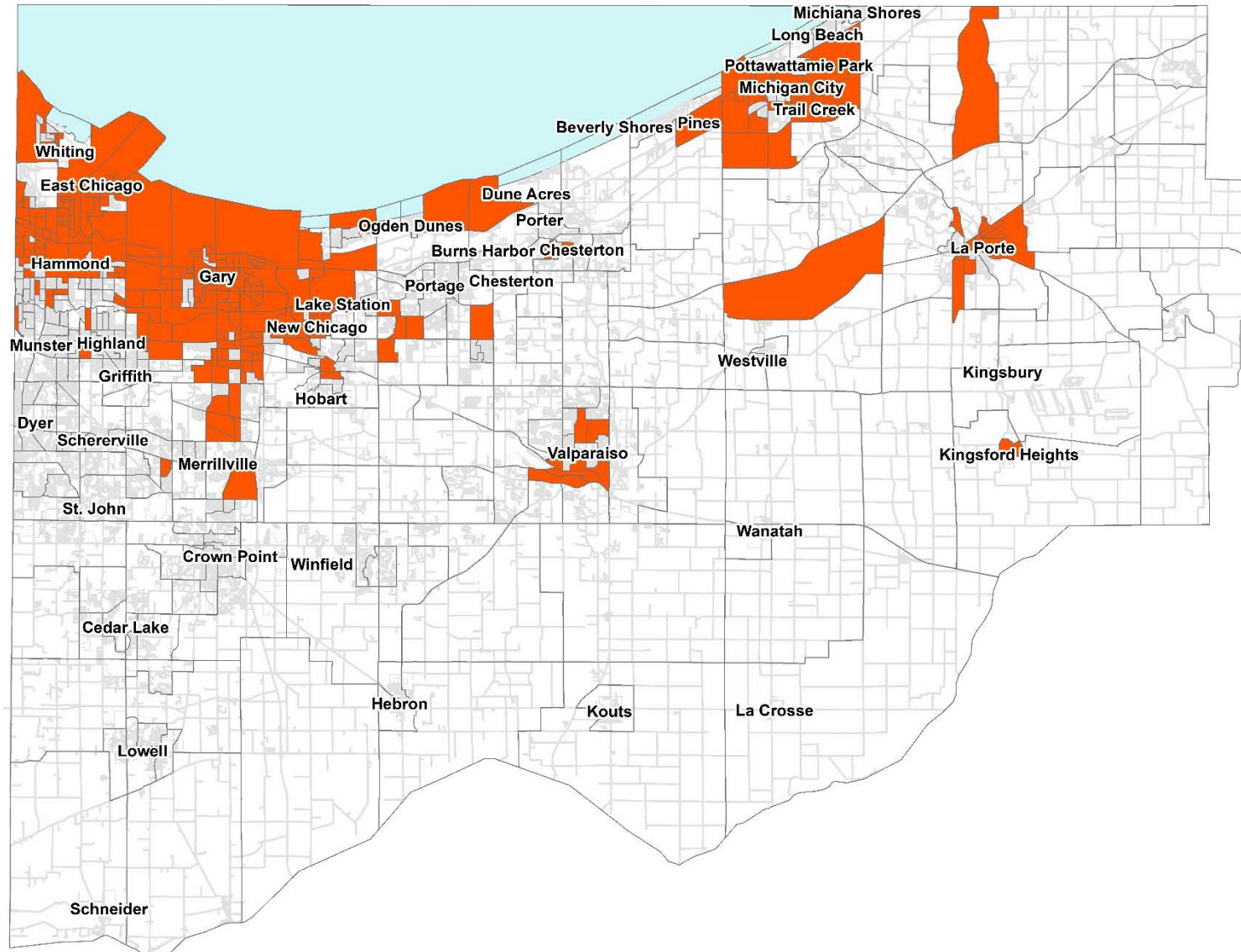
Areas with higher than regionally average populations of individuals with disabilities



Areas with higher than regionally average populations of
Limited-English proficiency

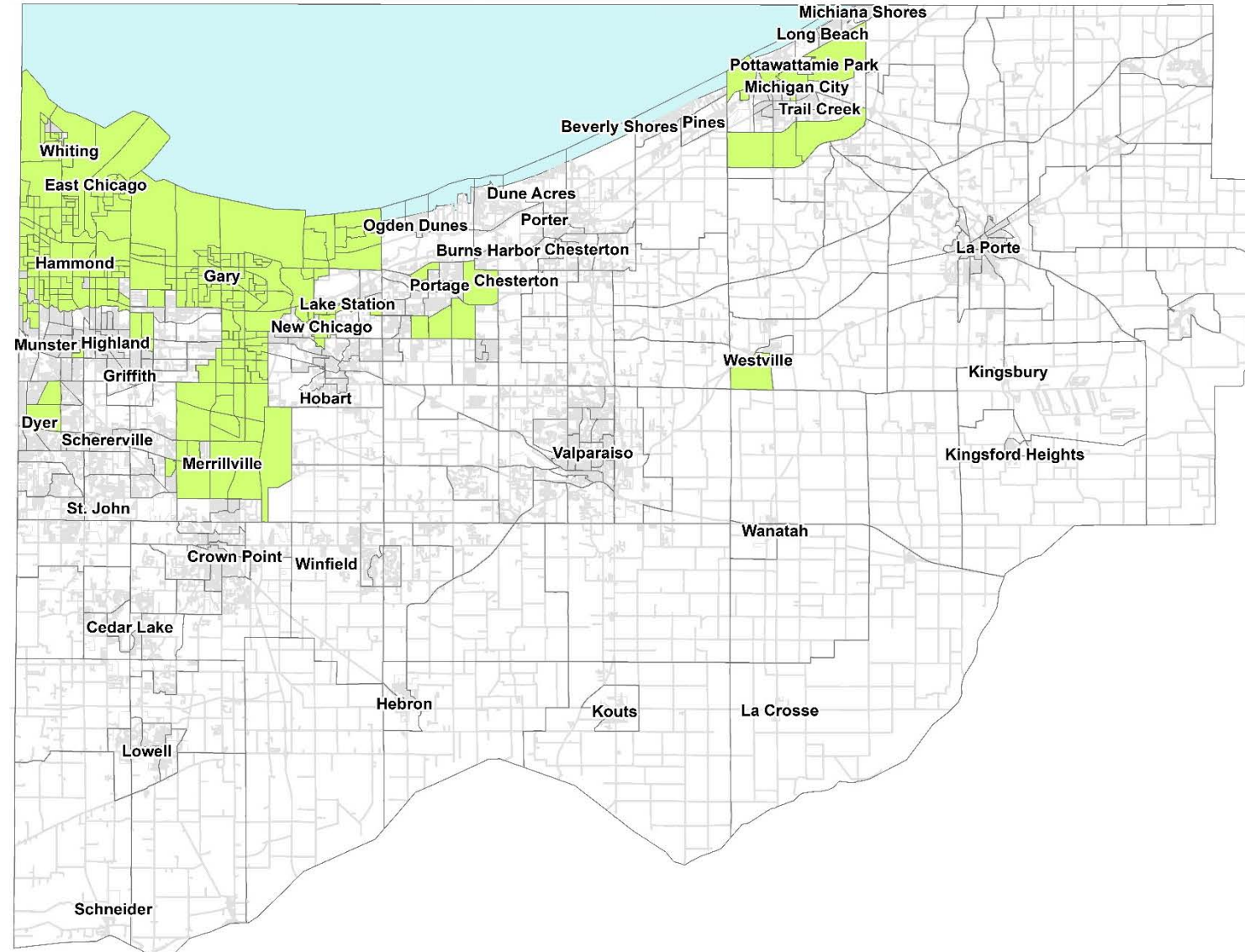


Areas with higher than regionally average populations of individuals who are lower income

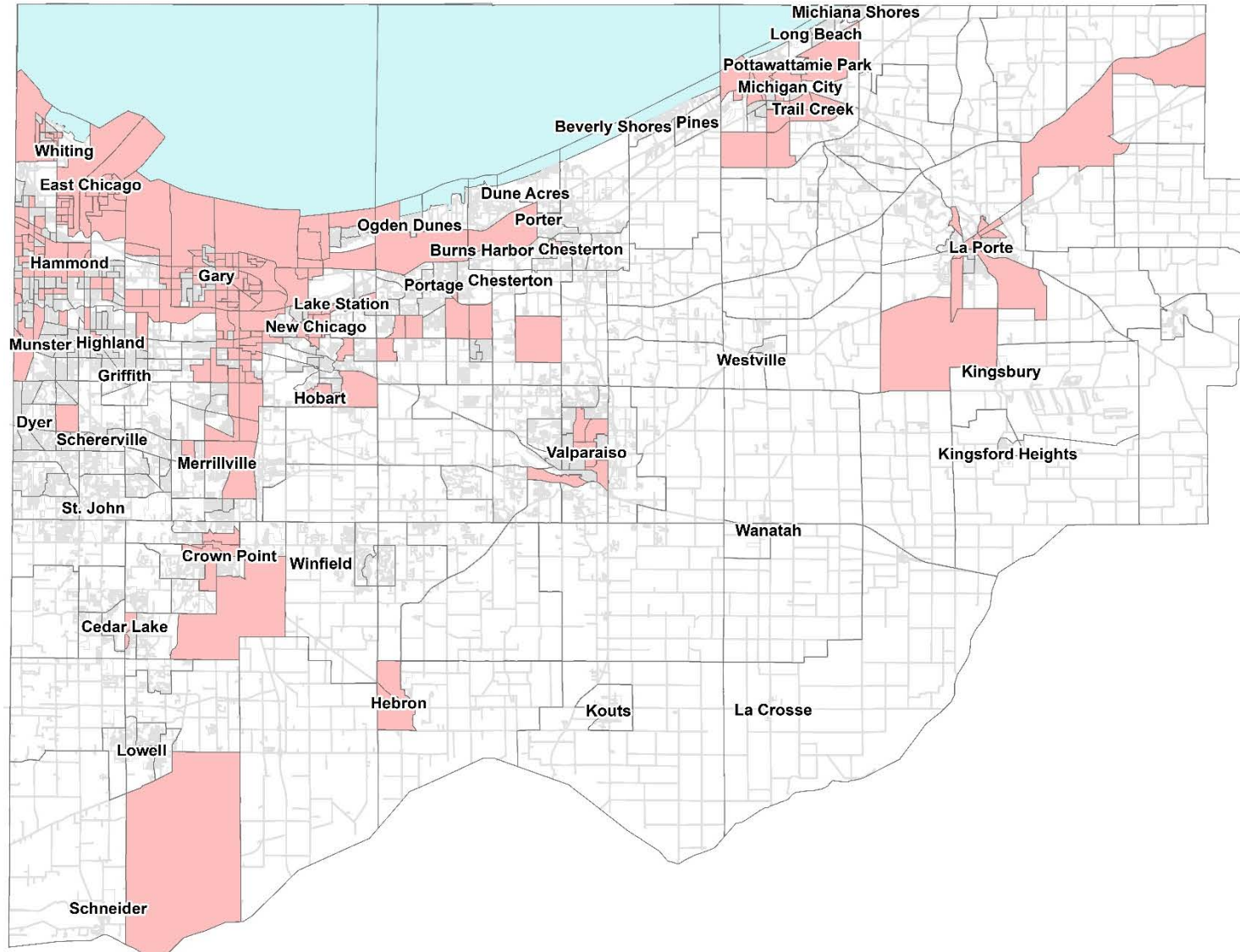


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Areas with higher than regionally average populations with individuals who are minorities

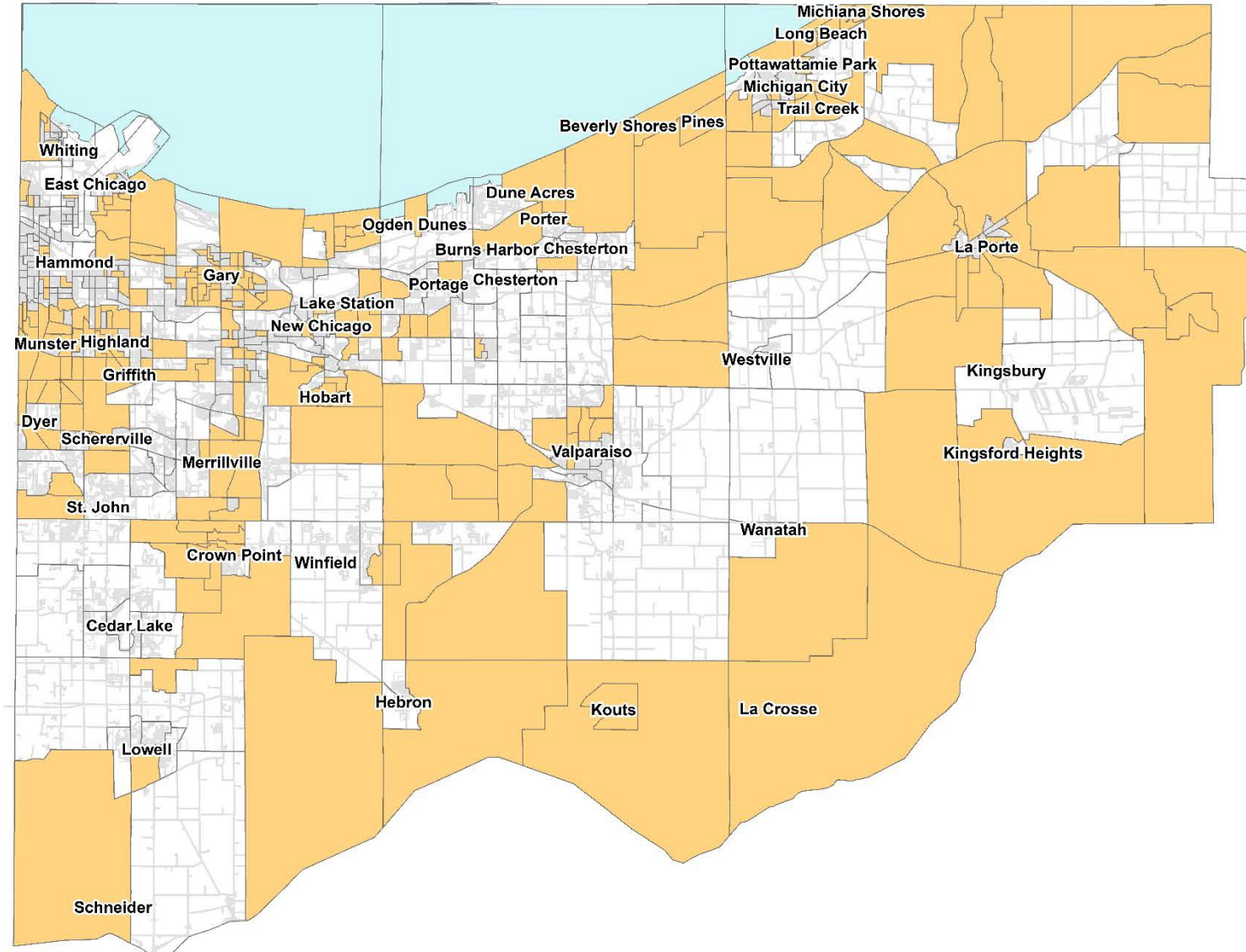


Areas with higher than regionally average populations that are zero car households

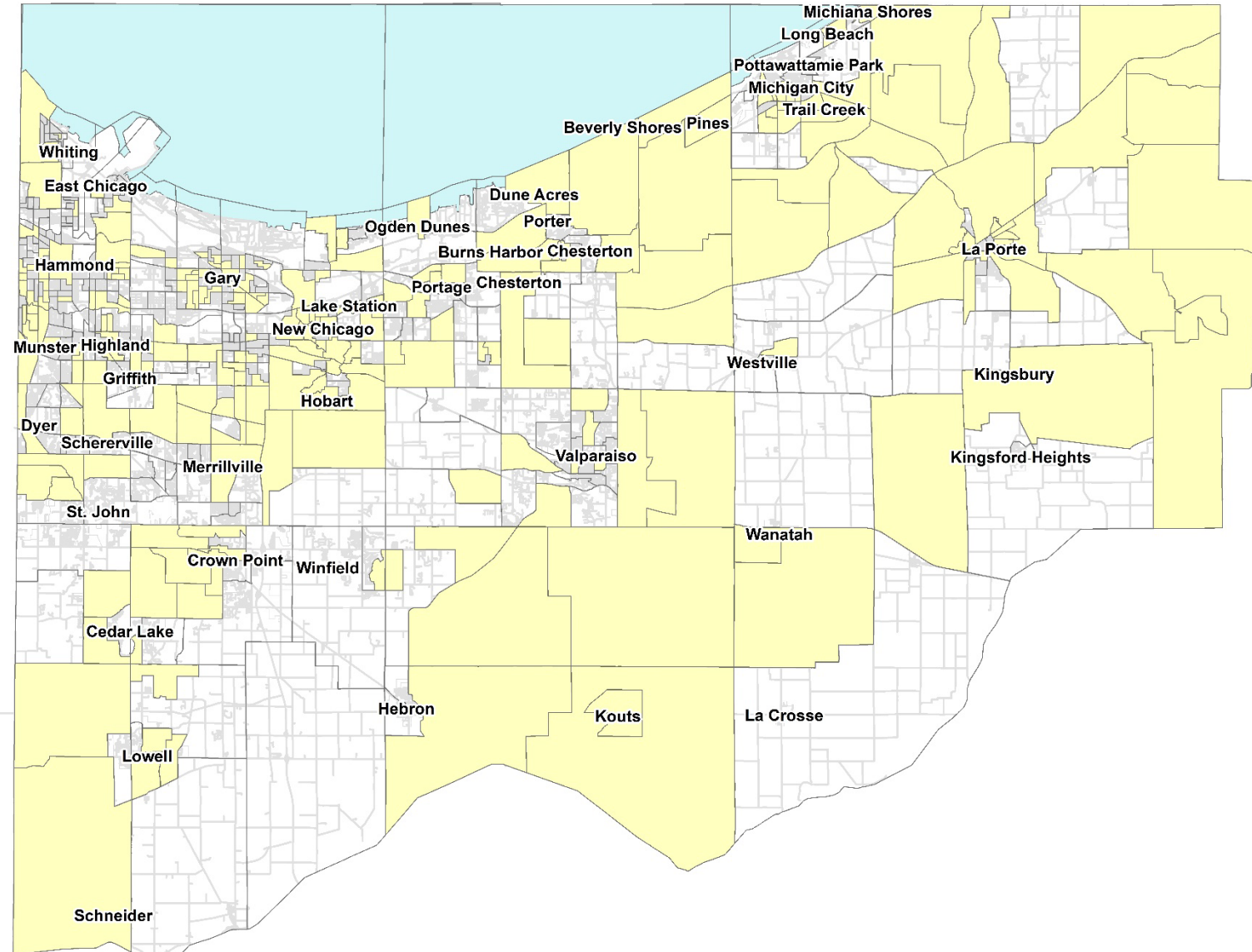


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Areas with higher than regionally average populations with
individuals who are older

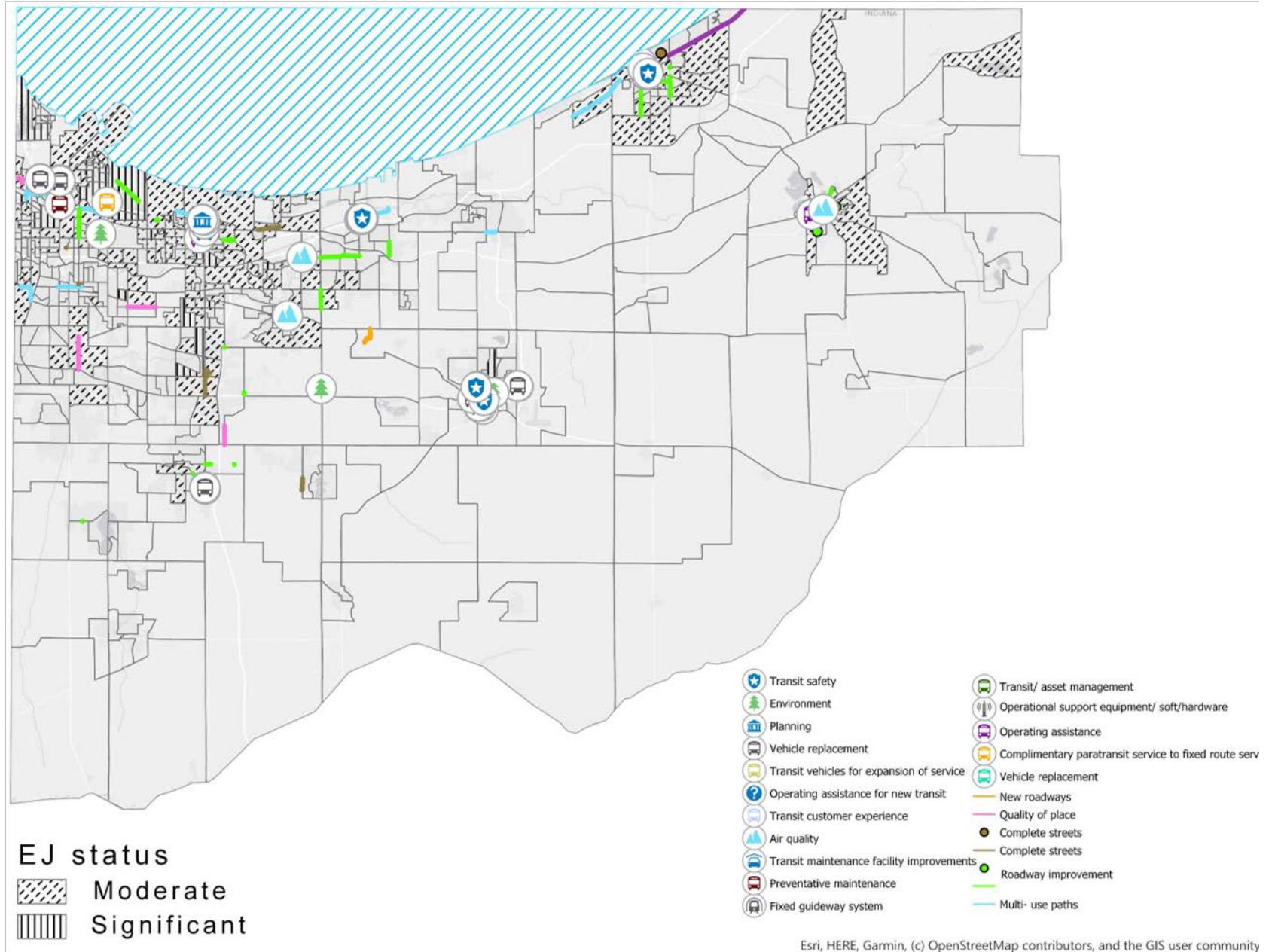


Areas with higher than regionally average populations who are veterans



Transportation Projects and Environmental Justice Areas

Transportation Projects in NWI & EJ areas



How is the TIP developed and managed?

The TIP is developed with federal, state and local partners with input from the public, and is consistent with the MPO's long-range plan, the *NWI 2050 Plan*. The long-range plan must be updated every four years and demonstrate air quality conformity. The development of the long-range plan generally takes up to 18 months and demonstrates the vision and strategic approach to achieving the vision for the region, while considering trends and influences on the future of NWI. The plan looks out into the future of NWI at least twenty years and the TIP is the first five-years of investments for the improvement of NWI's transportation network.

TIP development

The *NWI 2050 Plan* was developed with significant input from LPAs, transit operators, Commissioners, stakeholders, subject matter experts, research, and through five distinct public input opportunities. The plan indicates certain areas that need attention, from gaps in our transportation network, safety issues, transit improvement and expansion needs, revenue issues, and other issues that are interrelated with our transportation network such as air quality and land use planning. From this, four vision statements, and four plan focus areas were identified. These visions and focus areas were put a matrix of sixteen critical paths that are need over the next 30 years.

Most significantly, the *NWI 2050 Plan*, coupled with the requirements for performance-based planning, and programming rules of INDOT, has resulted in a new programming approach for the 2020-2024 TIP. This new programming approach more clearly links the TIP to the long-range plan and its vision, plan focus areas, and critical paths, than ever before in NWI. More can be found on that in the "Programming approach" section of this TIP. In addition to a revamped programming approach, new project evaluation criteria were identified and applied to projects to be programmed in this TIP.

This approach and evaluation criteria were approved by the Commission at the November 2018 meeting of the Executive Board. The evaluation criteria are one of three inputs into the final selection of projects: project score, geographic equity, and fiscal constraint.

Funding sources

The TIP is funded by multiple levels of government, though primarily by the federal government through the FAST Act. Funds from FHWA are overseen by INDOT and distributed to the fourteen MPOs in Indiana. NWI receives allocations for four FHWA funding sources in both the Chicago and Michigan City UZAs. These areas are also referred to as Group 1 and Group 2 respectively in TIP jargon. Funds from FTA are directly allocated by UZA and there are four funding sources provided in NWI. In addition to federal sources, INDOT provides a substantial amount of funding for transportation network improvements in NWI. Most often this is to match federal funds for their own projects, but also for transit through the Passenger Mass Transit Fund, and other important statewide initiatives like Community Crossings and LocalTrax. These initiatives support asset management, safety improvements, and mobility improvements across the state in NWI.

Each funding source comes with eligibility requirements, and these may include how the funds may be used, and in some cases, additional demonstrations of eligibility will be required before being approved for programming into the TIP. Below is a description of each of the federal funding sources available for programming in NWI. Each funding source has been targeted for programming in one of thirteen unique investment programs. The investment programs are composed of federally eligible project types. Each of the project types have been evaluated for their impact on each of the critical paths to achieve the visions of the *NWI 2050 Plan*. The project types were ranked by score and funding targets identified.

Federal source	Description
<p>Surface Transportation Block Grant (STBG) More information: https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm</p>	<p>STBG provides flexible funding for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Projects awarded with STBG require a 20% match by the project sponsor for all project phases. All projects must be on the federal-aid network, except for multi-use off-road trails, but those not allow motorized transportation, including electric scooters.</p>
<p>Congestion Mitigation Air Quality (CMAQ) More information: https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm</p>	<p>CMAQ provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet standards for ozone, carbon monoxide, or particulate matter. Projects or programs must demonstrate an air quality benefit. Projects awarded with CMAQ require a 20% match by the project sponsor for all project phases. CMAQ funds used to support transit operational costs are time limited and are meant to help start service and eventually cover costs without a CMAQ subsidy. More information: https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq13ig.cfm</p>
<p>Highway Safety Improvement Program (HSIP) More information: https://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm</p>	<p>HSIP provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Projects must also be consistent with the INDOT's Strategic Highway Safety Plan (SHSP). Projects awarded with HSIP require a 10% match by the project sponsor for all project phases. Project applicants should reference high crash locations in Northwestern Indiana and also reference INDOT's SHSP here: https://www.in.gov/indot/files/shsp.pdf</p>
<p>Transportation Alternatives (TA) More information: https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm</p>	<p>TA provides funding for all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, safe routes to school projects, and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Projects awarded with TA require a 20% match by the project sponsor for all project phases. TA funds may be used off the federally-aid network for Safe Routes to School projects to improve connectivity to K-8 schools.</p>
<p>5307 Urbanized Area Formula Grants More information: https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307</p>	<p>5307 provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Projects awarded with 5307 for capital require a 20% match by the project sponsor. For operations there is a 50% match required and operational funds are limited based on UZA population and number of vehicles</p>

Federal source	Description
<p>5310 Enhanced Mobility of Seniors & Individuals with Disabilities More information: https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310</p>	<p>operated. For vehicle-related equipment attributable to compliance with the Americans with Disabilities Act the match may be 10%.</p> <p>5310 provides formula funding for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities. Use of the funds must be consistent with the Coordinated Human Services Transportation Plan. Projects awarded with 5310 for capital purposes require a 20% match by the project sponsor. For operations there is a 50% match required by the project sponsor.</p>
<p>5337 State of Good Repair Grants More information: https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337</p>	<p>5337 provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans. Projects awarded with 5337 require a 20% match by the project sponsor.</p>
<p>5339 Grants for Buses and Bus Facilities Formula Program More information: https://www.transit.dot.gov/funding/grants/busprogram</p>	<p>5339 provides funding to states transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Projects awarded with 5339 require a 20% match by the project sponsor. The Federal share may exceed 80 percent for certain projects related to the ADA, the Clean Air Act (CAA), and certain bicycle projects.</p>

TIP management

The management of the TIP requires amendments and modifications from time to time. Below are milestones in TIP amendments. All amendment requests must be made in RTIP.

Quarterly tracking meetings

By mid-January, April, July and October, each LPA must submit their projects quarterly tracking reports to NIRPC. In February, May, August and November, LPAs meeting with NIRPC and INDOT to discuss the reports. The discussions may result in the identification for amendments or modifications to the TIP.

Quarterly TIP amendments

After a need for an amendment is identified, the amendment will be put out for public comment. Amendments to the TIP will occur following months: January, April, July, and October. A request for a January amendment is due the prior November so that the TROC can discuss the merits before a public comment period. A request for a April amendment is due the prior February so that the TROC can discuss the merits before a public comment period. A request for a July amendment is due the prior May so that the TROC can discuss the merits before a public comment period. Finally, a request for an October amendment is due the prior August so that the TROC can discuss the merits before a public comment period.

Funds provided by FTA may be carried over for three years, if they have not already been obligated in the current fiscal year. If funds are not obligated within three years, they will lapse and revert back to FTA. Therefore, older funds are always obligated before current year funds. Regardless of the year the funds come from, before they can be obligated in a grant, they must be programmed into the current year of the TIP. Funds provided to NWI by FHWA, through INDOT, must be obligated in the current fiscal year or they are forfeited back to INDOT for potential use elsewhere in the state. In fiscal years where deficits exist in a funding source they are balanced by surpluses in other sources.

Air quality

The TIP must also be developed with air quality in mind, in order to meet the goals and requirements of the Clean Air Act (40 CFR part 93, subpart A). The TIP shall demonstrate air quality conformity with the State Implementation Plan (SIP). The SIP is developed by state agencies in order to reduce pollutants that are subject to regulation by the Clean Air Act and its amendments. The SIP lays out “budgets” for pollutants and attribute a portion of those pollutants to transportation due to the emissions from automobiles. Each project contained within the TIP must be evaluated for its impact on those pollutants. Please see the “Air quality conformity” section of this TIP for more information.

Amendments + modifications

The MPO officially adopts a new TIP every two years as a practice required by INDOT, though only federally required once every four years. However, the TIP is a “living” plan that is responsive to the needs of LPAs and transit operators as new and better information comes to light in the project development process. Therefore, the TIP must be modified or amended. An amendment to the TIP is formal in the requirements of public participation, verification that the project does not impact the air quality conformity determination, and new fiscal constraint determinations. A modification is a less formal change to the TIP that is undertaken by staff. Both an amendment or modification are changes to the

TIP are provided oversight by either the Transportation Resources Oversight Committee (TROC) Lake/Porter or TROC LaPorte. Both TROCs are a committee of the Commission. The TROC approves modifications proposed by staff and makes recommendation to the Technical Planning Committee (TPC) on amendments. The TPC will further review amendments and if are favorable to the action, will recommend to the Commission that the amendment be adopted. If adopted by the Commission, the amendment is sent to INDOT for inclusion in the State Transportation Improvement Plan (STIP) and provided to FHWA and FTA for ultimate approval. NIRPC will post on its website a current version of the TIP with all projects (as amended), with all changes highlighted. Modifications are made as needed and amendments are considered on a quarterly basis. This is currently listed under the Region Transportation Improvement Program (RTIP) at <https://rtip.nirpc.org/>.

Modifications generally correct clerical errors or are address very minor changes to a project such as changes in schedule (year), funding types, modest changes in funding, or descriptive information. There are three types of amendments outlined in the 2014 PPP. Minor amendments add new or delete existing air quality-exempt projects, add federal funds to air quality-exempt projects already in the TIP that are funded entirely with non-federal funds, make changes in project termini (increases in length up to ½ of a mile) for air quality-exempt projects, minor changes in design concept or scope (with no additional travel lanes) for air quality-exempt projects).

Minor amendments require review by the Indiana Interagency Consultation Group (ICG), a public review and comment period of one calendar week (or five business days) prior to final action by the Commission, and re-determination of fiscal constraint. Major amendments to the TIP are significant changes (increases in length of over ½ of a mile) in project termini (the starting and ending point of the project), major changes in design concept or

scope (with no additional travel lanes) or involving the addition of a new phase to any air quality non-exempt project already programmed in the air quality conformity determination and TIP.

Major amendments require ICG review (and a conformity consultation call when the amendment involves a non-exempt project), a public review and comment period of 30 calendar days prior to final action by the Commission, and re-determination of fiscal constraint. Amendments that add new air quality non-exempt projects to the TIP will be processed only when the project is listed in a new air quality conformity determination in association with a concurrent amendment to the adopted long-range plan.

The last type of amendment is an emergency amendment. In rare instances NIRPC's Executive Director may make a TIP amendment via a letter to INDOT. These amendments will only be made after the Executive Director, upon the recommendation of the Transportation Projects Manager (and others, if necessary), concludes that a delay in adding the project to the TIP through the standard amendment process would either: 1) adversely affect public well-being or safety, or 2) result in the lapse or loss of federal funds to the region. The Executive Director has the discretion to make or not make the amendment. This process may not be used to make changes either to air quality non-exempt projects or to "regionally significant" transportation projects. Emergency amendments will be submitted to the ICG for review on the date they are issued. The NIRPC staff that manages the TIP must re-determine fiscal constraint prior to referring the amendment to the Executive Director for concurrence.

Programming approach

New approach linked to *NWI 2050 Plan*

An MPO's TIP must be consistent with its long-range plan. The *NWI 2050 Plan* is the new long-range plan of the MPO and the TIP was developed concurrently to ensure consistency with the Plan. A TIP also has a lot of requirements set in federal regulation (see Appendix 3) and INDOT practices. In the development of this TIP a number of substantial improvements were sought link to the long-range plan and ensure compliance with regulations. The improvements can be summarized into three broad areas:

1. **Propose enhanced programming rules to:**
 - a. Avoid future issues with TIP deficits due in part to projects failing to advance to project letting;
 - b. Ensure consistency with state and fed programming requirements and better ensure no FWHA funds lapse back to INDOT or transit funds to FTA;
 - c. Establish region-wide “playbook” for engineering, right-of-way, and construction funding phases, and to ensure all sponsors are treated the same when or if they need amendments due to project development delays; and
 - d. Increase transparency to sponsors and public.
2. **Leverage all federal-aid available to NWI by:**
 - a. Providing full view on all available fund sources to all project sponsors in the same NOFA - \$267 million;
 - b. Programming highway and transit projects in both Chicago and Michigan City UZAs at the same time; and
 - c. Developing a process that will be placed on a routine timeline, which is predictable and more

transparent to sponsors and public, replacing the previously periodic NOFAs that were funding and UZA based that never fully programmed all federal funds available to NWI.

3. **Better link to regional priorities with:**
 - a. A programming approach that evaluates all federal-aid eligible projects for their impact on the vision for the Region and 2050 critical paths to achieve the vision;
 - b. A project evaluation approach with refined evaluation criteria that is framed around nine “umbrella” criteria that relate to the vision for the Region; and
 - c. A performance-based planning focus.

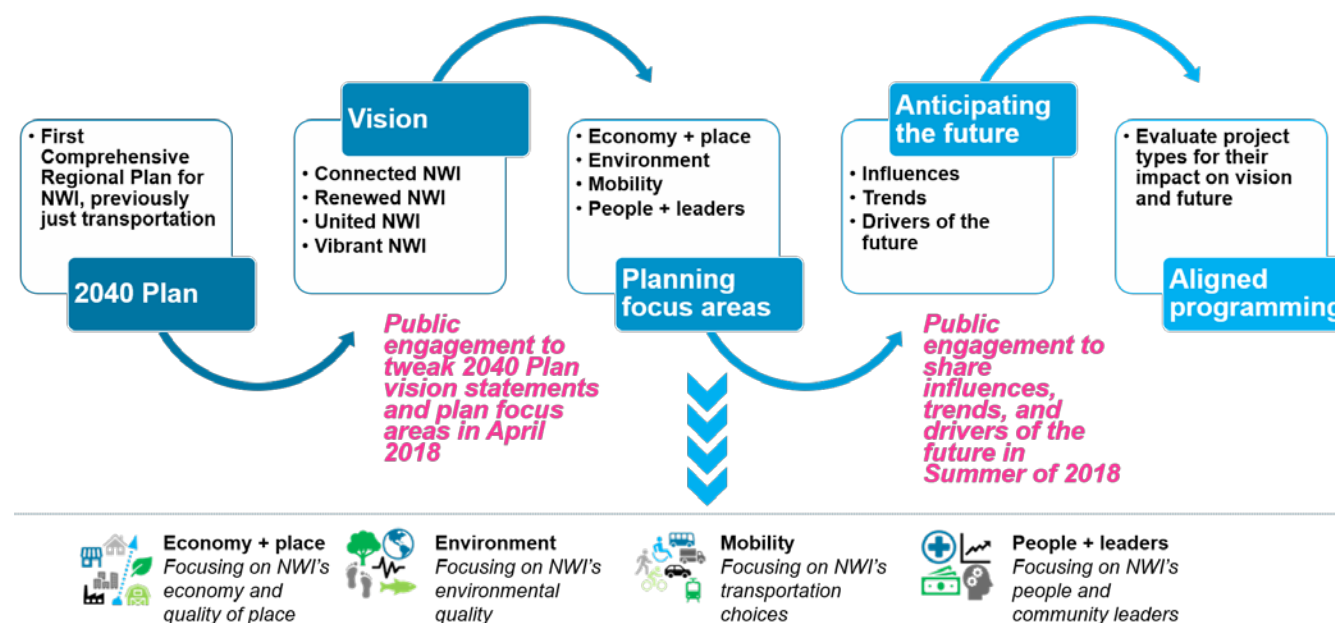
In linking the *NWI 2050 Plan* to the TIP, a new methodology to allocate funds to projects was devised to ensure that the funding will advance regional priorities and achieve performance-based planning targets. The regional priorities in the *NWI 2050 Plan* are known as the “sixteen critical paths to achieve the vision.” These critical paths are presented with the performance-based planning approach. The targets in the *NWI 2050 Plan* are the same as in the TIP to ensure consistency. The steps to allocate funding are outlined below:

- Evaluate federally-aid eligible transportation project types and score them according to their impact on the sixteen critical paths. This is the first step in guiding where to target funding.
- Understand federal funding rules and be logical and efficient while targeting funding sources to project types.
- Sustain funding necessary to support the system we have. Some lower scoring project types will be funded because we have to keep what we have in a state of good repair.
- Consider historical costs and programming amounts from prior TIPs and consider typical costs of different project types so as to ensure logical funding targets.
- Anticipate future needs of our transportation system and be sure targeted funding can be sustained over the long-term.
- Ensure fiscal constraint and set targets with available funding in mind.
- Establish a logic to “retarget” any funds if not applied for; available funds go to next highest scoring program.
- Solicit guidance from the Technical Planning Committee.
- Recommend and receive approval from the Commission for funding targets.

NWI’s approach to performance-based planning

As part of Section 1203 of the Moving America for Progress in the 21st Century (MAP-21) requirements and reinforced in the Fixing America’s Surface Transportation Act (FAST), the 2020–2024 TIP

reflects the *NWI 2050 Plan*’s focus on establishing a performance-based planning approach to transportation decision making. Pivoting off of the federal performance-based planning requirements and the sixteen critical paths to achieve the visions of the *NWI 2050 Plan*, NIRPC built a performance-based planning framework above and beyond federal requirements that responds to each critical path to measure progress.



Federal requirements:

- Performance-based Planning (PbP) is federally required since MAP-21 (2012) reinforced by FAST Act (2015)
- For twenty USDOT performance measures, states have one year after the United States Department of Transportation (USDOT) issues final performance

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rulemakings to adopt performance targets. Metropolitan Planning Organizations (MPOs) have 180-days after states to either adopt state performance targets or set own. NIRPC has so far chosen to support the state performance targets.

- For eight USDOT required performance measures, NIRPC's subrecipient transit operators cooperatively comply with the performance targets.

Going above and beyond:

- NIRPC will monitor and evaluate progress toward achieving critical paths in the NWI 2050 Plan.
- Identify strategies NWI can implement or leverage to improve progress toward achieving critical paths.
- Prioritize investing in projects or programs that best advance progress toward achieving critical paths.

The table on the next page lists the federally required performance measures. For the full list of NWI performance measure consult the NWI 2050 Plan.

Performance measure	Target / desired trend	Target update frequency	Baseline performance
Number of fatalities	no more than 889.6 in 2019	Every year	90
Rate of fatalities per 100 million vehicle miles traveled	no more than 1.087 in 2019	Every year	0.799
Number of serious injuries	no more than 3,501.9 in 2019	Every year	443
Rate of serious injuries per 100 million vehicle miles traveled	no more than 4.234 in 2019	Every year	3.808
Number of non-motorized serious injuries and fatalities	no more than 393.6 in 2019	Every year	58
Percent of non-single occupancy vehicle travel in the Chicago, IL-IN Urbanized Area	at least 31.4% in 2019 and 31.9% in 2021	Every 2 years	30.6%
VOC Reduction from CMAQ Projects (kg/day)	at least	Every 2 years	10,327.75

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Performance measure	Target / desired trend	Target update frequency	Baseline performance
	1,600 kg/day in 2019, 2,600 kg/day in 2021		
NOx Reduction from CMAQ Projects (kg/day)	at least 1,600 kg/day in 2019, 2,200 kg/day in 2021	Every 2 years	56,040.23
CO Reduction from CMAQ Projects (kg/day)	at least 200 kg/day in 2019, 400 kg/day in 2021	Every 2 years	512.49
PM10 Reduction from CMAQ Projects (kg/day)	at least 0.30 kg/day in 2019, 0.50 kg/day in 2021	Every 2 years	0.00

Performance measure	Target / desired trend	Target update frequency	Baseline performance
Percent of Interstate pavements in good condition	at least 84.24% in 2019 and 84.24% in 2021	Every 2 years	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Percent of Interstate pavements in poor condition	no more than 0.80% in 2019 and 0.80% in 2021	Every 2 years	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Percent of non-Interstate NHS pavements in good condition	at least 78.71% in 2019 and 78.71% in 2021	Every 2 years	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Percent of non-Interstate NHS pavements in poor condition	no more than 3.10% in 2019 and 3.10% in 2021	Every 2 years	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Percent of NHS bridge area in good condition	at least 48.32% in 2019 and 48.32%	Every 2 years	31.56%

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Performance measure	Target / desired trend	Target update frequency	Baseline performance
	in 2021		
Percent of NHS bridge area in poor condition	no more than 2.63% in 2019 and 2.63% in 2021	Every 2 years	4.20%
Number of vehicles submitted for replacement more than one year from the end of their useful life	0	Every year	0
Number of revenue vehicles in operation that have met or exceeded the end of their useful life	no more than 50%	Every year	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Number of revenue vehicles exceeding their useful life not pending replacement in a grant	no more than 20%		Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Number of non-revenue vehicles in operation that have met or exceeded the end of their useful life	no more than 10%		Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Annual cost of total vehicle replacements	no more than 10% of total 5307	Every year	\$639,517

Performance measure	Target / desired trend	Target update frequency	Baseline performance
	NWI apportionment		
Percent of person miles traveled on the Interstate that are reliable	at least 90.5% in 2019 and 92.8% in 2021	Every 2 years	83%
Percent of person miles traveled on the non-Interstate NHS that are reliable	at least 89.8% in 2021	Every 2 years	95%
Truck Travel Time Reliability Index (TTTRI)	no more than 1.27 in 2019 and 1.24 in 2021	Every 2 years	1.54
Peak hours of excessive delay per capita in the Chicago, IL-IN Urbanized Area	no more than 15.4 in 2021	Every 2 years	14.4

INDOT's approach to performance-based planning

The Indiana Department of Transportation (INDOT) has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. INDOT's Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives and investment strategies, and resulting bridge and pavement conditions based on ten-year spending plans. INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing roadway safety across the state. The INDOT freight plan and long-range transportation plan are also used to inform the TAMP. The Planning Roles, Responsibilities, & Cooperative Operation Manual, an agreement between INDOT and Indiana's fourteen MPOs, clarifies roles and responsibilities for transportation planning activities including the performance-based planning processes.

For projects using federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant (STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended five-year State Transportation Improvement Program (STIP). This process evaluates projects based on investment strategies and project prioritizations as outlined in the TAMP, and results in the elevation of projects that will contribute to the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety.

The resulting program of projects is approved by INDOT's Program Management Group (PMG) and the executive office for

inclusion in the Indiana STIP and respective MPO TIPs. Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in the TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP. Projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team. Finally, projects funded through the CMAQ program are selected by the Mobility Asset Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

Transit approach to performance-based planning

One of the major focus areas of performance-based planning for transit, as required by the Federal Transit Administration (49 CFR§625), is transit asset management (TAM). TAM is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset conditions to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair (SGR). TAM plans are a requirement of the federal government. In NWI, there are four TAM plans for Northern Indiana Commuter Transportation District, the Gary Public Transit Corporation, Michigan City Transit, and a small group plan for the transit operators that are sub-recipients of FTA funds. These plans may be found at <https://www.nirpc.org/2040-plan/transportation/transit/>. The TAM plans feature strongly in the prioritization of funding in this TIP. One additional feature of transit performance-based planning will be focused upon safety. The federal rule for Public Transportation Agency Safety Plans was finalized on July 19, 2018 and certain

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Initially targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required to fund project?
Transit / operating	Transit Operators Roundtable	Complementary paratransit service to fixed route service Description: funding for service for users who cannot use fixed routes due to disability	Tier 1	Yes	5307	No
		Operating assistance Description: funding to support the purchase of equipment related to operations of transit	Tier 1	Yes	5307	No
		Operational support equipment / computer hard/software Description: funding to support the purchase of equipment related to operations of transit	Tier 1	Yes	5307	No
Multi-use paths	Ped, Pedal, & Paddle	Off-road trails Description: construction of non-recreational trails	Tier 1	Yes	STBG	No
Transit / asset management	Transit Operators Roundtable	Capital investment in existing fixed guideway systems Description: projects that keep fixed guideway systems in a state of good repair	Tier 1	Yes	5337	No
		Fixed guideway rolling stock (new or existing) Description: funding for the purchase of new or replacement rolling stock	Tier 1	Yes	5337	No
		Preventative maintenance Description: funding to keep existing transit vehicles or equipment in a state of good repair	Tier 1	Yes	5307	No
		Transit maintenance facilities Description: funding to keep transit maintenance facilities in a state of good repair	Tier 1	Yes	5307, 5337	No
		Transit vehicle replacement (existing and subject to TAMP)	Tier 1	Yes	5307, 5339	No

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Initially targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required to fund project?
		Description: funding to replace existing transit vehicles according to transit asset management plan				
Air quality	Environmental Policy and Management Committee	Alternative fuel infrastructure Description: electric or natural gas fuel infrastructure	Tier 1	Yes	CMAQ	Yes, air quality benefit calculation
		Vehicle emission reduction (new or modification) Description: funds to assist with procuring or retrofitting vehicles to reduce emissions	Tier 1	Yes	CMAQ	Yes, air quality benefit calculation
		Advanced truck stop electrification Description: electrification of truck stop parking to reduce/eliminate idling	Tier 2	No, but eligible	None	Yes, if CMAQ, air quality benefit calculation
		Air quality education Description: program to increase awareness and knowledge of pollution in order to reduced emissions	Tier 2	Yes	CMAQ	Yes, air quality benefit calculation
Complete streets	Ped, Pedal, & Paddle	Transportation projects for ADA compliance w/ universal design Description: projects that address ADA transition plans along federally-aided roadways	Tier 1	Yes	STBG	Yes, address ADA transition plan
		Bicycle/pedestrian signals Description: HAWK, pedestrian count downs, etc. along federally-aided roadways	Tier 1	Yes	TA	No
		On-road trails Description: bicycle lanes/cycle tracks along federally-aided roadways as a standalone project	Tier 1	Yes	STBG	No
		Sidewalks Description: sidewalks along federally-aided roadways as a standalone project	Tier 1	Yes	STBG	No

Northwestern Indiana Regional Planning Commission
2020-2024 Transportation Improvement Program

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Initially targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required to fund project?
		Safe Routes to School infrastructure projects Description: projects around school zones (can be off federally-aid roads, but only near K-8 schools)	Tier 1	Yes	STBG	No
		Bicycle infrastructure Description: bicycle racks, signage, & ancillary treatments to support cycling	Tier 1	Yes	TA	No
		Safe Routes to School non-infrastructure projects Description: funds to support Safe Routes to School educational or planning activities	Tier 1	Yes	TA	No
		Safe Routes to School coordinator Description: funds to support staff person to organize SRTS planning activities	Tier 2	Yes	TA	No
		Construct / install / maintain of signs at bicycle / pedestrian crossings in school zone Description: bike and pedestrians crossings in school zones along FA roadways	Tier 2	No, but eligible	None	No
		Lighting Description: lighting on trails as a standalone project	Tier 3	No, but eligible	None	No
Transit / customer experience	Transit Operators Roundtable	Mobility management / information technology systems Description: funding to improvement mobility management and technology (GTFS)	Tier 1	Yes	5310	Yes, address the CHSTP
		Wheelchair lifts, ramps, and securement devices Description: funding to make vehicles ADA compliant	Tier 1	No, but eligible	None	No
		Vehicles for accessible taxi, rideshare, or vanpool	Tier 1	No, but eligible	None	No

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Initially targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required to fund project?
		Description: funding to purchase vehicles to increase access to transit system				
		Travel training Description: funding to train individuals on how to use transit	Tier 1	No, but eligible	None	No
		Transit passenger facilities Description: projects that improve the waiting facilities for transit riders (bus stops/stations)	Tier 2	Yes	TA, 5337	No
		Volunteer driver programs Description: funding to offset the cost associated with volunteer driver programs	Tier 2	No, but eligible	None	No
		Improve signage / wayfinding Description: projects that help customers find their way to transit services	Tier 2	No, but eligible	None	No
Transit / expansion	Transit Operators Roundtable	Incremental cost of providing same day service/door-to-door Description: funding to reduce time required to request and reserve an on-demand ride	Tier 1	Yes	5310	Yes, address CHSTP
		New fixed guideway systems (including BRT) Description: projects that expand the transit system through fixed guideways including BRT	Tier 1	No, but eligible	None	If CMAQ, yes air quality benefit calculation
		Operating assistance for new transit service Description: funding for the operations and expansion of new transit services	Tier 1	Yes	CMAQ	Yes, air quality benefit calculation
		Transit vehicles for expansion of service Description: funding to purchase new vehicles to expand service (locations or hours)	Tier 1	No, but eligible	None	If CMAQ, yes air quality benefit calculation

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2020-2024 Transportation Improvement Program

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Initially targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required to fund project?
		Ferry boats, terminals, and approach roads for ferries Description: projects that buy boats, build terminals and connect terminals to roadway network	Tier 3	No, but eligible	None	No
Planning	Land Use Committee	Creating Livable Communities or TOD planning program Description: funds to conduct transportation and land use planning/linkages across all modes	Tier 1	Yes	STBG	Yes, located in CLC or TOD area
	Transit Operators	Transit planning and administrative oversight Description: funding to plan and oversee transit	Tier 1	Yes	5307	No
	Technical Planning Committee	Transportation planning (general) Description: funds to conduct transportation planning across all modes	Tier 1	No, but eligible	None	No
	Environmental	Development of regional environmental protection plans Description: planning funds to address environmental protection and transportation linkages	Tier 1	No, but eligible	None	No
	Surface Transportation Committee	Data collection / software / equipment or development /implementation of PbP system Description: funding to assist with performance-based planning	Tier 3	No, but eligible	None	No
		Safety data collection / analysis and improvement of data Description: funds to assist in the collection of safety data and analysis of the data	Tier 3	No, but eligible	None	No
Transportation safety planning or road safety audits		Tier 3	No, but eligible	None	No	

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Initially targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required to fund project?
		Description: funds to specifically conduct transportation safety planning or road safety audits				
Environment	Environmental Policy and Management Committee	Stormwater management / control / prevention Description: funds to reduce stormwater as a standalone project	Tier 1	Yes	TA	No
		Contribute to restoration / enhancement / creation of habitats/wetlands or mitigation bank Description: improve habitats + wetlands as a standalone project or bank land for mitigation	Tier 2	No, but eligible	None	No
		Vegetation management in ROWs Description: funds to assist in the management of vegetation along FA roadways	Tier 2	Yes	TA	No
		Vehicle related wildlife mortality reduction Description: treatments to reduce the death of wildlife and improve safety for vehicles	Tier 2	No, but eligible	None	No
		Archeological activities for mitigation Description: funds to assist with archeological activities in construction	Tier 3	No, but eligible	None	No
Quality of place	Land Use Committee	Traffic calming Description: treatments that reduce travel speed and improve ped/bike comfort	Tier 1	Yes	HSIP	Yes, through INDOT
		Divided highway conversion to boulevards Description: projects to improve the livability of federal-aid arterial roadways	Tier 1	No, but eligible	None	No
		Inventory / control / removal of outdoor advertising	Tier 2	No, but eligible	None	No

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2020-2024 Transportation Improvement Program

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Initially targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required to fund project?
		Description: funds to reduce billboards/signage to improve beauty along federal-aid roadways				
		Historic preservation of historic transportation facilities Description: funds to preserve historic transportation facilities	Tier 2	No, but eligible	None	No
		Roadway expansion Description: widening of roadways to address congestion	Tier 3	No, but eligible	None	No
		Turnouts / overlooks Description: projects that provide for parking at scenic locations	Tier 3	No, but eligible	None	No
Roadway improvements	Surface Transportation Committee	Intersection safety improvements Description: projects that attempt to reduce safety issues at intersections	Tier 1	Yes	HSIP	Yes, through INDOT
		Intelligent Transportation Systems Description: projects that use technology to increase efficiency of transportation system (usually a state level initiative)	Tier 2	No, but eligible	None	No
		Pavement rehabilitation or reconstruction Description: projects that rehabilitate or reconstruct federal-aid roads	Tier 2	Yes	STBG	No
		Railway-highway grade crossings Description: projects that address safety issues at railroad crossings	Tier 2	Yes	HSIP	Yes, through INDOT

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Initially targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required to fund project?
		Intersection congestion improvements Description: projects that attempt to reduce congestion at bottleneck locations	Tier 2	Yes	CMAQ	Yes, air quality benefit calculation
		Traffic monitoring / management / control Description: funding for the monitoring and management of traffic (usually a state level initiative)	Tier 2	No, but eligible	None	No
		Bridge replacement, rehabilitation or reconstruction Description: projects that rehabilitate or reconstruct bridges on FA roads	Tier 2	Yes	STBG	No
		Emergency communications equipment / priority control systems Description: funds to implement projects for emergency communication + signal preemption	Tier 2	No, but eligible	None	If HSIP, yes, through INDOT
		Travel demand management strategies / programs Description: funds that assist with reducing the demand for travel and congestion	Tier 2	No, but eligible	None	No
		Construction and operational improvements on high-risk rural roads Description: projects on federally-aided rural roads that improve safety	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
		Safety devices/control, rumbles, skid resistant treatments, or remove obstacles at crash locations	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
		Congestion pricing development / implementation	Tier 3	No, but eligible	None	No

Northwestern Indiana Regional Planning Commission
2020-2024 Transportation Improvement Program

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Initially targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required to fund project?
		Description: funds that can assist with starting a congestion pricing scheme				
		Highway signs for retro-reflectivity Description: standalone projects that increase visibility of roadway signs	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
		Pavement and shoulder widening to remedy unsafe conditions Description: projects that add width to address unsafe conditions with road narrowness	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
		Fringe and corridor parking facilities / programs Description: construction of parking lots for car/vanpooling and transit kiss & rides	Tier 3	No, but eligible	None	No
		Protection for bridges including inspections Description: funding to assist with the inspection of bridges	Tier 3	No, but eligible	None	No
		Conduct model traffic enforcement activity at rail/highway crossing Description: funds to promote enforcement at rail/highway crossings (usually a state level initiative)	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
		Promote/educate highway safety matters + project to enforce law Description: funds to promote or educate roadway safety (usually a state level initiative)	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
Transit / safety	Transit Operators Roundtable	Transit security Description: funding required to be spent to improve the safety and security of transit	Tier 1	Yes	5307, 5337	No

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Initially targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required to fund project?
New roadways	Surface Transportation Committee	New bridge / roadway / tunnel construction Description: new roadways, bridges, or tunnels	Tier 3	No, but eligible	None	No
		Surface transport infrastructure to facilitate port "linkages" Description: new roadways connect port facilities to existing transportation system	Tier 3	No, but eligible	None	No
		New truck parking facilities Description: new parking specifically for trucks	Tier 3	No, but eligible	None	No
		Construction of minor collectors in same corridor as NHS route Description: construct service lanes along arterial roads; NHS owned by INDOT	Tier 3	No, but eligible	None	No

Programmatic funding target

Each program was ranked for their impact on the 16 critical paths of the NWI 2050 Plan. Ranked in order of impact, each program is shown for their ideal federal funding target in a year, if a full year of funding is available (based on FY2019 appropriations and inclusive of both FHWA and FTA funds). If enough applications are not received for a program to use all of its funding, the remaining amount goes to the next program, until all funds are programmed.

Transit / operations

Group 1 \$5,120,000 / Group 2 \$951,500

Multi-use paths

Group 1 \$2,750,000 / Group 2 \$350,000

Transit / asset management

Group 1 \$24,025,000 / Group 2 \$230,000

Air quality

Group 1 \$1,450,000 / Group 2 \$450,000

Complete Streets

Group 1 \$1,716,000 / Group 2 \$300,000

Transit / customer experience

Group 1 \$525,000 / Group 2 no target

Transit / expansion

Group 1 \$650,000 / Group 2 no target

Planning

Group 1 \$675,000 / Group 2 \$50,000

Environment

Group 1 \$450,000 / Group 2 no target

Quality of place

Group 1 \$750,000 / Group 2 \$951,500

Roadway improvement

Group 1 \$11,736,500 / Group 2 \$1,160,000

Transit / safety

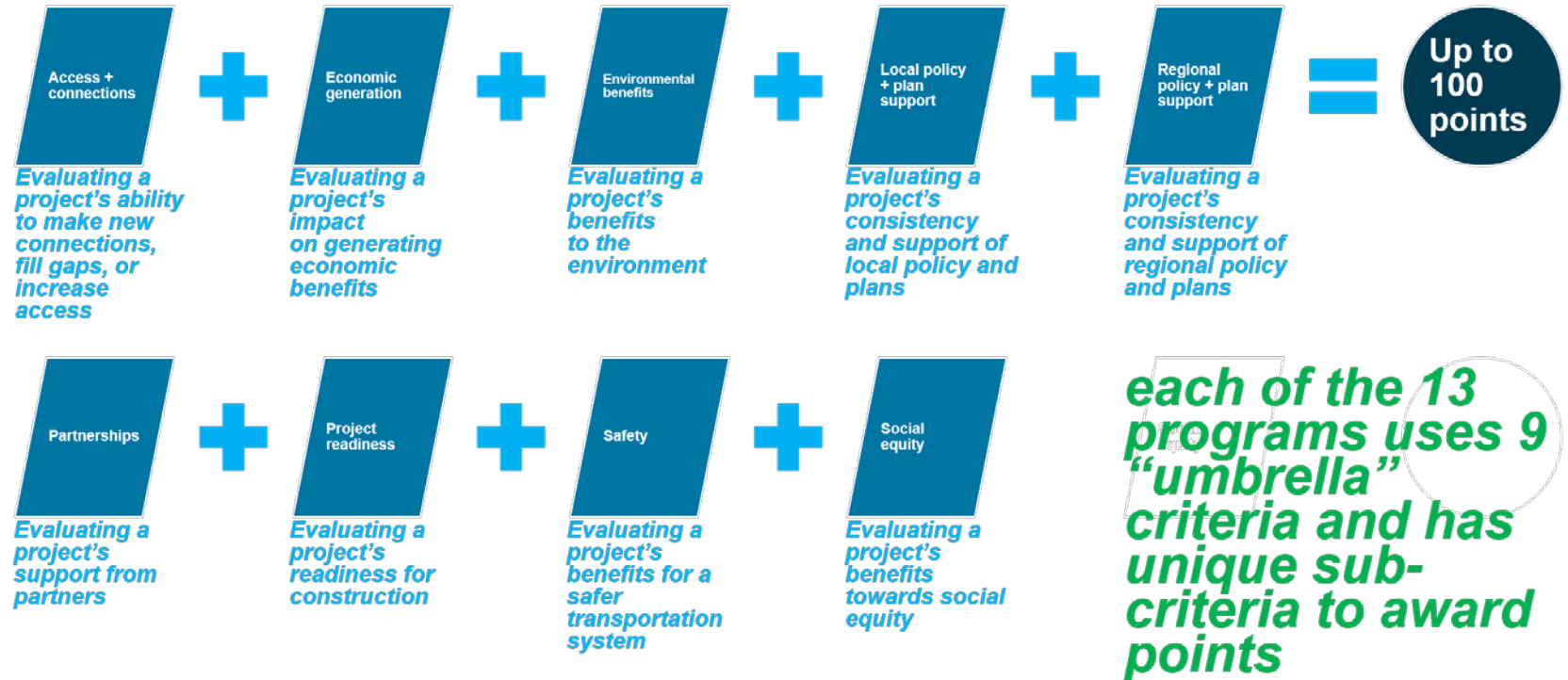
Group 1 \$300,000 / Group 2 \$9,500

New roadways

Group 1 no target / Group 2 no target

Funding allocation / targets

The funding available for programming is allocated to either the Chicago and Michigan City urbanized areas (UZAs). Each funding source comes with eligibility requirements, and these may include how the funds may be used, and in some cases, additional demonstrations of eligibility will be required before being approved for programming into the TIP. This is the case with CMAQ and HSIP funds. Each funding source has been targeted for programming in one of programs. The programs are composed of federally eligible project types. Each of the project types have been evaluated for their impact on each of the critical paths to achieve the visions of the NWI 2050 Plan. The project types were ranked by score and funding targets identified.



Programming rules

Programming rules were developed for projects funded with FHWA derived funds in the 2020-2024 TIP. The programming rules below will govern the funds awarded in the 2020-2024 TIP. The rules will also assist in the management of the TIP, through amendments and/or modification, after it is adopted and approved by INDOT and USDOT. They are presented below to achieve a common understanding across both UZAs, fund sources, and transportation modes.

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

project will be assessed with a high-risk rating, and if the letting date is not met, the entire project may lose its funding. The intent is for the sponsor to begin the project and work towards the targeted letting date, so that all programmed funds are obligated and not lapsed back to INDOT. FHWA guidelines must be followed for PE. See <https://www.fhwa.dot.gov/federalaid/150311.cfm>.

6. If ROW is required and federal funds are involved in this process, it must be encumbered in the fiscal year that it is programmed. The sponsor may elect to apply for funds for this phase at the time of the application, or at a later date, if funds are available.
7. The application must include a map at sufficient enough scale to clearly identify beginning and ending points of the project. Sponsors are encouraged to include photographs or other visuals (on either 8 ½ x 11, 8 ½ x 14, or 11 x 17 paper) to identify the scope of work required and to help explain the project to the reviewers.
8. The project must let in the fiscal year that it is programmed. Only one exception will be allowed for the letting: 1) The letting will be allowed to move to the next available year that there is available funding within the existing five-year TIP. The practice of pushing projects outside of the five-year TIP will cease. 2) If after a project is allowed to move within the five-year TIP, and the letting still cannot be made, the project will be eliminated from the TIP, losing commitment. Future work must wait until the next NOFA and the project will be required compete for future funding. Federal funds spent will be required to be paid back to FHWA by the sponsor, if construction does not occur within ten years.
9. A project will not be allowed to change its scope in such a way that it appears to be an entirely different project. Exceptions will be allowed for: 1) Changes in the project's limits, upon approval of the Transportation Resources Oversight Committee (TROC). 2) Downsizing the scope, or

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phasing the project provided the overall funding request does not increase. 3) Once a project is awarded, the funds programmed to that project shall remain with that project for the year in which it is programmed. If the project is eliminated or suspended by the Sponsor, the funds will be reprogrammed.

10. If a project is applying for funds from CMAQ or HSIP category, additional eligibility determinations must be met. For projects requesting CMAQ funding, please see <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>. For HSIP funding please see <https://safety.fhwa.dot.gov/legislationandpolicy/fast/guidance.cfm>. Technical assistance from NIRPC will be available for these funding sources.
11. During construction, Change Orders will be limited to 10% of the CN letting amount or \$100,000, whichever is less. The maximum amount set aside for all change orders is capped at 1.75% of the total funding available in that fiscal year.
12. Transfers of funds from FHWA derived sources to be flexed to FTA will be requested by NIRPC, pursuant to INDOT rules, and generally only after a full year appropriation has been made by Congress.
13. A risk factor will be assigned to each fiscal year to assist in absorbing any unexpected project cost increases or other uncertainties. If those funds are not needed by any project, they will be reprogrammed in the next NOFA: First year in TIP – 0%; second year in TIP – 1%; third year in TIP – 1.5%; fourth year in TIP – 2%; and fifth year in TIP – 2.5%.

Programming rules were also developed for projects funded with FTA derived funds in the 2020-2024 TIP. The programming rules below will govern the funds awarded in the 2020-2024 TIP. The rules will also assist in the management of the TIP, through amendments and/or modification, after it is adopted and approved by INDOT and USDOT. They are presented below to achieve a

common understanding across both UZAs, fund sources, and transportation modes.

1. Transit vehicles (some rules may only apply to NIRPC subrecipients): 1) If an operator has more than one vehicle that has met the end of its useful life, they may choose to swap the priorities of the vehicles only if the vehicle swapped has a lower-rated condition assessment. 2) NIRPC will not submit any vehicle replacement into a grant unless it is confirmed that the vehicle will meet the end of its useful life within the following calendar year, the vehicle will be bumped into the following priority year and all other vehicles will advance in priority. 3) Preliminary specifications on vehicle replacements and capital purchases are due before FTA grant submissions and/or TIP applications. 4) NIRPC will not program any vehicle replacement for a sub-recipient into the TIP unless it is part of the Indiana State QPA or an identified state cooperative agreement. 5) NIRPC will not submit any vehicles for early replacement to FTA if none of the vehicle's systems have been rated as "inoperable," or a "0" condition assessment. 6) Operators will have to submit an annual condition assessment for every vehicle in their fleet, failure to submit a condition assessment will result in no TIP awards or grant executions for an operator's vehicle replacements. 7) Vehicles will only be replaced until the cap of 5307 funding designated in the TAM plan for vehicle replacements has been reached. 8) Vehicles may be purchased beyond the cap, if it allows the small transit providers to meet the goals set in their TAM plan.
2. Late or missing data submissions may result in denial of programming for federal funds. Including: 1) National Transit Database (NTD); 2) Annual List of Obligated Projects (ALOP); 3) Other subrecipient reporting to NIRPC: Vehicle Usage & Accident, Drug & Alcohol Testing, Disadvantaged Business Enterprise Report, Preventive Maintenance Reporting, Operating Assistance Financial

Report, Capital Cost of Contracting Financial Report, Income Financial Report, ADA Review Documentation, Biennial Review Documentation, Certifications and Assurance Compliance, Availability of Local Match Annual Report, Triennial Review Documentation, State Board of Accounts Audit, and Procurement Documentation.

3. Funding programmed in the TIP that is not obligated in an FTA approved grant two years after the original programming year, will be made available in the following NOFA, recompeted, and reprogrammed to avoid lapsing funds.
4. If an operator does not have enough local match to replace multiple vehicles in a single year, the operator may choose to “bump” a vehicle from one year to another, advancing the priority of all other replacements, provided the group can maintain its ULB thresholds.
5. Pursuant to FTA regulations, operators may not receive operating assistance funds valued in excess of their proportional share of Vehicle Revenue Hours as a percentage of a maximum of 75% of a single year’s total 5307 apportionment.
6. Operators seeking FHWA CMAQ funds to pilot new transit service understand that the funds are for startup service and that it is the responsibility of the operator to secure future operating funds to sustain the transit service.
7. Operators are expected to spend down obligated carryover in grants, and unobligated carryover not yet in a grant, before requesting new funds from the most recent apportionment. A carryover balance equal to half of a year’s worth of operating expenses will be maintained regionally for stop-gap funding purposes should an federal appropriation be unexpectedly reduced.
8. If an operator has reduced or eliminated service in one part of their service area and has applied for an expansion in another part of their service area, the operator may be asked to provide a demonstration of how the saved

revenue from the reduced service has been redistributed to the rest of their service area. Additionally, the operator may be asked to include documentation on how the new expansion will differ than the service that needed to be cut.

Investments

Summary of investments by program

Short-range Investments for NWI Where are the federal transportation funds allocated to NWI being invested 2020 to 2024?

1 Transit / operations	\$49,469,416	7 Transit / expansion	Bus: \$3,951,875
2 Multi-use paths	\$23,421,103	8 Planning	\$2,893,161
3 Transit / asset management	\$196,703,721	9 Environment	\$934,350
4 Air quality	\$4,308,557	10 Quality of place	\$50,236,474
5 Complete Streets	\$8,650,213	11 Roadway improvements	\$48,848,270
6 Transit / customer experience	\$4,312,000	12 Transit / safety	\$1,592,408
		13 New roadways	\$405,000

Local and transit projects



Color code on project lines
 = fta funded project
 = information to be verified / completed / updated

Fund balance summary (federal amount only)

FHWA balance	\$ 366,762	\$ 89,698	\$ 131,248	\$ (55,347)	\$ (53,805)
FTA 5307 balance	\$ -	\$ -	\$ -	\$ 442,736	\$ (1,497,794)
FTA 5310 balance	\$ -	\$ -	\$ -	\$ 422	\$ (133,032)
FTA 5337 balance	\$ -	\$ -	\$ -	\$ 2,352,490	\$ 3,617,832
FTA 5339 balance	\$ -	\$ -	\$ -	\$ 1,088,629	\$ 642,857

Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE			ROW			CN or Transit			2020	2021	2022	2023	2024 <i>informational</i>	Total cost	Notes
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match							
Transit / operating																					
Complementary paratransit service to fixed route service																					
Need DES #	Complementary paratransit service to fixed route service	GPTC	2020 Complementary Paratransit	83	5307								\$ 801,250	\$ 641,000	\$ 160,250	\$ 641,000				\$ 801,250	
Need DES #	Complementary paratransit service to fixed route service	GPTC	2021 Complementary Paratransit	78	5307								\$ 841,313	\$ 673,050	\$ 168,263	\$ 673,050				\$ 841,313	
Need DES #	Complementary paratransit service to fixed route service	GPTC	2022 Complementary Paratransit	83	5307								\$ 883,378	\$ 706,702	\$ 176,676	\$ 706,702				\$ 883,378	
Need DES #	Complementary paratransit service to fixed route service	GPTC	2023 Complementary Paratransit	83	5307								\$ 927,548	\$ 742,038	\$ 185,510			\$ 742,038		\$ 927,548	
Need DES #	Complementary paratransit service to fixed route service	GPTC	2024 Complementary Paratransit	78	5307								\$ 973,925	\$ 779,140	\$ 194,785			\$ 779,140		\$ 973,925	
Need DES #	Complementary paratransit service to fixed route service	East Chicago Transit	2024 Complementary Paratransit	69	5307								\$ 378,164	\$ 302,531	\$ 75,633			\$ 302,531		\$ 378,164	
Need DES #	Complementary paratransit service to fixed route service	East Chicago Transit	2023 Complementary Paratransit	66	5307								\$ 367,149	\$ 293,719	\$ 73,430			\$ 293,719		\$ 367,149	
Need DES #	Complementary paratransit service to fixed route service	East Chicago Transit	2020 Complementary Paratransit	65	5307								\$ 460,993	\$ 368,794	\$ 92,199	\$ 368,794				\$ 460,993	
Need DES #	Complementary paratransit service to fixed route service	East Chicago Transit	2021 Complementary Paratransit	65	5307								\$ 346,073	\$ 276,858	\$ 69,215	\$ 276,858				\$ 346,073	
Need DES #	Complementary paratransit service to fixed route service	East Chicago Transit	2022 Complementary Paratransit	64	5307								\$ 356,455	\$ 285,164	\$ 71,291	\$ 285,164				\$ 356,455	
Complementary paratransit service to fixed route service summary															\$ 1,009,794	\$ 949,908	\$ 991,866	\$ 1,035,757	\$ 1,081,671		
Operating assistance																					
Need DES #	Capital Cost of Contracting	Chicago Connect	2023 Operating Assistance	91	5307								\$ 650,000	\$ 358,688	\$ 291,312			\$ 358,688		\$ 650,000	
Need DES #	Capital Cost of Contracting	Chicago Connect	2024 Capital Cost of Contracting	91	5307								\$ 650,000	\$ 358,688	\$ 291,312			\$ 358,688		\$ 650,000	
Need DES #	Capital Cost of Contracting	ChicaGO Dash	2020 Capital Cost of Contracting	91	5307								\$ 1,716,395	\$ 549,247	\$ 1,167,148	\$ 549,247				\$ 1,716,395	
Need DES #	Capital Cost of Contracting	ChicaGO Dash	2022 Capital Cost of Contracting	91	5307								\$ 1,716,395	\$ 549,247	\$ 1,167,148	\$ 549,247				\$ 1,716,395	
Need DES #	Capital Cost of Contracting	ChicaGO Dash	2023 Capital Cost of Contracting	91	5307								\$ 1,716,395	\$ 549,247	\$ 1,167,148			\$ 549,247		\$ 1,716,395	
Need DES #	Capital Cost of Contracting	ChicaGO Dash	2024 Capital Cost of Contracting	91	5307								\$ 1,716,395	\$ 549,247	\$ 1,167,148			\$ 549,247		\$ 1,716,395	
Need DES #	Capital Cost of Contracting	V-Line	2020 Capital Cost of Contracting	86	5307								\$ 1,486,980	\$ 475,834	\$ 1,011,146	\$ 475,834				\$ 1,486,980	
Need DES #	Capital Cost of Contracting	V-Line	2021 Capital Cost of Contracting	86	5307								\$ 1,486,980	\$ 475,834	\$ 1,011,146	\$ 475,834				\$ 1,486,980	
Need DES #	Capital Cost of Contracting	V-Line	2022 Capital Cost of Contracting	86	5307								\$ 1,486,980	\$ 475,834	\$ 1,011,146	\$ 475,834				\$ 1,486,980	
Need DES #	Capital Cost of Contracting	V-Line	2023 Capital Cost of Contracting	86	5307								\$ 1,486,980	\$ 475,834	\$ 1,011,146			\$ 475,834		\$ 1,486,980	
Need DES #	Capital Cost of Contracting	V-Line	2024 Capital Cost of Contracting	86	5307								\$ 1,486,980	\$ 475,834	\$ 1,011,146			\$ 475,834		\$ 1,486,980	



Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source										2020	2021	2022	2023	2024 informational	Total cost	Notes				
						PE			ROW			CN or Transit										federal amount programmed only			
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match											
Need DES #	Operating assistance	GPTC	2020 Operating Assistance	84	5307							\$ 298,309	\$ 238,647	\$ 59,662	\$ 238,647			\$ 298,309							
Need DES #	Operating assistance	GPTC	2021 Operating Assistance	84	5307							\$ 298,309	\$ 238,647	\$ 59,662	\$ 238,647			\$ 298,309							
Need DES #	Operating assistance	GPTC	2022 Operating Assistance	84	5307							\$ 548,309	\$ 438,647	\$ 109,662		\$ 438,647		\$ 548,309							
Need DES #	Operating assistance	GPTC	2023 Operating Assistance	84	5307							\$ 798,309	\$ 638,647	\$ 159,662		\$ 638,647		\$ 798,309							
Need DES #	Operating assistance	GPTC	2024 Operating Assistance	84	5307							\$ 970,349	\$ 776,279	\$ 194,070			\$ 638,647	\$ 970,349							
Need DES #	Capital Cost of Contracting	ChicaGO Dash	2021 Capital Cost of Contracting	83	5307							\$ 1,716,395	\$ 549,247	\$ 1,167,148		\$ 549,247		\$ 1,716,395							
Need DES #	Operating assistance	GPTC	2020 JARC	79	5307							\$ 907,029	\$ 725,623	\$ 181,406	\$ 725,623			\$ 907,029							
Need DES #	Operating assistance	GPTC	2021 JARC	79	5307							\$ 907,029	\$ 725,623	\$ 181,406	\$ 725,623			\$ 907,029							
Need DES #	Operating assistance	GPTC	2022 JARC	79	5307							\$ 907,029	\$ 725,623	\$ 181,406		\$ 725,623		\$ 907,029							
Need DES #	Operating assistance	GPTC	2023 JARC	79	5307							\$ 907,029	\$ 725,623	\$ 181,406		\$ 725,623		\$ 907,029							
Need DES #	Operating assistance	GPTC	2024 JARC	79	5307							\$ 907,029	\$ 725,623	\$ 181,406			\$ 725,623	\$ 907,029							
Need DES #	Operating assistance	PCACS	2022 Operating Assistance	76	5307							\$ 93,750	\$ 75,000	\$ 18,750		\$ 75,000		\$ 93,750							
Need DES #	Operating assistance	PCACS	2023 Operating Assistance	76	5307							\$ 93,750	\$ 75,000	\$ 18,750		\$ 75,000		\$ 93,750							
Need DES #	Operating assistance	East Chicago Transit	2020 Operating Assistance	72	5307							\$ 240,038	\$ 192,030	\$ 48,008	\$ 192,030			\$ 240,038							
Need DES #	Operating assistance	East Chicago Transit	2021 Operating Assistance	72	5307							\$ 240,038	\$ 192,030	\$ 48,008	\$ 192,030			\$ 240,038							
Need DES #	Operating assistance	East Chicago Transit	2022 Operating Assistance	71	5307							\$ 240,038	\$ 192,030	\$ 48,008		\$ 192,030		\$ 240,038							
Need DES #	Operating assistance	East Chicago Transit	2023 Operating Assistance	71	5307							\$ 240,038	\$ 192,030	\$ 48,008		\$ 192,030		\$ 240,038							
Need DES #	Operating assistance	East Chicago Transit	2024 Operating Assistance	71	5307							\$ 240,038	\$ 192,030	\$ 48,008			\$ 192,030	\$ 240,038							
Need DES #	Operating assistance	NT-DAR	2020 Operating Assistance	66	5307							\$ 323,969	\$ 259,175	\$ 64,794	\$ 259,175			\$ 323,969							
Need DES #	Operating assistance	NT-DAR	2021 Operating Assistance	66	5307							\$ 323,969	\$ 259,175	\$ 64,794	\$ 259,175			\$ 323,969							
Need DES #	Operating assistance	NT-DAR	2022 Operating Assistance	66	5307							\$ 323,969	\$ 259,175	\$ 64,794		\$ 259,175		\$ 323,969							
Need DES #	Operating assistance	NT-DAR	2023 Operating Assistance	66	5307							\$ 323,969	\$ 259,175	\$ 64,794		\$ 259,175		\$ 323,969							
Need DES #	Operating assistance	NT-DAR	2024 Operating Assistance	66	5307							\$ 323,969	\$ 259,175	\$ 64,794			\$ 259,175	\$ 323,969							
Need DES #	Operating assistance	PCACS	2020 Operating Assistance	76	5310							\$ 93,750	\$ 75,000	\$ 18,750	\$ 75,000			\$ 93,750							
Need DES #	Operating assistance	PCACS	2021 Operating Assistance	76	5310							\$ 93,750	\$ 75,000	\$ 18,750	\$ 75,000			\$ 93,750							
Need DES #	Operating assistance	PCACS	2024 Operating Assistance	76	5310							\$ 93,750	\$ 75,000	\$ 18,750			\$ 75,000	\$ 93,750							
Need DES #	Operating assistance	LCCS	2020 Operating Assistance	76	5310							\$ 250,000	\$ 200,000	\$ 50,000	\$ 200,000			\$ 250,000							
Need DES #	Operating assistance	LCCS	2021 Operating Assistance	76	5310							\$ 250,000	\$ 200,000	\$ 50,000	\$ 200,000			\$ 250,000							
Need DES #	Operating assistance	LCCS	2022 Operating Assistance	76	5310							\$ 250,000	\$ 200,000	\$ 50,000		\$ 200,000		\$ 250,000							
Need DES #	Operating assistance	LCCS	2023 Operating Assistance	76	5310							\$ 250,000	\$ 200,000	\$ 50,000		\$ 200,000		\$ 250,000							
Need DES #	Operating assistance	LCCS	2024 Operating Assistance	76	5310							\$ 250,000	\$ 200,000	\$ 50,000			\$ 200,000	\$ 250,000							
Need DES #	Operating assistance	LCCS	2021 ADA Operating Assistance	63	5310							\$ 156,250	\$ 125,000	\$ 31,250	\$ 125,000			\$ 156,250							
Need DES #	Operating assistance	LCCS	2022 ADA Operating Assistance	63	5310							\$ 156,250	\$ 125,000	\$ 31,250		\$ 125,000		\$ 156,250							



Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE						ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match							
Need DES #	Operating assistance	LCCS	2023 ADA Operating Assistance	63	5310							\$ 156,250	\$ 125,000	\$ 31,250				\$ 125,000		\$ 156,250				
Need DES #	Operating assistance	LCCS	2024 ADA Operating Assistance	63	5310							\$ 156,250	\$ 125,000	\$ 31,250					\$ 125,000	\$ 156,250				
Operating assistance summary																\$ 2,715,556	\$ 2,840,556	\$ 3,040,556	\$ 3,599,244	\$ 3,599,244				
Operational support equipment / computer hard/software																								
Need DES #	Operational support equipment / computer hard/software	OE	2020 Operational Support Equipment - Computers	73	5307							\$ 6,500	\$ 5,200	\$ 1,300	\$ 5,200						\$ 6,500			
Need DES #	Operational support equipment / computer hard/software	LCCS	2020 Operational Support Equipment - Computers	67	5310							\$ 10,000	\$ 8,000	\$ 2,000	\$ 8,000						\$ 10,000			
Need DES #	Operational support equipment / computer hard/software	NIRPC	2020 Operational Support Equipment - Dispatch Software	63	5307							\$ 74,550	\$ 59,640	\$ 14,910	\$ 59,640						\$ 74,550			
Need DES #	Operational support equipment / computer hard/software	NIRPC	2020 Operational Support Equipment - Dispatch Hardware	63	5307							\$ 10,745	\$ 8,596	\$ 2,149	\$ 8,596						\$ 10,745			
Need DES #	Operational support equipment / computer hard/software	NIRPC	2021 Operational Support Equipment - Dispatch Software	63	5307							\$ 78,278	\$ 62,622	\$ 15,656		\$ 62,622						\$ 78,278		
Need DES #	Operational support equipment / computer hard/software	NIRPC	2022 Operational Support Equipment - Dispatch Software	63	5307							\$ 82,191	\$ 65,753	\$ 16,438			\$ 65,753					\$ 82,191		
Need DES #	Operational support equipment / computer hard/software	NIRPC	2023 Operational Support Equipment - Dispatch Software	63	5307							\$ 83,301	\$ 66,641	\$ 16,660				\$ 66,641				\$ 83,301		
Need DES #	Operational support equipment / computer hard/software	NIRPC	2023 Operational Support Equipment - Dispatch Hardware	63	5307							\$ 12,440	\$ 9,952	\$ 2,488				\$ 9,952				\$ 12,440		
Need DES #	Operational support equipment / computer hard/software	NIRPC	2024 Operational Support Equipment - Dispatch Software	63	5307							\$ 90,616	\$ 72,493	\$ 18,123					\$ 72,493		\$ 90,616			
Need DES #	Operational support equipment / computer hard/software	NIRPC	2020 Operational Support Equipment - Computers	59	5307							\$ 46,000	\$ 36,800	\$ 9,200	\$ 36,800						\$ 46,000			
Need DES #	Operational support equipment / computer hard/software	NT-DAR	2020 Operational Support Equipment - Computers	56	5307							\$ 3,300	\$ 2,640	\$ 660	\$ 2,640						\$ 3,300			
Need DES #	Operational support equipment / computer hard/software	NT-DAR	2021 Operational Support Equipment - Computers	56	5307							\$ 6,090	\$ 4,872	\$ 1,218		\$ 4,872						\$ 6,090		
Operation support equipment / computer hard/software summary																\$ 120,876	\$ 67,494	\$ 65,753	\$ 76,593	\$ 72,493				
Transit / operations summary																\$ 3,846,226	\$ 3,857,958	\$ 4,098,175	\$ 4,711,594	\$ 4,753,408	5-year sum	\$ 21,267,361		

Multi-use paths



Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source							2020	2021	2022	2023	2024 informational	Total cost	Notes	
						PE		ROW		CN or Transit		federal amount programmed only							
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match					
1173707	Off-road trails	Munster	Pennsy Greenway Trail from Fisher St at Timrick Dr to Calumet Ave north of 45th St	2018-2021 TIP project	CMAQ							\$ 693,800	\$ 555,040	\$ 138,760	\$ 555,040		\$ 693,800		
1702158	Off-road trails	Gary	Gary Green Links/Marquette Trail. Roosevelt St to Polk St.	2018-2021 TIP project	STBG							\$ 1,250,000	\$ 1,000,000	\$ 250,000	\$ 1,000,000		\$ 1,250,000		
1601145	Off-road trails	Hammond	Marquette Greenway Trail; from State St at Rabin Plaza to Toll Road overpass at Kosciusko St	2018-2021 TIP project	CMAQ							\$ 1,500,000	\$ 1,200,000	\$ 300,000	\$ 1,200,000		\$ 1,500,000		
1500418	Off-road trails	Portage	Marquette Greenway Trail; along AmeriPLEX Drive	2018-2021 TIP project	TA							\$ 1,869,450	\$ 1,495,560	\$ 373,890	\$ 1,495,560		\$ 1,869,450		
1601146	Off-road trails	East Chicago	Marquette Trail; from Indianapolis Blvd. (US 20) to Kennedy Ave	2018-2021 TIP project	CMAQ							\$ 1,035,000	\$ 828,000	\$ 207,000	\$ 828,000		\$ 1,035,000		
1601147	Off-road trails	Burns Harbor	Marquette Greenway Trail, SR149 to Babcock Rd	2018-2021 TIP project	CMAQ							\$ 1,247,418	\$ 997,934	\$ 249,484	\$ 997,934		\$ 1,247,418		
1173597	Off-road trails	Munster	Bike/Ped Trail Connector: Erie-Lackawanna & Pennsy Greenway Trails at Cady Ditch and Marsh Ditch	2018-2021 TIP project	TA							\$ 980,100	\$ 784,080	\$ 196,020	\$ 784,080		\$ 980,100		
1500419	Off-road trails	Porter County	Marquette Greenway, Calumet Trail (Phase 5)	2018-2021 TIP project	TA	\$ 250,000	\$ 200,000	\$ 50,000				\$ 1,750,000	\$ 1,400,000	\$ 350,000	\$ 200,000	\$ 1,400,000	\$ 2,000,000		
1173594	Off-road trails	Porter County	Calumet Trail from Mineral Springs Rd to SR 49 (Trail Rehab)	2018-2021 TIP project	TA							\$ 2,327,843	\$ 1,862,274	\$ 465,569	\$ 1,862,274		\$ 2,327,843		
Need DES number	Off-road trails	Chesterton	Westchester / Liberty Ph.3; complete trail connection between Prairie Duneland and Dunes Kankakee trails	75	TA	\$ -	\$ -	\$ 105,469	\$ 84,375	\$ 21,094		\$ 1,406,250	\$ 1,125,000	\$ 352,000	\$ 84,375	\$ 1,125,000	\$ 1,511,719		
Need DES number	Off-road trails	Hammond	Marquette Greenway	73	STBG	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,700,000	\$ 1,360,000	\$ 308,000		\$ 1,360,000	\$ 1,700,000		
Not selected	Off-road trails	Lake County	Vet Trail Phase 1	67		\$ -	\$ -	\$ -	\$ -	\$ -		\$ 3,307,400	\$ 2,645,920	\$ 661,480			\$ 3,307,400		
Not selected	Off-road trails	Cedar Lake	Founders Trail	62		\$ -	\$ -	\$ 37,500	\$ 30,000	\$ 7,500		\$ 1,467,575	\$ 1,174,060	\$ 293,515			\$ 1,505,075		
Not selected	Off-road trails	Lake County	Vet Trail Phase 2	58		\$ -	\$ -	\$ -	\$ -	\$ -		\$ 5,800,000	\$ 4,640,000	\$ 1,160,000			\$ 5,800,000		
Multi-use paths summary											\$ 555,040	\$ 5,605,869	\$ 984,080	\$ 1,862,274	\$ 3,885,000	5-year sum	\$ 12,892,264		
Transit / asset management																			
Fixed guideway rolling stock																			
Need DES #	Fixed guideway rolling stock	NICTD	2020 End life railcar rebuild	60	5337							\$ 5,028,000	\$ 4,022,400	\$ 1,005,600	\$ 4,022,400		\$ 5,028,000		
Need DES #	Fixed guideway rolling stock	NICTD	2020 Railcar midlife rehab	60	5337							\$ 1,172,000	\$ 937,600	\$ 234,400	\$ 937,600		\$ 1,172,000		
Need DES #	Fixed guideway rolling stock	NICTD	2020 Rolling stock acquisition	60	5337							\$ 8,000,000	\$ 6,400,000	\$ 1,600,000	\$ 6,400,000		\$ 8,000,000		
Need DES #	Fixed guideway rolling stock	NICTD	2021 End life railcar rebuild	60	5337							\$ 829,500	\$ 663,600	\$ 165,900	\$ 663,600		\$ 829,500		



Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE						ROW			CN or Transit			2020	2021	2022	2023	2024 <small>informational</small>	Total cost	Notes
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match										
																					federal amount programmed only			
Need DES #	Fixed guideway rolling stock	NICTD	2021 Railcar midlife rehab	60	5337							\$ 350,000	\$ 280,000	\$ 70,000		\$ 280,000					\$ 350,000			
Need DES #	Fixed guideway rolling stock	NICTD	2021 Rolling stock acquisition	60	5337							\$ 8,000,000	\$ 6,400,000	\$ 1,600,000		\$ 6,400,000					\$ 8,000,000			
Need DES #	Fixed guideway rolling stock	NICTD	2022 End life railcar rebuild	60	5337							\$ 1,004,500	\$ 803,600	\$ 200,900			\$ 803,600				\$ 1,004,500			
Need DES #	Fixed guideway rolling stock	NICTD	2022 Railcar midlife rehab	60	5337							\$ 400,000	\$ 320,000	\$ 80,000			\$ 320,000				\$ 400,000			
Need DES #	Fixed guideway rolling stock	NICTD	2022 Rolling stock acquisition	60	5337							\$ 8,000,000	\$ 6,400,000	\$ 1,600,000			\$ 6,400,000				\$ 8,000,000			
Need DES #	Fixed guideway rolling stock	NICTD	2023 End life railcar rebuild	60	5337							\$ 5,695,500	\$ 4,556,400	\$ 1,139,100				\$ 4,556,400			\$ 5,695,500			
Need DES #	Fixed guideway rolling stock	NICTD	2023 Railcar midlife rehab	60	5337							\$ 1,404,500	\$ 1,123,600	\$ 280,900				\$ 1,123,600			\$ 1,404,500			
Need DES #	Fixed guideway rolling stock	NICTD	2023 Rolling stock acquisition	60	5337							\$ 8,000,000	\$ 6,400,000	\$ 1,600,000				\$ 6,400,000			\$ 8,000,000			
Need DES #	Fixed guideway rolling stock	NICTD	2024 End life railcar rebuild	60	5337							\$ 5,695,500	\$ 4,556,400	\$ 1,139,100					\$ 4,556,400		\$ 5,695,500			
Need DES #	Fixed guideway rolling stock	NICTD	2024 Railcar midlife rehab	60	5337							\$ 1,404,500	\$ 1,123,600	\$ 280,900					\$ 1,123,600		\$ 1,404,500			
Need DES #	Fixed guideway rolling stock	NICTD	2024 Rolling stock acquisition	60	5337							\$ 8,000,000	\$ 6,400,000	\$ 1,600,000					\$ 6,400,000		\$ 8,000,000			
Fixed guideway rolling stock summary															\$ 11,360,000	\$ 7,343,600	\$ 7,523,600	\$ 12,080,000	\$ 12,080,000					
Fixed guideway systems																								
Need DES #	Fixed guideway systems	NICTD	2020 Maintenance overhaul	65	5307							\$ 6,985,923	\$ 5,588,738	\$ 1,397,185	\$ 5,588,738						\$ 6,985,923			
Need DES #	Fixed guideway systems	NICTD	2021 Maintenance overhaul	65	5307							\$ 6,985,923	\$ 5,588,738	\$ 1,397,185		\$ 5,588,738					\$ 6,985,923			
Need DES #	Fixed guideway systems	NICTD	2022 Maintenance overhaul	65	5307							\$ 6,985,923	\$ 5,588,738	\$ 1,397,185			\$ 5,588,738				\$ 6,985,923			
Need DES #	Fixed guideway systems	NICTD	2023 Maintenance overhaul	65	5307							\$ 6,985,923	\$ 5,588,738	\$ 1,397,185				\$ 5,588,738			\$ 6,985,923			
Need DES #	Fixed guideway systems	NICTD	2024 Maintenance overhaul	65	5307							\$ 6,985,923	\$ 5,588,738	\$ 1,397,185					\$ 5,588,738		\$ 6,985,923			
Need DES #	Fixed guideway systems	NICTD	2020 Catenary wire improvement	60	5337							\$ 2,100,000	\$ 1,680,000	\$ 420,000	\$ 1,680,000						\$ 2,100,000			
Need DES #	Fixed guideway systems	NICTD	2020 Replacement rail	60	5337							\$ 2,658,342	\$ 2,126,674	\$ 531,668	\$ 2,126,674						\$ 2,658,342			
Need DES #	Fixed guideway systems	NICTD	2020 Substation improvements	60	5337							\$ 2,000,000	\$ 1,600,000	\$ 400,000	\$ 1,600,000						\$ 2,000,000			
Need DES #	Fixed guideway systems	NICTD	2020 Track equipment	60	5337							\$ 650,000	\$ 520,000	\$ 130,000	\$ 520,000						\$ 650,000			
Need DES #	Fixed guideway systems	NICTD	2021 Catenary wire improvement	60	5337							\$ 2,100,000	\$ 1,680,000	\$ 420,000		\$ 1,680,000					\$ 2,100,000			
Need DES #	Fixed guideway systems	NICTD	2021 Bidirectional signalling	60	5337							\$ 1,329,893	\$ 1,063,914	\$ 265,979		\$ 1,063,914					\$ 1,329,893			
Need DES #	Fixed guideway systems	NICTD	2021 Replacement rail	60	5337							\$ 2,625,000	\$ 2,100,000	\$ 525,000		\$ 2,100,000					\$ 2,625,000			
Need DES #	Fixed guideway systems	NICTD	2021 Network switches	60	5337							\$ 90,000	\$ 72,000	\$ 18,000		\$ 72,000					\$ 90,000			
Need DES #	Fixed guideway systems	NICTD	2021 Substation improvements	60	5337							\$ 2,000,000	\$ 1,600,000	\$ 400,000		\$ 1,600,000					\$ 2,000,000			
Need DES #	Fixed guideway systems	NICTD	2021 Track equipment	60	5337							\$ 675,000	\$ 540,000	\$ 135,000		\$ 540,000					\$ 675,000			
Need DES #	Fixed guideway systems	NICTD	2022 Bidirectional signalling	60	5337							\$ 3,281,693	\$ 2,625,354	\$ 656,339			\$ 2,625,354				\$ 3,281,693			
Need DES #	Fixed guideway systems	NICTD	2022 Bridge Rehabilitation	60	5337							\$ 1,025,000	\$ 820,000	\$ 205,000			\$ 820,000				\$ 1,025,000			
Need DES #	Fixed guideway systems	NICTD	2022 Replacement rail	60	5337							\$ 1,000,000	\$ 800,000	\$ 200,000			\$ 800,000				\$ 1,000,000			
Need DES #	Fixed guideway systems	NICTD	2022 Substation improvements	60	5337							\$ 2,000,000	\$ 1,600,000	\$ 400,000		\$ 1,600,000					\$ 2,000,000			
Need DES #	Fixed guideway systems	NICTD	2022 Track equipment	60	5337							\$ 700,000	\$ 560,000	\$ 140,000		\$ 560,000					\$ 700,000			
Need DES #	Fixed guideway systems	NICTD	2022 Track improvements	60	5337							\$ 2,100,000	\$ 1,680,000	\$ 420,000		\$ 1,680,000					\$ 2,100,000			
Need DES #	Fixed guideway systems	NICTD	2023 Bidirectional signalling	60	5337							\$ 1,756,693	\$ 1,405,354	\$ 351,339				\$ 1,405,354			\$ 1,756,693			



Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source							2020	2021	2022	2023	2024 informational	Total cost	Notes	
						PE			ROW			CN or Transit			federal amount programmed only				
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match					
Need DES #	Fixed guideway systems	NICTD	2023 Bridge Rehabilitation	60	5337							\$ 1,775,000	\$ 1,420,000	\$ 355,000			\$ 1,420,000	\$ 1,775,000	
Need DES #	Fixed guideway systems	NICTD	2023 Signal catenary upgrades	60	5337							\$ 1,500,000	\$ 1,200,000	\$ 300,000			\$ 1,200,000	\$ 1,500,000	
Need DES #	Fixed guideway systems	NICTD	2023 Substation improvements	60	5337							\$ 2,000,000	\$ 1,600,000	\$ 400,000			\$ 1,600,000	\$ 2,000,000	
Need DES #	Fixed guideway systems	NICTD	2023 Track equipment	60	5337							\$ 675,000	\$ 540,000	\$ 135,000			\$ 540,000	\$ 675,000	
Need DES #	Fixed guideway systems	NICTD	2023 Track improvements	60	5337							\$ 2,400,000	\$ 1,920,000	\$ 480,000			\$ 1,920,000	\$ 2,400,000	
Need DES #	Fixed guideway systems	NICTD	2024 Bidirectional signalling	60	5337							\$ 1,940,693	\$ 1,552,554	\$ 388,139			\$ 1,552,554	\$ 1,940,693	
Need DES #	Fixed guideway systems	NICTD	2024 Bridge Rehabilitation	60	5337							\$ 1,775,000	\$ 1,420,000	\$ 355,000			\$ 1,420,000	\$ 1,775,000	
Need DES #	Fixed guideway systems	NICTD	2024 PTC routers & servers	60	5337							\$ 500,000	\$ 400,000	\$ 100,000			\$ 400,000	\$ 500,000	
Need DES #	Fixed guideway systems	NICTD	2024 Signal catenary upgrades	60	5337							\$ 1,500,000	\$ 1,200,000	\$ 300,000			\$ 1,200,000	\$ 1,500,000	
Need DES #	Fixed guideway systems	NICTD	2024 Substation improvements	60	5337							\$ 2,000,000	\$ 1,600,000	\$ 400,000			\$ 1,600,000	\$ 2,000,000	
Need DES #	Fixed guideway systems	NICTD	2024 Track equipment	60	5337							\$ 1,381,000	\$ 1,104,800	\$ 276,200			\$ 1,104,800	\$ 1,381,000	
Need DES #	Fixed guideway systems	NICTD	2024 Track improvements	60	5337							\$ 750,000	\$ 600,000	\$ 150,000			\$ 600,000	\$ 750,000	
Need DES #	Fixed guideway systems	NICTD	2021 MED Improvement	43	5337							\$ 5,795,500	\$ 4,636,400	\$ 1,159,100		\$ 4,636,400		\$ 5,795,500	
Need DES #	Fixed guideway systems	NICTD	2022 MED Improvement	43	5337							\$ 5,695,500	\$ 4,556,400	\$ 1,139,100		\$ 4,556,400		\$ 5,695,500	
Fixed guideway systems summary												\$ 11,515,412	\$ 17,281,052	\$ 18,230,492	\$ 13,674,092	\$ 13,466,092			
Preventative maintenance																			
Need DES #	Preventative maintenance	GPTC	2024 Preventative maintenance	75	5307							\$ 4,507,185	\$ 3,605,748	\$ 901,437			\$ 3,605,748	\$ 4,507,185	
Need DES #	Preventative maintenance	GPTC	2020 Preventative maintenance	73	5307							\$ 4,507,185	\$ 3,605,748	\$ 901,437	\$ 3,605,748			\$ 4,507,185	
Need DES #	Preventative maintenance	GPTC	2021 Preventative maintenance	73	5307							\$ 4,507,185	\$ 3,605,748	\$ 901,437	\$ 3,605,748			\$ 4,507,185	
Need DES #	Preventative maintenance	GPTC	2022 Preventative maintenance	73	5307							\$ 4,507,185	\$ 3,605,748	\$ 901,437	\$ 3,605,748			\$ 4,507,185	
Need DES #	Preventative maintenance	GPTC	2023 Preventative maintenance	73	5307							\$ 4,507,185	\$ 3,605,748	\$ 901,437	\$ 3,605,748			\$ 4,507,185	
Need DES #	Preventative maintenance	LCCS	2020 Preventative maintenance	70	5307							\$ 126,378	\$ 101,102	\$ 25,276	\$ 101,102			\$ 126,378	
Need DES #	Preventative maintenance	LCCS	2021 Preventative maintenance	70	5307							\$ 126,378	\$ 101,102	\$ 25,276	\$ 101,102			\$ 126,378	
Need DES #	Preventative maintenance	LCCS	2022 Preventative maintenance	70	5307							\$ 126,378	\$ 101,102	\$ 25,276	\$ 101,102			\$ 126,378	
Need DES #	Preventative maintenance	LCCS	2023 Preventative maintenance	70	5307							\$ 126,378	\$ 101,102	\$ 25,276	\$ 101,102			\$ 126,378	
Need DES #	Preventative maintenance	LCCS	2024 Preventative maintenance	70	5307							\$ 126,378	\$ 101,102	\$ 25,276	\$ 101,102			\$ 126,378	
Need DES #	Preventative maintenance	PCACS	2020 Preventative Maintenance	65	5307							\$ 50,000	\$ 40,000	\$ 10,000	\$ 40,000			\$ 50,000	
Need DES #	Preventative maintenance	PCACS	2021 Preventative Maintenance	65	5307							\$ 50,000	\$ 40,000	\$ 10,000	\$ 40,000			\$ 50,000	
Need DES #	Preventative maintenance	PCACS	2022 Preventative Maintenance	65	5307							\$ 50,000	\$ 40,000	\$ 10,000	\$ 40,000			\$ 50,000	
Need DES #	Preventative maintenance	PCACS	2023 Preventative Maintenance	65	5307							\$ 50,000	\$ 40,000	\$ 10,000	\$ 40,000			\$ 50,000	
Need DES #	Preventative maintenance	PCACS	2024 Preventative Maintenance	65	5307							\$ 50,000	\$ 40,000	\$ 10,000	\$ 40,000			\$ 50,000	
Need DES #	Preventative maintenance	East Chicago Transit	2020 Preventative maintenance	60	5307							\$ 250,000	\$ 200,000	\$ 50,000	\$ 200,000			\$ 250,000	
Need DES #	Preventative maintenance	East Chicago Transit	2021 Preventative maintenance	60	5307							\$ 250,000	\$ 200,000	\$ 50,000	\$ 200,000			\$ 250,000	
Need DES #	Preventative maintenance	East Chicago Transit	2022 Preventative maintenance	60	5307							\$ 250,000	\$ 200,000	\$ 50,000	\$ 200,000			\$ 250,000	

Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE						ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	2020	2021	2022	2023	2024 informational					
Need DES #	Preventative maintenance	East Chicago Transit	2024 Preventative maintenance	60	5307							\$ 250,000	\$ 200,000	\$ 50,000						\$ 200,000	\$ 250,000			
Need DES #	Preventative maintenance	NT-DAR	2020 Preventative Maintenance	58	5307							\$ 54,000	\$ 43,200	\$ 10,800	\$ 43,200							\$ 54,000		
Need DES #	Preventative maintenance	NT-DAR	2021 Preventative Maintenance	58	5307							\$ 54,000	\$ 43,200	\$ 10,800		\$ 43,200						\$ 54,000		
Need DES #	Preventative maintenance	NT-DAR	2022 Preventative Maintenance	58	5307							\$ 54,000	\$ 43,200	\$ 10,800			\$ 43,200					\$ 54,000		
Need DES #	Preventative maintenance	NT-DAR	2023 Preventative Maintenance	58	5307							\$ 54,000	\$ 43,200	\$ 10,800				\$ 43,200				\$ 54,000		
Need DES #	Preventative maintenance	NT-DAR	2024 Preventative Maintenance	58	5307							\$ 54,000	\$ 43,200	\$ 10,800					\$ 43,200			\$ 54,000		
Need DES #	Preventative maintenance	OE	2020 Preventative Maintenance	58	5307							\$ 128,000	\$ 102,400	\$ 25,600	\$ 102,400							\$ 128,000		
Need DES #	Preventative maintenance	OE	2021 Preventative Maintenance	58	5307							\$ 128,000	\$ 102,400	\$ 25,600		\$ 102,400						\$ 128,000		
Need DES #	Preventative maintenance	OE	2022 Preventative Maintenance	58	5307							\$ 128,000	\$ 102,400	\$ 25,600			\$ 102,400					\$ 128,000		
Need DES #	Preventative maintenance	OE	2023 Preventative Maintenance	58	5307							\$ 128,000	\$ 102,400	\$ 25,600				\$ 102,400				\$ 128,000		
Need DES #	Preventative maintenance	OE	2024 Preventative Maintenance	58	5307							\$ 128,000	\$ 102,400	\$ 25,600					\$ 102,400			\$ 128,000		
Need DES #	Preventative maintenance	East Chicago Transit	2023 Preventative maintenance	60	5339							\$ 250,000	\$ 200,000	\$ 50,000				\$ 200,000				\$ 250,000		
Preventative maintenance summary															\$ 4,092,450	\$ 4,092,450	\$ 4,092,450	\$ 4,092,450	\$ 4,092,450					
Transit maintenance facilities																								
Need DES #	Transit maintenance facilities	GPTC	2020 Transit Maintenance Facility Improvements	80	5339							\$ 1,750,000	\$ 1,400,000	\$ 350,000	\$ 350,000							\$ 1,750,000		
Need DES #	Transit maintenance facilities	NICTD	2021 Shop equipment	60	5337							\$ 250,000	\$ 200,000	\$ 50,000		\$ 56,000						\$ 250,000		
Need DES #	Transit maintenance facilities	NICTD	2024 Maintenance equipment	60	5337							\$ 260,000	\$ 208,000	\$ 52,000						\$ 208,000		\$ 260,000		
Transit maintenance facilities summary															\$ 350,000	\$ 56,000	\$ -	\$ -	\$ -	\$ 208,000				
Vehicle replacement																								
Need DES #	Vehicle replacement	ChicaGo Dash	2021 Vehicle Replacement (3 Vehicles; VL06, VL)	80	5307							\$ 2,637,500	\$ 2,110,000	\$ 527,500		\$ 2,110,000						\$ 2,637,500		
Need DES #	Vehicle replacement	GPTC	2023 Vehicle Replacement using diesel fuel (3 vehicles; 1001, 1002, 1003)	75	5339							\$ 1,350,000	\$ 1,080,000	\$ 270,000				\$ 1,080,000				\$ 1,350,000		
Need DES #	Vehicle replacement	GPTC	2023 Vehicle Replacement (3 ADA vehicles; 6001, 6002, 6003)	73	5307							\$ 287,500	\$ 230,000	\$ 57,500				\$ 230,000				\$ 287,500		
Need DES #	Vehicle replacement	GPTC	2023 Service Vehicle Replacement (2 vehicles; EXP300, EXP400)	73	5307							\$ 70,000	\$ 56,000	\$ 14,000				\$ 56,000				\$ 70,000		
Need DES #	Vehicle replacement	GPTC	2021 Vehicle Replacement (3 ADA vehicles; 4001, 4002, 4003)	70	5339							\$ 287,500	\$ 230,000	\$ 57,500		\$ 230,000						\$ 287,500		
Need DES #	Vehicle replacement	GPTC	2021 Service Vehicle Replacement (2 vehicles; EXP500, EXP600)	68	5339							\$ 70,000	\$ 56,000	\$ 14,000		\$ 56,000						\$ 70,000		
Need DES #	Vehicle replacement	LCCS	2021 Vehicle Replacement (3 Vehicles; SL444, SL445, SL446)	65	5307							\$ 220,500	\$ 176,400	\$ 44,100		\$ 176,400						\$ 220,500		



Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source							2020	2021	2022	2023	2024 informational	Total cost	Notes		
						PE			ROW			CN or Transit			federal amount programmed only					
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match						
Need DES #	Vehicle replacement	LCCS	2022 Vehicle Replacement (4 Vehicles; SL447, SL448, SL449, SL451)	65	5307							\$ 308,700	\$ 246,960	\$ 61,740		\$ 246,960	\$ 308,700			
Need DES #	Vehicle replacement	LCCS	2023 Vehicle Replacement (6 Vehicles; SL436, SL 437, SL438, SL439, SL831, SL934)	65	5307							\$ 486,204	\$ 388,963	\$ 97,241		\$ 388,963	\$ 486,204			
Need DES #	Vehicle replacement	LCCS	2024 Vehicle Replacement (4 Vehicles; SL440, SL 441, SL442, SL443)	65	5307							\$ 340,340	\$ 272,272	\$ 68,068		\$ 272,272	\$ 340,340			
Need DES #	Vehicle replacement	NT-DAR	2022 Vehicle Replacement (1 Vehicle; NT24)	63	5307							\$ 76,400	\$ 61,120	\$ 15,280		\$ 61,120	\$ 76,400			
Need DES #	Vehicle replacement	OE	2021 Vehicle Replacement (3 Vehicles; OE4, OE7, OE8)	63	5307							\$ 190,700	\$ 152,560	\$ 38,140		\$ 152,560	\$ 190,700			
Need DES #	Vehicle replacement	OE	2022 Vehicle Replacement (3 Vehicles; OE6, OE9, OE10)	63	5307							\$ 194,500	\$ 155,600	\$ 38,900		\$ 155,600	\$ 194,500			
Need DES #	Vehicle replacement	OE	2024 Vehicle Replacement (3 Vehicles; OE14, OE15, OE16)	63	5307							\$ 202,300	\$ 161,840	\$ 40,460		\$ 161,840	\$ 202,300			
Need DES #	Vehicle replacement	East Chicago Transit	2021 Vehicle Replacement (1 Vehicle) EC 2010A	60	5307							\$ 462,145	\$ 369,716	\$ 92,429		\$ 369,716	\$ 462,145			
Need DES #	Vehicle replacement	PCACS	2020 Vehicle Replacement (3 Vehicles; PC74, PC75, PC76)	73	5310							\$ 210,000	\$ 168,000	\$ 42,000		\$ 168,000	\$ 210,000			
Need DES #	Vehicle replacement	PCACS	2023 Vehicle Replacement (4 Vehicles; PC81, & 3 un-numbered)	73	5310							\$ 280,000	\$ 224,000	\$ 56,000		\$ 224,000	\$ 280,000			
Need DES #	Vehicle replacement	PCACS	2024 Vehicle Replacement (2 Vehicles; un-numbered)	73	5310							\$ 140,000	\$ 112,000	\$ 28,000		\$ 112,000	\$ 140,000			
Need DES #	Vehicle replacement	LCCS	2020 Vehicle Replacement (4 Vehicles; SL440, SL441, SL442, SL443)	65	5310							\$ 280,000	\$ 224,000	\$ 56,000		\$ 224,000	\$ 280,000			
Need DES #	Vehicle replacement	NT-DAR	2020 Vehicle Replacement (2 Vehicles; NT21, NT22)	63	5310							\$ 148,000	\$ 118,400	\$ 29,600		\$ 118,400	\$ 148,000			
Need DES #	Vehicle replacement	NT-DAR	2021 Vehicle Replacement (1 Vehicle; NT23)	63	5310							\$ 74,000	\$ 59,200	\$ 14,800		\$ 59,200	\$ 74,000			
Need DES #	Vehicle replacement	NT-DAR	2023 Vehicle Replacement (1 Vehicle; NT25)	63	5310							\$ 80,220	\$ 64,176	\$ 16,044		\$ 64,176	\$ 80,220			
Need DES #	Vehicle replacement	NT-DAR	2024 Vehicle Replacement (1 Vehicle; NT26 [anticipated])	63	5310							\$ 84,225	\$ 67,380	\$ 16,845		\$ 67,380	\$ 84,225			
Need DES #	Vehicle replacement	OE	2020 Vehicle Replacement (3 Vehicles; OE1, OE3, OE5)	63	5310							\$ 187,000	\$ 149,600	\$ 37,400		\$ 149,600	\$ 187,000			

Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE			ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match							
Need DES #	Vehicle replacement	OE	2023 Vehicle Replacement (3 Vehicles; OE11, OE12, OE13)	63	5310							\$ 198,400	\$ 158,720	\$ 39,680				\$ 158,720		\$ 198,400	
Need DES #	Vehicle replacement	NICTD	2020 Support vehicles	60	5337							\$ 550,000	\$ 440,000	\$ 110,000	\$ 440,000					\$ 550,000	
Need DES #	Vehicle replacement	NICTD	2021 Support vehicles	60	5337							\$ 562,500	\$ 450,000	\$ 112,500		\$ 450,000				\$ 562,500	
Need DES #	Vehicle replacement	NICTD	2022 Support vehicles	60	5337							\$ 562,700	\$ 450,160	\$ 112,540			\$ 450,160			\$ 562,700	
Need DES #	Vehicle replacement	NICTD	2023 Support vehicles	60	5337							\$ 562,700	\$ 450,160	\$ 112,540				\$ 450,160		\$ 562,700	
Need DES #	Vehicle replacement	NICTD	2024 Support vehicles	60	5337							\$ 562,700	\$ 450,160	\$ 112,540				\$ 450,160		\$ 562,700	
Need DES #	Vehicle replacement	PCACS	2021 Vehicle Replacement (2 Vehicles; PC77, PC78)	73	5310							\$ 140,000	\$ 112,000	\$ 28,000		\$ 112,000				\$ 140,000	
Need DES #	Vehicle replacement	PCACS	2022 Vehicle Replacement (2 Vehicles; PC79,PC80,)	73	5310							\$ 140,000	\$ 112,000	\$ 28,000			\$ 112,000			\$ 140,000	
Need DES #	Vehicle replacement	GPTC	2024 Vehicle Replacement using diesel fuel (3 vehicles; 1004, 1005, 1006)	75	5339							\$ 1,350,000	\$ 1,080,000	\$ 270,000					\$ 1,080,000	\$ 1,350,000	
Vehicle replacement summary															\$ 1,100,000	\$ 3,715,876	\$ 1,025,840	\$ 2,652,019	\$ 2,143,652		
Transit / asset management summary															\$ 28,417,862	\$ 32,488,978	\$ 30,872,382	\$ 32,498,561	\$ 31,990,194	5-year sum	\$ 156,267,977
Air quality																					
1601846	Alternative vehicle infrastructure	Lake Station	CNG Diesel Replacement	71	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 568,004	\$ 454,403	\$ 113,601	\$ 454,403					\$ 568,004	
Need DES #	Air quality education	NIRPC	2021 Air Quality Education	89	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000	\$ 360,000	\$ 90,000		\$ 360,000				\$ 450,000	Pending CMAQ eligibility determination
Need DES #	Air quality education	NIRPC	2022 Air Quality Education	89	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000	\$ 360,000	\$ 90,000			\$ 360,000			\$ 450,000	Pending CMAQ eligibility determination
Need DES #	Air quality education	NIRPC	2023 Air Quality Education	89	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000	\$ 360,000	\$ 90,000				\$ 360,000		\$ 450,000	Pending CMAQ eligibility determination
Need DES #	Air quality education	NIRPC	2024 Air Quality Education	89	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000	\$ 360,000	\$ 90,000					\$ 360,000	\$ 450,000	Pending CMAQ eligibility determination
Need DES #	Vehicle emission reduction	Hobart	Replace 3 Diesel Vehicles w/ CNG	80	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 787,819	\$ 630,255	\$ 157,564					\$ 630,255	\$ 787,819	Pending CMAQ eligibility determination
Need DES #	Vehicle emission reduction	Hobart	Replace 7 Diesel Vehiclese w/ CNG	76	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 578,962	\$ 463,170	\$ 115,792					\$ 463,170	\$ 578,962	Pending CMAQ eligibility determination
Need DES #	Vehicle emission reduction	Hobart	Replace 7 Diesel Vehicles w/ CNG	74	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 558,052	\$ 446,442	\$ 111,610					\$ 446,442	\$ 558,052	Pending CMAQ eligibility determination
Not selected	Alternative vehicle infrastructure	Lake Station	CNG Station	72		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 475,000	\$ 380,000	\$ 95,000						\$ 475,000	
Air quality summary															\$ 454,403	\$ 360,000	\$ 360,000	\$ 360,000	\$ 1,899,867	5-year sum	\$ 3,434,270
Complete Streets																					
1500417	SRTS	Hobart	In vicinity of Hobart Middle School	2018-2021 TIP project	TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 309,000	\$ 247,200	\$ 61,800	\$ 247,200					\$ 309,000	
1601163	Sidewalks	Hammond	Pedestrian Island Construction: at Main Entrance to Purdue NW Campus	2018-2021 TIP project	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,143,611	\$ 1,029,250	\$ 114,361		\$ 1,029,250				\$ 1,143,611	
1801738	Sidewalks	Gary	US 12/20 & Lake St., north	2018-2021 TIP project	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,575,000	\$ 2,060,000	\$ 515,000		\$ 2,060,000				\$ 2,575,000	
Need DES #	On-road trail	Gary	On-road Trail 5th Ave	74	TA	\$ -	\$ -	\$ 375,000	\$ 300,000	\$ 75,000	\$ -	\$ 5,000,000	\$ 4,000,000	\$ 1,000,000					\$ 300,000	\$ 5,375,000	CN in NWI 2050 Plan, 2025-2030 time band
Need DES #	Sidewalks	Merrillville	Construct sidewalks on the east side of Broadway from 73rd Ave to US 30	71	TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 775,000	\$ 620,000	\$ 155,000		\$ 620,000				\$ 775,000	

Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE						ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match							
Need DES #	Bicycle / pedestrian signals	Highland	Install HAWK Signal at EL Trail at Kennedy Ave	67	TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 280,000	\$ 70,000				\$ 280,000		\$ 350,000			
Need DES #	Sidewalks	Winfield	Sidewalks along Randolph St.	63	TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 489,000	\$ 391,200	\$ 97,800				\$ 391,200		\$ 489,000				
Need DES #	SRTS	Merrillville	SRTS various locations	58	TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,177,275	\$ 941,820	\$ 235,455					\$ 941,820	\$ 1,177,275				
Not selected	Sidewalks	Cedar Lake	Sidewalk on Lake Shore Dr	57		\$ -	\$ -	\$ -	\$ 125,000	\$ 100,000	\$ 25,000	\$ 2,538,000	\$ 2,030,400	\$ 550,000						\$ 2,663,000				
Not selected	On-road trail	Valparaiso	Vale Park Pathway	50		\$ -	\$ -	\$ -	\$ 15,000	\$ 12,000	\$ 3,000	\$ 200,000	\$ 160,000	\$ 40,000						\$ 215,000				
Not selected	On-road trail	Burns Harbor	Haglund Road Trail	43		\$ -	\$ -	\$ -	\$ 50,625	\$ 40,500	\$ 10,125	\$ 675,000	\$ 540,000	\$ 135,000						\$ 725,625				
Complete Streets summary																\$ 247,200	\$ 3,709,250	\$ -	\$ 671,200	\$ 1,241,820	5-year sum	\$ 5,869,470		
Transit / customer experience																								
Mobility management / information technology systems																								
No projects																					\$ -			
Mobility management / information technology systems summary																\$ -	\$ -	\$ -	\$ -	\$ -				
Transit passenger facilities																								
Need DES #	Transit passenger facilities	GPTC	2021 Transit Passenger Facilities - Metro Landscaping	93	5307							\$ 100,000	\$ 80,000	\$ 20,000			\$ 80,000			\$ 100,000				
Need DES #	Transit passenger facilities	GPTC	2020 Transit Passenger Facilities	91	5307							\$ 50,000	\$ 40,000	\$ 10,000	\$ 40,000					\$ 50,000				
Need DES #	Transit passenger facilities	GPTC	Broadway Metro Express Customer Experience	91	5307							\$ 900,000	\$ 720,000	\$ 180,000		\$ 720,000				\$ 900,000				
Need DES #	Transit passenger facilities	GPTC	2022 Transit Passenger Facilities	91	5307							\$ 50,000	\$ 40,000	\$ 10,000			\$ 40,000			\$ 50,000				
Need DES #	Transit passenger facilities	GPTC	2024 Transit Passenger Facilities	91	5307							\$ 50,000	\$ 40,000	\$ 10,000				\$ 40,000		\$ 50,000				
Need DES #	Transit passenger facilities	NICTD	2021 Station Improvements	68	5337							\$ 1,000,000	\$ 800,000	\$ 200,000		\$ 800,000				\$ 1,000,000				
Need DES #	Transit passenger facilities	NICTD	2021 WiFi Routers	57	5337							\$ 162,000	\$ 129,600	\$ 32,400		\$ 129,600				\$ 162,000				
Need DES #	Transit passenger facilities	NICTD	2020 Station Improvements	68	5337							\$ 1,000,000	\$ 800,000	\$ 200,000	\$ 800,000					\$ 1,000,000				
Need DES #	Transit passenger facilities	NICTD	2020 Station Parking Improvements	68	5337							\$ 1,000,000	\$ 800,000	\$ 200,000	\$ 800,000					\$ 1,000,000				
Transit passenger facilities summary																\$ 1,640,000	\$ 1,729,600	\$ 40,000	\$ -	\$ 40,000				
Transit / customer experience summary																\$ 1,640,000	\$ 1,729,600	\$ 40,000	\$ -	\$ 40,000	5-year sum	\$ 3,449,600		
Transit / expansion																								
Incremental cost of providing same day / door to door service																								
No projects																					\$ -			
Incremental cost of providing same day / door-to-door service summary																\$ -	\$ -	\$ -	\$ -	\$ -				
Operating assistance for new transit service																								
1601184	Operating assistance for new transit service	ChicaGo Dash	New Transit Service to Chicago (Year 3)	2018-2021 TIP project	CMAQ							\$ 408,000	\$ 326,400	\$ 81,600	\$ 326,400					\$ 408,000				
1601185	Operating assistance for new transit service	ChicaGo Dash	ChicaGo Dash Demonstration (Year 2)	2018-2021 TIP project	CMAQ							\$ 337,000	\$ 269,600	\$ 67,400	\$ 269,600					\$ 337,000				
1601185	Operating assistance for new transit service	ChicaGo Dash	ChicaGo Dash Demonstration (Year 3)	2018-2021 TIP project	CMAQ							\$ 330,000	\$ 264,000	\$ 66,000	\$ 264,000					\$ 330,000				

Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE						ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match							
Need DES #	Operating assistance for new transit service	ChicaGo Dash	2022 Transit Operations Expansion (CMAQ) Yr 1	85	CMAQ								\$ 650,000	\$ 422,000	\$ 228,000			\$ 422,000			\$ 650,000	Pending CMAQ eligibility determination		
Need DES #	Operating assistance for new transit service	ChicaGo Dash	2023 Transit Operations Expansion (CMAQ) Yr 2	85	CMAQ								\$ 650,000	\$ 422,000	\$ 228,000				\$ 422,000		\$ 650,000	Pending CMAQ eligibility determination		
Need DES #	Operating assistance for new transit service	ChicaGo Dash	2024 Transit Operations Expansion (CMAQ) Yr 3	85	CMAQ								\$ 650,000	\$ 422,000	\$ 228,000					\$ 422,000	\$ 650,000	Pending CMAQ eligibility determination		
Need DES #	Operating assistance for new transit service	PCACS	2020 Transit Operations Expansion	80	5310								\$ 50,000	\$ 25,000	\$ 25,000	\$ 25,000						\$ 50,000		
Need DES #	Operating assistance for new transit service	PCACS	2021 Transit Operations Expansion	80	5310								\$ 50,000	\$ 25,000	\$ 25,000		\$ 25,000				\$ 50,000			
Need DES #	Operating assistance for new transit service	PCACS	2022 Transit Operations Expansion	80	5310								\$ 50,000	\$ 25,000	\$ 25,000			\$ 25,000			\$ 50,000			
Need DES #	Operating assistance for new transit service	PCACS	2023 Transit Operations Expansion	80	5310								\$ 50,000	\$ 25,000	\$ 25,000				\$ 25,000		\$ 50,000			
Need DES #	Operating assistance for new transit service	PCACS	2024 Transit Operations Expansion	80	5310								\$ 50,000	\$ 25,000	\$ 25,000					\$ 25,000	\$ 50,000			
Need DES #	Operating assistance for new transit service	LCCS	2020 Transit Operations Expansion	80	5310								\$ 25,000	\$ 12,500	\$ 12,500	\$ 12,500						\$ 25,000		
Need DES #	Operating assistance for new transit service	LCCS	2021 Transit Operations Expansion	80	5310								\$ 25,000	\$ 12,500	\$ 12,500		\$ 12,500				\$ 25,000			
Need DES #	Operating assistance for new transit service	LCCS	2022 Transit Operations Expansion	80	5310								\$ 25,000	\$ 12,500	\$ 12,500			\$ 12,500			\$ 25,000			
Need DES #	Operating assistance for new transit service	LCCS	2023 Transit Operations Expansion	80	5310								\$ 25,000	\$ 12,500	\$ 12,500				\$ 12,500		\$ 25,000			
Need DES #	Operating assistance for new transit service	LCCS	2024 Transit Operations Expansion	80	5310								\$ 25,000	\$ 12,500	\$ 12,500					\$ 12,500	\$ 25,000			
Operating assistance for new transit service from FHWA summary																\$ 596,000	\$ 264,000	\$ 422,000	\$ 422,000	\$ 422,000				
Operating assistance for new transit service from FTA summary																\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500	\$ 37,500				
Transit vehicles for expansion of service																								
Need DES #	Transit vehicles for expansion of service	LCCS	2024 Transit Vehicle Expansion (2 Vehicles)	80	5307								\$ 168,000	\$ 134,000	\$ 33,600					\$ 134,000	\$ 168,000			
Need DES #	Operating assistance for new transit service	LCCS	2020 Transit Vehicle Expansion (2 Vehicles)	80	5310								\$ 140,000	\$ 112,000	\$ 28,000	\$ 112,000						\$ 140,000		
Need DES #	Transit vehicles for expansion of service	PCACS	2020 Transit Vehicle Expansion (1 Vehicle)	85	5310								\$ 65,000	\$ 52,000	\$ 13,000	\$ 52,000						\$ 65,000		
Need DES #	Transit vehicles for expansion of service	ChicaGo Dash	2021 Transit Vehicle Expansion (1 Vehicle)	88	5339								\$ 750,000	\$ 550,000	\$ 200,000		\$ 550,000				\$ 750,000			
Transit vehicles for expansion of service from FHWA summary																\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Transit vehicles for expansion of service from FTA summary																\$ 164,000	\$ 550,000	\$ -	\$ -	\$ 134,000				



Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE						ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes				
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Federal	Match												
														<i>federal amount programmed only</i>														
														Transit / expansion summary					\$ 797,500	\$ 851,500	\$ 459,500	\$ 459,500	\$ 593,500	5-year sum	\$ 3,161,500			
Planning																												
Need DES #	Transportation planning	NIRPC	2020 TIP management software	N/A	STBG								\$ 62,500	\$ 50,000	\$ 12,500	\$ 50,000						\$ 62,500						
Need DES #	Transportation planning	NIRPC	2021 TIP management software	N/A	STBG								\$ 64,375	\$ 51,500	\$ 12,875		\$ 51,500					\$ 64,375						
Need DES #	Transportation planning	NIRPC	2022 TIP management software	N/A	STBG								\$ 66,306	\$ 53,045	\$ 13,261			\$ 53,045				\$ 66,306						
Need DES #	Transportation planning	NIRPC	2023 TIP management software	N/A	STBG								\$ 68,295	\$ 54,636	\$ 13,659				\$ 54,636			\$ 68,295						
Need DES #	Transportation planning	NIRPC	2024 TIP management software	N/A	STBG								\$ 70,344	\$ 56,275	\$ 14,069					\$ 56,275		\$ 70,344						
Need DES #	CLC or TOD planning	GPTC	Transit oriented development plan	91	5307								\$ 100,000	\$ 80,000	\$ 20,000	\$ 80,000						\$ 100,000						
Need DES #	Transit planning or administrative oversight	GPTC	2020 GPTC Planning	N/A	5307								\$ 100,000	\$ 80,000	\$ 20,000	\$ 80,000						\$ 100,000						
Need DES #	Transit planning or administrative oversight	GPTC	2021 GPTC Planning	N/A	5307								\$ 105,000	\$ 84,000	\$ 21,000		\$ 84,000					\$ 105,000						
Need DES #	Transit planning or administrative oversight	GPTC	2022 GPTC Planning	N/A	5307								\$ 297,750	\$ 238,200	\$ 59,550			\$ 238,200				\$ 297,750						
Need DES #	Transit planning or administrative oversight	GPTC	2023 GPTC Planning	N/A	5307								\$ 115,763	\$ 92,610	\$ 23,153				\$ 92,610			\$ 115,763						
Need DES #	Transit planning or administrative oversight	GPTC	2024 GPTC Planning	N/A	5307								\$ 121,551	\$ 97,241	\$ 24,310					\$ 97,241		\$ 121,551						
Need DES #	Transit planning or administrative oversight	NIPRC	2020 Transit Oversight	N/A	5307								\$ 307,000	\$ 245,600	\$ 61,400	\$ 245,600						\$ 307,000						
Need DES #	Transit planning or administrative oversight	NIPRC	2021 Transit Oversight	N/A	5307								\$ 316,210	\$ 252,968	\$ 63,242		\$ 252,968					\$ 316,210						
Need DES #	Transit planning or administrative oversight	NIPRC	2022 Transit Oversight	N/A	5307								\$ 325,696	\$ 260,557	\$ 65,139			\$ 260,557				\$ 325,696						
Need DES #	Transit planning or administrative oversight	NIPRC	2023 Transit Oversight	N/A	5307								\$ 335,466	\$ 268,373	\$ 67,093				\$ 268,373			\$ 335,466						
Need DES #	Transit planning or administrative oversight	NIPRC	2024 Transit Oversight	N/A	5307								\$ 345,529	\$ 276,423	\$ 69,106					\$ 276,423		\$ 345,529						
														Planning from FHWA summary					\$ 50,000	\$ 51,500	\$ 53,045	\$ 54,636	\$ 56,275					
														Transit vehicles for expansion of service from FTA summary					\$ 405,600	\$ 336,968	\$ 498,757	\$ 360,983	\$ 373,664					
														Planning summary					\$ 455,600	\$ 388,468	\$ 551,802	\$ 415,619	\$ 429,939	5-year sum	\$ 2,241,428			
Environment																												
1592275	Stormwater management / control / prevention	Hobart	Deep River Stormwater Outfall and BMP	2018-2021 TIP project	TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 308,100	\$ 246,480	\$ 61,620	\$ 246,480						\$ 308,100						
Need DES number	Stormwater management / control / prevention	Valparaiso	Beauty Creek stormwater improvements including erosion control, wetland preservation, and ecological enhancements	74	TA	\$ -	\$ -	\$ -	\$ 26,250	\$ 21,000	\$ 5,250	\$ 350,000	\$ 280,000	\$ 70,000			\$ 21,000	\$ 280,000			\$ 376,250							



Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE						ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match							
Need DES number	Stormwater management / control / prevention	Hammond	Stormwater improvements on Nevada St. south of 109th. Includes roadway drainage and stormwater system.	45	TA	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 200,000	\$ 200,000	\$ 200,000						\$ 400,000		
						Environment summary															\$ 446,480	\$ -	\$ 21,000	\$ 280,000
Quality of place																								
1500221	Roadway expansion	Hammond	Chicago Ave; from IN/IL State Line to Marble St	2018-2021 TIP project	STBG							\$ 11,750,000	\$ 9,400,000	\$ 2,350,000	\$ 9,400,000						\$ 11,750,000			
1172007	Roadway expansion	Lake County	45th Ave. from Whitcomb to Chase (Ph 2B)	2018-2021 TIP project	STBG							\$ 2,190,000	\$ 1,752,000	\$ 438,000	\$ 1,752,000						\$ 2,190,000			
1006787	Roadway expansion	Merrillville	Mississippi St.; 93rd Ave to 101st Ave	2018-2021 TIP project	STBG							\$ 4,515,000	\$ 3,612,000	\$ 903,000	\$ 3,612,000						\$ 4,515,000			
1173760	Roadway expansion	Schererville	Kennedy Ave at Junction St. South to 67th St. and then South to US 30 (Phase 1)	2018-2021 TIP project	STBG							\$ 5,258,090	\$ 4,206,472	\$ 1,051,618	\$ 4,206,472						\$ 5,258,090			
9980080	Roadway expansion	Lake County	45th Ave; Colfax to Whitcomb St.	2018-2021 TIP project	STBG							\$ 9,582,000	\$ 7,665,600	\$ 1,916,400	\$ 7,665,600						\$ 9,582,000			
1500222	Roadway expansion	Hammond	Chicago Ave; from Marble St to Baltimore Ave(Phase 2)	2018-2021 TIP project	STBG							\$ 6,187,500	\$ 4,950,000	\$ 1,237,500	\$ 4,950,000						\$ 6,187,500			
1382603	Roadway expansion	Schererville	Kennedy Ave; Oak St to Junction St	2018-2021 TIP project	STBG			\$ 75,000	\$ 60,000	\$ 15,000	\$ 10,248,384	\$ 8,198,707	\$ 2,049,677	\$ 60,000	\$ 8,198,707						\$ 10,323,384			
Need DES #	Roadway expansion	Schererville	Kennedy Ave Corridor Improvement	66	STBG	\$ -		\$ -	\$ 430,500	\$ 344,400	\$ 86,100	\$ 5,740,000	\$ 4,592,000	\$ 1,148,000	\$ 344,400						\$ 6,170,500	CN in NWI 2050 Plan, 2025-2030 time band		
Roadway expansion summary															\$ 11,152,000	\$ 7,818,472	\$ 7,725,600	\$ 5,294,400	\$ 8,198,707	5-year sum	\$ 40,189,179			
Roadway improvement																								
1601165	Roadway safety	Gary	Regulatory & Warning Sign Replacement; City-Wide	2018-2021 TIP project	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 450,000	\$ 50,000	\$ -						\$ 500,000	In August Amendment to be eliminated		
1802975	Pavement rehabilitation, or reconstruction	Gary	Airport Road 3R/4R Reconstruction: Cline Ave to EJE RR Bridge Phase IV	2018-2021 TIP project	STBG	\$ -	\$ -	\$ -	\$ 200,000	\$ 160,000	\$ 40,000	\$ 896,000	\$ 716,800	\$ 179,200	\$ 160,000			\$ 716,800			\$ 1,096,000			
900075	Pavement rehabilitation, or reconstruction	Valparaiso	Silhavy Rd; Evans Ave to LaPorte Ave	2018-2021 TIP project	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,448,450	\$ 3,558,760	\$ 889,690	\$ 3,558,760						\$ 4,448,450			
1601157	Roadway safety	Crown Point	109th Ave, Delaware Pkwy to SR 53, includes median construction	2018-2021 TIP project	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,220,000	\$ 1,098,000	\$ 122,000	\$ 1,098,000						\$ 1,220,000			
900080	Intersection congestion improvements	Portage	Willowcreek Rd Intersection Improvements at Central Ave.	2018-2021 TIP project	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,375,000	\$ 1,100,000	\$ 275,000	\$ 1,100,000						\$ 1,375,000			
1382598	Pavement rehabilitation, or reconstruction	Hobart	County Line Rd; from US 6 to Cleveland Ave	2018-2021 TIP project	STBG	\$ -	\$ -	\$ -	\$ 250,000	\$ 200,000	\$ 50,000	\$ 8,596,250	\$ 6,877,000	\$ 1,719,250	\$ 200,000			\$ 6,877,000			\$ 8,846,250			



Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE						ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	2020	2021	2022	2023	2024 informational					
1401034	Roadway safety	Hobart	Colorado St, N of US 30; Line of Sight Corrections	2018-2021 TIP project	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 816,500	\$ 734,850	\$ 81,650	\$ 734,850						\$ 816,500		
1173430	Pavement rehabilitation, or reconstruction	Portage	Central Ave. reconstruction from Lake/Porter Co. Line to Willowcreek Road	2018-2021 TIP project	STBG	\$ -	\$ -	\$ -	\$ 250,000	\$ 200,000	\$ 50,000	\$ 2,600,000	\$ 2,080,000	\$ 520,000		\$ 200,000	\$ 2,080,000				\$ 2,850,000			
1601158	Roadway safety	Crown Point	109th Ave & Iowa St.	2018-2021 TIP project	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,423,125	\$ 1,138,500	\$ 284,625		\$ 1,138,500					\$ 1,423,125			
1802973	Pavement rehabilitation, or reconstruction	Gary	15th Ave; I-65 to MLK Dr.; including Michigan St. & Texas St.	2018-2021 TIP project	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,750,000	\$ 3,000,000	\$ 750,000				\$ 3,000,000			\$ 3,750,000			
1382010	Pavement rehabilitation, or reconstruction	Portage	Samuelson Rd; Central Ave to Portage Ave	2018-2021 TIP project	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,750,000	\$ 3,000,000	\$ 750,000				\$ 3,000,000			\$ 3,750,000			
Need DES #	Roadway safety	Crown Point	Roundabout at 113th and US 231	86	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,125,000	\$ 972,500	\$ 192,500			\$ 972,500			\$ 1,125,000	Pending HSIP eligibility determination. City agrees to additional \$40,000			
Need DES #	Intersection congestion improvements	Hammond	Michigan Ave and Indianapolis Blvd intersection improvements; includes turn lanes and pedestrian crossings and signal modernization	86	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 345,000	\$ 276,000	\$ 69,000				\$ 276,000			\$ 345,000	Pending CMAQ eligibility determination		
Need DES #	Pavement rehabilitation, or reconstruction	Hammond	Kennedy Ave street diet; including pedestrian bump-outs	85	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,025,000	\$ 3,220,000	\$ 805,000				\$ 3,220,000			\$ 4,025,000			
Need DES #	Intersection congestion improvements	Valparaiso	Roundabout at the intersection of Campbell St and Lincoln Ave and a tunnel underneath RR to connect new city development and transit facility	81	CMAQ	\$ -	\$ -	\$ 1,750,000	\$ 1,400,000	\$ 350,000	\$ 23,625,000	\$ 14,125,000	\$ 9,500,000						\$ 1,400,000		\$ 25,375,000	CN in NWI 2050 Plan, 2025-2030 time band		
Need DES #	Bridge replacement, rehabilitation, or reconstruction	Portage	Replace RR bridge over Samuelson Rd	72	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,685,000	\$ 2,458,092	\$ 9,226,908				\$ 2,458,092			\$ 11,685,000	Pending HSIP eligibility determination		
Need DES #	Intersection congestion improvements	Hobart	Roundabout at Marcella and 61 St	63	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,740,500	\$ 2,992,400	\$ 748,100				\$ 2,992,400			\$ 3,740,500	Pending CMAQ eligibility determination		
Need DES #	Roadway safety	Gary	Add pedestrian facilities at the intersection of 5th Ave and Bigger St	62	HSIP	\$ 28,846	\$ 25,961	\$ 2,885	\$ -	\$ -	\$ -	\$ 380,600	\$ 342,540	\$ 76,120	\$ 25,961	\$ 342,540					\$ 409,446	Pending HSIP eligibility determination		
Need DES #	Roadway safety	Cedar Lake	Add pedestrian facilities at the intersection of 133rd Ave and King Dr	56	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 626,903	\$ 564,213	\$ 62,690		\$ 564,213					\$ 626,903	Pending HSIP eligibility determination		
Not selected	Pavement rehabilitation, or reconstruction	Hammond	Roadway reconstruction on Summer St between Columbia Ave and Indianapolis Blvd	86		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,750,000	\$ 5,163,500	\$ 1,586,500							\$ 6,750,000			



Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE						ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	2020	2021	2022	2023	2024 informational					
Not selected	Pavement rehabilitation, or reconstruction	Gary	Reconstruction of 15th Ave from Cline Ave to Colfax St	66		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,473,125	\$ 4,183,125	\$ 1,290,000						\$ 5,473,125		
Not selected	Intersection congestion improvements	Merrillville	Construct a dog-bone roundabout at 79th Ave/Mississippi Ave and 80th/Mississippi Ave	65		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,658,000	\$ 4,526,400	\$ 1,131,600							\$ 5,658,000		
Not selected	Intersection congestion improvements	Crown Point	Roundabout at 101st St (Center Ross Rd) and Merrillville Rd (Indiana St)	57		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,835,000	\$ 1,468,000	\$ 367,000							\$ 1,835,000		
Not selected	Intersection congestion improvements	Valparaiso	Roundabout at Roosevelt Rd and Glendale Blvd	56		\$ -		\$ -	\$ 120,000	\$ 96,000	\$ 24,000	\$ -	\$ 1,600,000	\$ 1,250,000	\$ 350,000							\$ 1,720,000		
Not selected	Pavement rehabilitation, or reconstruction	Hobart	Road reconstruction of Colorado St from 69th Ave to 79th Ave	55		\$ -		\$ -	\$ 805,260	\$ 644,208	\$ 161,052	\$ -	\$ 10,736,800	\$ 8,589,440	\$ 2,147,360							\$ 11,542,060		
Not selected	Bridge replacement, rehabilitation, or reconstruction	Lake County	Bridge replacement; 45th Ave over Hart Ditch, near White Oak Dr (bridge #259)	49		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,530,000	\$ 850,000	\$ 1,680,000							\$ 2,530,000		
Not selected	Pavement rehabilitation, or reconstruction	Griffith	Road reconstruction of Main St from Wood St to Colfax St	49		\$ -		\$ -	\$ 264,180	\$ 211,344	\$ 52,836	\$ -	\$ 3,522,400	\$ 2,817,920	\$ 704,480							\$ 3,786,580		
Not selected	Roadway safety	Valparaiso	Pedestrian improvements in front of Valparaiso High School at Campbell St and Vale Park Rd	47		\$ -		\$ -	\$ 187,500	\$ 150,000	\$ 37,500	\$ -	\$ 2,500,000	\$ 2,250,000	\$ 500,000							\$ 2,687,500		
Not selected	Pavement rehabilitation, or reconstruction	Merrillville	Road reconstruction of Randolph St, from US 30 to 93rd; including a roundabout at 93rd	47		\$ -		\$ -	\$ 470,063	\$ 376,050	\$ 94,013	\$ -	\$ 6,267,500	\$ 5,014,000	\$ 1,253,500							\$ 6,737,563		
Not selected	Roadway safety	Valparaiso	Intersection improvements to improve sight distance constraints at Froberg Rd and SR 130	46		\$ -		\$ -	\$ 225,000	\$ 180,000	\$ 45,000	\$ -	\$ 3,000,000	\$ 2,400,000	\$ 600,000							\$ 3,225,000		
Not selected	Bridge replacement, rehabilitation, or reconstruction	Porter County	Bridge replacement on Lenburg Rd (bridge #1009)	40		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000	\$ 2,000,000	\$ 520,000							\$ 2,600,000		
Roadway improvement summary																\$ 6,877,571	\$ 2,245,253	\$ 10,646,300	\$ 11,726,492	\$ 4,620,000	5-year sum	\$ 36,115,616		

Transit / safety																							
Need DES #	Transit security	V-Line	2021 Security Cameras	87	5307								\$ 250,000	\$ 200,000	\$ 50,000					\$ 200,000		\$ 250,000	
Need DES #	Transit security	NIRPC	Building security system		5307								\$ 15,000	\$ 12,000	\$ 3,000	\$ 12,000						\$ 15,000	
Need DES #	Transit security	PCACS	2020 Security Cameras	83	5307								\$ 8,000	\$ 6,400	\$ 1,600	\$ 6,400						\$ 8,000	
Need DES #	Transit security	NICTD	2021 Security equipment	75	5307								\$ 250,000	\$ 200,000	\$ 50,000				\$ 75,000			\$ 250,000	Need to confirm
Need DES #	Transit security	NICTD	2022 Security equipment	75	5307								\$ 50,000	\$ 25,000	\$ 25,000				\$ 25,000			\$ 50,000	Need to confirm

Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source	PE						ROW			CN or Transit					2020	2021	2022	2023	2024 informational	Total cost	Notes								
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal								Match							
Need DES #	Transit security	NICTD	2020 Security camera system	75	5337							\$ 1,611,051	\$ 805,526	\$ 805,525	\$ 805,526						\$ 1,611,051	Need to confirm												
Need DES #	Transit security	NICTD	2020 Security cameras	75	5337							\$ 300,000	\$ 150,000	\$ 150,000	\$ 150,000						\$ 300,000	Need to confirm												
Transit / safety summary															\$ 973,926	\$ 275,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	5-year sum	\$ 1,273,926	
New roadways																																		
Need DES #	New bridge / roadway / tunnel construction	Porter County	Willowcreek Rd Ext Ph1; from Willowcreek Rd/CR 700 N to SR 130	68	STBG	\$ -	\$ -	\$ 405,000	\$ 324,000	\$ 81,000	\$ 5,400,000	\$ 4,293,000	\$ 1,107,000							\$ 324,000	\$ 5,805,000	CN in NWI 2050 Plan, 2025-2030 time band												
New roadways summary															\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 324,000	5-year sum	\$ 324,000

	2020	2021	2022	2023	2024		
FHWA summary	Total obligation authority available per fiscal year	\$ 21,120,456	\$ 20,502,842	\$ 20,810,384	\$ 21,122,540	\$ 21,439,378	< revenue assumption of 1.5% growth
	Risk set aside	\$ -	\$ -	\$ 102,930	\$ 137,240	\$ 470,325	
	Change order set aside	\$ 375,000	\$ 358,800	\$ 364,182	\$ 369,644	\$ 375,189	
	Proposed for programming	\$ 20,378,694	\$ 20,054,344	\$ 20,212,025	\$ 20,671,003	\$ 20,647,669	
	balance	\$ 366,762	\$ 89,698	\$ 131,248	\$ (53,347)	\$ (53,805)	Five-year balance \$ 478,555
<i>Sums of source programmed amount; should equal total programmed amount above ></i>							
STBG	total obligation authority available per fiscal year	\$ 13,375,432	\$ 12,641,642	\$ 12,831,267	\$ 13,023,736	\$ 13,219,092	
	Risk set aside	\$ -	\$ -	\$ 102,930	\$ 137,240	\$ 470,325	
	Change order set aside	\$ 375,000	\$ 358,800	\$ 364,182	\$ 369,644	\$ 375,189	
	Proposed for programming	\$ 15,120,760	\$ 11,129,972	\$ 17,452,445	\$ 11,349,036	\$ 14,558,982	
	balance	\$ (2,120,328)	\$ 1,152,871	\$ (5,088,290)	\$ 1,167,815	\$ (2,185,405)	
CMAQ	targeted obligation authority available per fiscal year	\$ 3,743,031	\$ 3,799,176	\$ 3,856,164	\$ 3,914,007	\$ 3,972,717	
	Proposed for programming	\$ 2,705,443	\$ 3,649,934	\$ 782,000	\$ 4,050,400	\$ 2,321,867	
	balance	\$ 1,037,588	\$ 149,242	\$ 3,074,164	\$ (136,393)	\$ 1,650,850	
HSIP	targeted obligation authority available per fiscal year	\$ 2,978,669	\$ 3,023,349	\$ 3,068,699	\$ 3,114,730	\$ 3,161,451	
	Proposed for programming	\$ 1,858,811	\$ 3,074,503	\$ 972,500	\$ 2,458,092	\$ -	
	balance	\$ 1,119,858	\$ (51,154)	\$ 2,096,199	\$ 656,638	\$ 3,161,451	
TA	targeted obligation authority available per fiscal year	\$ 1,023,324	\$ 1,038,674	\$ 1,054,254	\$ 1,070,068	\$ 1,086,119	
	Proposed for programming	\$ 693,680	\$ 2,199,935	\$ 1,005,080	\$ 2,813,474	\$ 3,766,820	
	balance	\$ 329,644	\$ (1,161,261)	\$ 49,174	\$ (1,743,407)	\$ (2,680,701)	

	2020	2021	2022	2023	2024 informational		
FTA summary	Total obligation authority available per fiscal year	\$ 46,770,106	\$ 45,783,507	\$ 41,523,495	\$ 41,492,915	\$ 39,958,629	< revenue assumption of 1.5% growth
	Proposed for programming	\$ 35,485,114	\$ 39,276,004	\$ 35,571,814	\$ 37,608,638	\$ 37,328,766	
	balance	\$ -	\$ -	\$ -	\$ 3,884,277	\$ 2,629,864	Five-year balance \$ 6,514,141
<i>Sums of source programmed amount; should equal total programmed amount above ></i>							
5307	5307 obligation authority available per fiscal year	\$ 22,816,996	\$ 21,613,232	\$ 16,945,661	\$ 15,346,464	\$ 13,518,578	< includes carryover balances
	Proposed for programming	\$ 13,708,414	\$ 17,359,790	\$ 14,481,800	\$ 14,903,728	\$ 15,016,372	
	balance for carryover	\$ 9,108,582	\$ 4,253,442	\$ 2,463,861	\$ 442,736	\$ (1,497,794)	
	balance after carryover	\$ -	\$ -	\$ -	\$ 442,736	\$ (1,497,794)	
5310	5310 obligation authority available per fiscal year	\$ 1,629,685	\$ 947,493	\$ 808,036	\$ 809,818	\$ 483,848	< includes carryover balances
	Proposed for programming	\$ 1,144,500	\$ 608,700	\$ 474,500	\$ 809,396	\$ 616,880	
	balance for carryover	\$ 485,185	\$ 338,793	\$ 333,536	\$ 422	\$ (133,032)	
	balance after carryover	\$ -	\$ -	\$ -	\$ 422	\$ (133,032)	
5337	5337 obligation authority available per fiscal year	\$ 20,615,796	\$ 21,258,630	\$ 22,026,025	\$ 22,968,004	\$ 24,233,346	
	Proposed for programming	\$ 20,282,200	\$ 20,471,514	\$ 20,615,514	\$ 20,615,514	\$ 20,615,514	
	balance for carryover	\$ 333,596	\$ 787,116	\$ 1,410,511	\$ 2,352,490	\$ 3,617,832	
	balance after carryover	\$ -	\$ -	\$ -	\$ 2,352,490	\$ 3,617,832	
5339	5339 obligation authority available per fiscal year	\$ 1,707,629	\$ 1,964,152	\$ 1,743,773	\$ 2,368,629	\$ 1,722,857	< includes carryover balances
	Proposed for programming	\$ 350,000	\$ 836,000	\$ -	\$ 1,280,000	\$ 1,080,000	
	balance for carryover	\$ 1,357,629	\$ 1,128,152	\$ 1,743,773	\$ 1,088,629	\$ 642,857	
	balance after carryover	\$ -	\$ -	\$ -	\$ 1,088,629	\$ 642,857	



Des #	Project type	LPA / Transit operator	Project description	Final score	Fund source										2020	2021	2022	2023	2024 informational	Total cost	Notes
						PE			ROW			CN or Transit			federal amount programmed only						
						Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	2020	2021	2022	2023	2024 informational		
Need DES #	West Lake Extension	NICTD	2020 New Start - Run an 8 mile commuter rail line from Hammond to Dyer		New Starts							\$ 82,057,666	\$ -	\$ 82,057,666						\$ 82,057,666	
Need DES #	West Lake Extension	NICTD	2021 New Start - Run an 8-mile commuter ral line from Hammond to Dyer		New Starts							\$ 247,157,685	\$ -	\$ 247,157,685						\$ 247,157,685	
Need DES #	West Lake Extension	NICTD	2022 New Start - Run an 8-mile commuter ral line from Hammond to Dyer		New Starts							\$ 271,772,118	\$ -	\$ 271,772,118						\$ 271,772,118	
Need DES #	West Lake Extension	NICTD	2023 New Start - Run an 8-mile commuter ral line from Hammond to Dyer		New Starts							\$ 157,054,845	\$ -	\$ 157,054,845						\$ 157,054,845	
Need DES #	West Lake Extension	NICTD	2024 New Start - Run an 8-mile commuter ral line from Hammond to Dyer		New Starts							\$ 10,293,419	\$ -	\$ 10,293,419						\$ 10,293,419	
Need DES #	Double Track	NICTD	2020 New Start - Double track from Michigan City to Gary		New Starts							\$ 28,121,068	\$ -	\$ 28,121,068						\$ 28,121,068	
Need DES #	Double Track	NICTD	2021 New Start - Double track from Michigan City to Gary		New Starts							\$ 100,625,675	\$ -	\$ 100,625,675						\$ 100,625,675	
Need DES #	Double Track	NICTD	2022 New Start - Double track from Michigan City to Gary		New Starts							\$ 220,235,945	\$ -	\$ 220,235,945						\$ 220,235,945	
Need DES #	Double Track	NICTD	2023 New Start - Double track from Michigan City to Gary		New Starts							\$ 39,620,466	\$ -	\$ 39,620,466						\$ 39,620,466	
Need DES #	South Bend Realignment	NICTD	2020 BUILD - South Bend Realignment		BUILD							\$ 5,000,000	\$ -	\$ 5,000,000						\$ 5,000,000	
Need DES #	South Bend Realignment	NICTD	2021 BUILD - South Bend Realignment		BUILD							\$ 15,000,000	\$ -	\$ 15,000,000						\$ 15,000,000	
Need DES #	South Bend Realignment	NICTD	2022 BUILD - South Bend Realignment		BUILD							\$ 10,000,000	\$ -	\$ 10,000,000						\$ 10,000,000	



Color code on project lines
 = FTA or flex to FTA funded project
 = information to be verified / completed / updated

Fund balance summary (federal only)

FHWA balance	\$ -	\$ 0	\$ 9,561	\$ 32,827	\$ 61,640
FTA 5307 balance	\$ 351,916	\$ 273,585	\$ 204,259	\$ 143,045	\$ 65,017

Project type	LPA / Transit operator	Project description	Final score	PE			ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes	
				Total	Federal	Match	Total	Federal	Match	Total	Federal	Match								
Transit / operating																				
Complementary paratransit service to fixed route service																				
																		\$ -	Michigan City does not request 80/20 funding for paratransit	
Complementary paratransit service to fixed route service summary												\$ -	\$ -	\$ -	\$ -	\$ -				
Operating assistance																				
Operating assistance	TransPorte	2020 operating assistance	95								\$ 660,000	\$ 266,600	\$ 393,400	\$ 266,600				\$ 660,000		
Operating assistance	TransPorte	2021 operating assistance	92								\$ 673,200	\$ 273,306	\$ 399,894		\$ 273,306			\$ 673,200		
Operating assistance	TransPorte	2022 operating assistance	92								\$ 684,664	\$ 279,038	\$ 405,626		\$ 279,038			\$ 684,664		
Operating assistance	TransPorte	2023 operating assistance	92								\$ 698,357	\$ 285,885	\$ 412,472			\$ 285,885		\$ 698,357		
Operating assistance	TransPorte	2024 operating assistance	92								\$ 712,324	\$ 292,868	\$ 419,456			\$ 292,868		\$ 712,324		
Operating assistance	Michigan City Transit	2020 operating assistance	88								\$ 1,500,000	\$ 750,000	\$ 750,000	\$ 750,000				\$ 1,500,000		
Operating assistance	Michigan City Transit	2021 operating assistance	87								\$ 1,575,000	\$ 787,500	\$ 787,500		\$ 787,500			\$ 1,575,000		
Operating assistance	Michigan City Transit	2022 operating assistance	87								\$ 1,575,000	\$ 787,500	\$ 787,500		\$ 787,500			\$ 1,575,000		
Operating assistance	Michigan City Transit	2023 operating assistance	87								\$ 1,575,000	\$ 787,500	\$ 787,500			\$ 787,500		\$ 1,575,000		
Operating assistance	Michigan City Transit	2024 operating assistance	87								\$ 1,625,026	\$ 812,513	\$ 812,513			\$ 812,513		\$ 1,625,026		
Operating assistance summary												\$ 1,016,600	\$ 1,060,806	\$ 1,066,538	\$ 1,073,385	\$ 1,105,381				
Operational support equipment / computer hard/software																				
																		\$ -		
Operation support equipment / computer hard/software summary												\$ -	\$ -	\$ -	\$ -	\$ -				
Transit / operations summary												\$ 1,016,600	\$ 1,060,806	\$ 1,066,538	\$ 1,073,385	\$ 1,105,381	5-year sum	\$ 5,322,710		
Multi-use paths																				
Off-road trail	La Porte	Chessie Trail II; from Pine Lake Ave Entrance to Newporte Landing SW to J Street at 1st St.	2018-2021 TIP project	\$ 125,000	\$ 100,000	\$ 25,000	\$ 200,000	\$ 160,000	\$ 40,000	\$ 1,200,000	\$ 960,000	\$ 240,000	\$ 260,000	\$ 960,000				\$ 1,525,000		
Off-road trail	La Porte	Chessie Trail II; from Pine Lake Ave Entrance to Newporte Landing SW to J Street at 1st St. <u>Railroad Crossing</u>	2018-2021 TIP project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412,500	\$ 330,000	\$ 82,500			\$ 330,000			\$ 412,500		
Off-road trail	LaPorte County	Marquette /Singing Sands Trail; Along US 12 from IN/MI State Line to Meer Rd	2018-2021 TIP project	\$ 105,750	\$ 84,600	\$ 21,150	\$ 200,000	\$ 105,820	\$ 40,000	\$ 956,748	\$ 765,398	\$ 191,350	\$ 190,420			\$ 765,398		\$ 1,262,498		
Off-road trail	Michigan City	Singing Sands Trail Phase 2; US 12 to Liberty Trail	2018-2021 TIP project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,865,549	\$ 1,492,439	\$ 373,110	\$ 1,492,439					\$ 1,865,549		
Off-road trail	Michigan City	Singing Sands Trail Phase 3; Liberty Trail to Meer Rd	2018-2021 TIP project	\$ 93,191	\$ 74,553	\$ 18,638	\$ -	\$ -	\$ -	\$ 1,014,761	\$ 811,809	\$ 202,952	\$ 74,553	\$ 811,809				\$ 1,107,953		



Project type	LPA / Transit operator	Project description	Final score										2020	2021	2022	2023	2024 informational	Total cost	Notes
				PE			ROW			CN or Transit			federal amount only						
				Total	Federal	Match	Total	Federal	Match	Total	Federal	Match							
Off-road trail	LaPorte County	Lincoln Trail Ext; US 421/SR 2 to South entrance to PNW	2018-2021 TIP project	\$ -	\$ -	\$ -	\$ 350,000	\$ 280,000	\$ 70,000	\$ 1,825,000	\$ 1,460,000	\$ 365,000					\$ 2,175,000	Move to Group 3 funds, if available	
Off-road trail	Michigan City	Michigan City - Singing Sands Lighthouse Trail Phase 1, Amtrak Crossing	2018-2021 TIP project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 960,000	\$ 240,000				\$ 960,000	\$ 1,200,000		
Multi-use paths summary											\$ 2,017,412	\$ 1,771,809	\$ -	\$ 1,095,398	\$ 960,000	5-year sum \$ 5,844,619			
Transit / asset management																			
Preventative maintenance																			
																	\$ -		
Transit maintenance facilities summary											\$ -	\$ -	\$ -	\$ -	\$ -				
Transit maintenance facilities																			
																	\$ -		
Transit maintenance facilities summary											\$ -	\$ -	\$ -	\$ -	\$ -				
Vehicle replacement																			
Vehicle replacement	TransPorte	Replace Two Revenue Vehicles (LP 23 and 24)	2018-2021 TIP project							\$ 176,000	\$ 140,800	\$ 35,200		\$ 140,800			\$ 176,000		
Vehicle replacement	TransPorte	(2) vehicle replacements (LP 25 and 26)	85							\$ 190,000	\$ 152,000	\$ 38,000		\$ 152,000			\$ 190,000		
Vehicle replacement	TransPorte	(1) vehicle replacements (LP 27)	85							\$ 97,000	\$ 77,600	\$ 19,400		\$ 77,600			\$ 97,000		
Vehicle replacement	TransPorte	(2) vehicle replacements (LP 28 and 29)	85							\$ 202,000	\$ 161,600	\$ 40,400			\$ 161,600		\$ 202,000		
Vehicle replacement	Michigan City Transit	(2) vehicle replacements (MCT 48 and 50)	78							\$ 190,000	\$ 152,000	\$ 342,000		\$ 152,000			\$ 190,000		
Vehicle replacement	Michigan City Transit	(2) vehicle replacements (MCT 41 and 54)	78							\$ 262,500	\$ 210,000	\$ 52,500		\$ 210,000			\$ 262,500		
Vehicle replacement	Michigan City Transit	ADA Vehicle Replacement (2 Vehicles: MCT 39 and 52)	78							\$ 250,000	\$ 200,000	\$ 50,000		\$ 200,000			\$ 250,000		
Vehicle replacement	Michigan City Transit	(2) vehicle replacements (MCT 56 and 58)	78							\$ 320,000	\$ 256,000	\$ 64,000			\$ 256,000		\$ 320,000		
Vehicle replacement	TransPorte	(2) vehicle replacements (LP 26 and 27)	85							\$ 198,000	\$ 158,400	\$ 39,600					\$ 198,000		
Vehicle replacement	TransPorte	(2) vehicle replacements (LP 30 and 31)	85							\$ 206,000	\$ 164,800	\$ 41,200					\$ 206,000		
Vehicle replacement summary											\$ -	\$ 292,800	\$ 639,600	\$ -	\$ 417,600				
Transit / asset management summary											\$ -	\$ 292,800	\$ 639,600	\$ -	\$ 417,600	5-year sum \$ 1,350,000			
Air quality																			
Vehicle emission reduction	La Porte	Vehicle fuel conversions	69	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,720	\$ 12,576	\$ 3,144		\$ 12,576			\$ 15,720	Pending CMAQ eligibility determination	
Air quality summary											\$ -	\$ 12,576	\$ -	\$ -	\$ -	5-year sum \$ 12,576			
Complete Streets																			
Sidewalks	La Porte	Construct Sidewalks at various locations in City of LaPorte.	2018-2021 TIP project							\$ 150,000	\$ 120,000	\$ 30,000	\$ 120,000				\$ 150,000		



Project type	LPA / Transit operator	Project description	Final score	PE			ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes			
				Total	Federal	Match	Total	Federal	Match	Total	Federal	Match										
Sidewalks	La Porte	Construct Sidewalks at various locations in City of LaPorte.	2018-2021 TIP project							\$ 121,875	\$ 97,500	\$ 24,375						\$ 121,875				
Sidewalks	La Porte	Construct Sidewalks at various locations in City of LaPorte.	61	\$ -		\$ -	\$ -	\$ -	\$ -	\$ 375,000	\$ 300,000	\$ 75,000			\$ 100,000	\$ 100,000	\$ 100,000	\$ 375,000				
On-road trail	Michigan City	On-road Trail Liberty Trail; Liberty St. to Lake Ave.	60	\$ -		\$ -	\$ 46,500	\$ 37,200	\$ 9,300	\$ 620,000	\$ 496,000	\$ 124,000			\$ 37,200		\$ 496,000	\$ 666,500	Pending CMAQ eligibility determination			
Complete Streets summary													\$ 120,000	\$ 97,500	\$ 137,200	\$ 100,000	\$ 596,000	5-year sum	\$ 1,050,700			
Transit / customer experience																						
Mobility management / information technology systems																						
																				\$ -		
Mobility management / information technology systems summary													\$ -	\$ -	\$ -	\$ -	\$ -					
Transit passenger facilities																						
														\$ -						\$ -		
Transit passenger facilities summary													\$ -	\$ -	\$ -	\$ -	\$ -					
Transit / customer experience summary													\$ -	\$ -	\$ -	\$ -	\$ -				5-year sum	\$ -
Transit / expansion																						
Incremental cost of providing same day / door to door service																						
																				\$ -		
Incremental cost of providing same day / door-to-door service summary													\$ -	\$ -	\$ -	\$ -	\$ -					
Operating assistance for new transit service																						
																				\$ -		
Operating assistance for new transit service from FHWA summary													\$ -	\$ -	\$ -	\$ -	\$ -					
Operating assistance for new transit service from FTA summary													\$ -	\$ -	\$ -	\$ -	\$ -					
Transit vehicles for expansion of service																						
																				\$ -		
Transit vehicles for expansion of service from FHWA summary													\$ -	\$ -	\$ -	\$ -	\$ -					
Transit vehicles for expansion of service from FTA summary													\$ -	\$ -	\$ -	\$ -	\$ -					
Transit / expansion summary													\$ -	\$ -	\$ -	\$ -	\$ -				5-year sum	\$ -
Planning																						
Data collection / software / equip. or devel./implement of PbP system	Michigan City	Asset Management Inventory Plan	2018-2021 TIP project							\$ 91,375	\$ 73,100	\$ 18,275	\$ 73,100					\$ 91,375				
Planning summary													\$ 73,100	\$ -	\$ -	\$ -	\$ -				5-year sum	\$ 73,100
Environment																						
																				\$ -		
Environment summary													\$ -	\$ -	\$ -	\$ -	\$ -				5-year sum	\$ -
Quality of place																						



Project type	LPA / Transit operator	Project description	Final score	PE			ROW			CN or Transit			2020	2021	2022	2023	2024 informational	Total cost	Notes		
				Total	Federal	Match	Total	Federal	Match	Total	Federal	Match									
			2018-2021 TIP project															\$ -			
Roadway expansion summary												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			5-year sum	\$ -
Roadway improvement																					
Pavement rehabilitation or reconstruction	La Porte	At various locations in City of LaPorte.	2018-2021 TIP project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 100,000	\$ 25,000	\$ 100,000					\$ 125,000			
Pavement rehabilitation or reconstruction	La Porte	At various locations in City of LaPorte.	2018-2021 TIP project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 200,000	\$ 50,000		\$ 87,000				\$ 250,000			
Pavement rehabilitation or reconstruction	Michigan City	Ohio St	81	\$ 287,500	\$ 230,000	\$ 57,500	\$ -	\$ -	\$ -	\$ 11,025,000	\$ 8,820,000	\$ 2,205,000				\$ 230,000		\$ 11,312,500	CN in NWI 2050 Plan, 2025-2030 time band		
Railroad-highway grade crossing	Michigan City	Woodland RR Xing	77	\$ -		\$ -	\$ -	\$ -	\$ -	\$ 697,500	\$ 558,000	\$ 139,500			\$ 558,000			\$ 697,500			
Pavement rehabilitation or reconstruction	Michigan City	Barker Ave	72	\$ 112,500	\$ 90,000	\$ 22,500	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,200,000	\$ 300,000			\$ 90,000			\$ 1,612,500	CN in NWI 2050 Plan, 2025-2030 time band		
Pavement rehabilitation or reconstruction	La Porte	Various Pavement	69	\$ -		\$ -	\$ -	\$ -	\$ -	\$ 771,250	\$ 617,000	\$ 154,250			\$ 250,000	\$ 117,000	\$ 250,000	\$ 771,250			
Pavement rehabilitation or reconstruction	Michigan City	Woodland Ave	62	\$ -		\$ -	\$ 45,000	\$ 36,000	\$ 9,000	\$ 437,500	\$ 350,000	\$ 87,500	\$ 36,000		\$ 350,000			\$ 482,500			
Pavement rehabilitation or reconstruction	La Porte	Park St	56	\$ -		\$ -	\$ 97,500	\$ 78,000	\$ 19,500	\$ 860,000	\$ 688,000	\$ 172,000			\$ 78,000	\$ 688,000		\$ 957,500			
Highway signs for retroreflectivity	LaPorte County	Sign Replace	55	\$ -		\$ -	\$ 11,250	\$ 9,000	\$ 2,250	\$ 150,000	\$ 120,000	\$ 30,000			\$ 129,000			\$ 161,250	Pending HSIP eligibility determination		
Pavement rehabilitation or reconstruction	La Porte	Truesdell St	57	\$ -		\$ -	\$ 130,500	\$ 104,400	\$ 26,100	\$ 1,740,000	\$ 1,287,600	\$ 452,400						\$ 1,870,500			
Pavement rehabilitation or reconstruction	Michigan City	Hitchcock-Willard	52	\$ -		\$ -	\$ 56,250	\$ 45,000	\$ 11,250	\$ 750,000	\$ 600,000	\$ 150,000						\$ 806,250			
Pavement rehabilitation or reconstruction	Michigan City	Pahs Rd	45	\$ -		\$ -	\$ 34,500	\$ 27,600	\$ 6,900	\$ 460,000	\$ 368,000	\$ 92,000						\$ 494,500			
Pavement rehabilitation or reconstruction	Michigan City	Lakeshore Dr	32	\$ -		\$ -	\$ 48,750	\$ 39,000	\$ 9,750	\$ 650,000	\$ 520,000	\$ 130,000						\$ 698,750			
Roadway improvement summary												\$ 136,000	\$ 87,000	\$ 1,455,000	\$ 1,035,000	\$ 250,000			5-year sum	\$ 2,963,000	
Transit / safety																					
			2018-2021 TIP project															\$ -			
Transit / safety summary												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			5-year sum	\$ -
New roadways																					
			2018-2021 TIP project															\$ -			
New roadways summary												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			5-year sum	\$ -

	2020	2021	2022	2023	2024
FHWA summary					
Total obligation authority available per fiscal year	\$ 2,352,534	\$ 2,282,416	\$ 2,316,653	\$ 2,351,402	\$ 2,386,673
<i>Risk set aside</i>	\$ -	\$ -	\$ 34,750	\$ 47,028	\$ 59,667
<i>Change order set aside</i>	\$ 6,022	\$ 20,731	\$ 40,541	\$ 41,150	\$ 41,767

< new revenue assumption of 1.5% growth



Project type	LPA / Transit operator	Project description	Final score	2020					2021					2022					2023					2024 <i>informational</i>					Total cost	Notes																		
				PE		ROW		CN or Transit		PE		ROW		CN or Transit		PE		ROW		CN or Transit		PE		ROW		CN or Transit																						
				Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match																					
<i>federal amount only</i>																																																
Proposed for programming																										\$	2,346,512	\$	2,261,685	\$	2,231,800	\$	2,230,398	\$	2,223,600													
balance																										\$	-	\$	0	\$	9,561	\$	32,827	\$	61,640											Five-year balance	\$	104,028
<i>Sums of source programmed amount; should equal total programmed amount above ></i>																																																
STBG	total obligation authority available per fiscal year																									\$	1,281,720	\$	1,195,540	\$	1,213,473	\$	1,231,675	\$	1,250,150													
	Risk set aside																									\$	-	\$	-	\$	18,202	\$	24,634	\$	31,254													
	Change order set aside																									\$	6,022	\$	20,731	\$	40,541	\$	41,150	\$	41,767													
Proposed for programming																										\$	2,226,512	\$	2,151,609	\$	1,965,600	\$	2,130,398	\$	1,627,600													
balance																										\$	(950,814)	\$	(976,800)	\$	(810,870)	\$	(964,506)	\$	(450,470)													
CMAQ	targeted obligation authority available per fiscal year																									\$	637,602	\$	647,166	\$	656,874	\$	666,727	\$	676,728													
Proposed for programming																										\$	-	\$	12,576	\$	37,200	\$	-	\$	496,000													
balance																										\$	637,602	\$	634,590	\$	619,674	\$	666,727	\$	180,728													
HSIP	targeted obligation authority available per fiscal year																									\$	333,620	\$	338,624	\$	343,704	\$	348,859	\$	354,092													
Proposed for programming																										\$	-	\$	-	\$	129,000	\$	-	\$	-													
balance																										\$	333,620	\$	338,624	\$	214,704	\$	348,859	\$	354,092													
TA	targeted obligation authority available per fiscal year																									\$	99,592	\$	101,086	\$	102,602	\$	104,141	\$	105,703													
Proposed for programming																										\$	120,000	\$	97,500	\$	100,000	\$	100,000	\$	100,000													
balance																										\$	(20,408)	\$	3,586	\$	2,602	\$	4,141	\$	5,703													

		2020	2021	2022	2023	2024		
FTA summary	Total obligation authority available per fiscal year	\$ 1,368,516	\$ 1,334,391	\$ 1,270,797	\$ 1,216,430	\$ 1,170,398	< new revenue assumption of 1.5% growth	
	Proposed for programming	\$ 1,016,600	\$ 1,060,806	\$ 1,066,538	\$ 1,073,385	\$ 1,105,381		
	balance	\$ 351,916	\$ 273,585	\$ 204,259	\$ 143,045	\$ 65,017	Five-year balance	\$ 1,037,822
5307	5307 obligation authority available per fiscal year	\$ 1,368,516	\$ 1,334,391	\$ 1,270,797	\$ 1,216,430	\$ 1,170,398		
	Proposed for programming	\$ 1,016,600	\$ 1,060,806	\$ 1,066,538	\$ 1,073,385	\$ 1,105,381		
	balance for carryover	\$ 351,916	\$ 273,585	\$ 204,259	\$ 143,045	\$ 65,017		

Indiana Department of Transportation

Des #	Route	Sponsor	Work Type	Location	STIP Cat	Phase	Total	Federal Funding	Match	2020	2021	2022	2023	2024
1601147	IR 1025	Burns Harbor	Bike/Pedestrian Facilities	Marquette Greenway Trail, SR149 to Babcock Rd	STPB	CN	\$ 249,487	\$ -	\$ 249,487		\$ 249,487			
0901321	ST 1001	East Chicago	Other Intersection Improvement	Intersection Improvement on 129th St. at Dickey Road & Broad St.	STPB	CN	\$ 1,250,000	\$ -	\$ 1,250,000	\$ 1,250,000				
0901321	ST 1001	East Chicago	Other Intersection Improvement	Intersection Improvement on 129th St. at Dickey Road & Broad St.	STPB	CN	\$ 1,000,000	\$ 1,000,000	\$ -	\$ 1,000,000				
0710064	ST 1013	Gary	New Signal Installation	At intersection 15th Ave and MLK Dr, multiple intersections and 1 rail crossing	STPB	RW	\$ -	\$ -	\$ -	\$ -				
0710064	ST 1013	Gary	New Signal Installation	At intersection 15th Ave and MLK Dr, multiple intersections and 1 rail crossing	STPB	CN	\$ -	\$ -	\$ -			\$ -		
1702158	IR 1025	Gary	Bike/Pedestrian Facilities	Gary Green Links Trail Phase 3	STPB	RW	\$ 5,000	\$ -	\$ 5,000	\$ 5,000				
1702158	IR 1025	Gary	Bike/Pedestrian Facilities	Gary Green Links Trail Phase 3	STPB	CN	\$ 250,000	\$ -	\$ 250,000		\$ 250,000			
1600418	ST 1047	Gary	Road Reconstruction (3R/4R Standards)	Industrial Highway Phase III. Cline Ave to EJ&E RR Bridge	STPB	RW	\$ 40,000	\$ -	\$ 40,000	\$ 40,000				
1600418	ST 1047	Gary	Road Reconstruction (3R/4R Standards)	Industrial Highway Phase III. Cline Ave to EJ&E RR Bridge	STPB	CN	\$ 179,200	\$ -	\$ 179,200			\$ 179,200		
1500221	ST 1001	Hammond	Road Reconstruction (3R/4R Standards)	Chicago Street, State Line to Marble Street, Phase 1	STPB	CN	\$ 2,350,000	\$ -	\$ 2,350,000	\$ 2,350,000				
1601163	ST 1001	Hammond	Median Construction	173rd Ave Pedestrian Island Construction at Main Entrance to Purdue NW	STPB	CN	\$ 198,000	\$ -	\$ 198,000	\$ 198,000				
1382598	ST 1001	Hobart	Road Reconstruction (3R/4R Standards)	County Line Road - US 6 to E. Cleveland Ave	STPB	RW	\$ 50,000	\$ -	\$ 50,000	\$ 50,000				
1382598	ST 1001	Hobart	Road Reconstruction (3R/4R Standards)	County Line Road - US 6 to E. Cleveland Ave	STPB	CN	\$ 1,719,250	\$ -	\$ 1,719,250		\$ 1,719,250			
1401034	IR 1004	Hobart	Intersect. Improv. W/ Added Turn Lanes	Colorado St Intersection Improvement at US 30	STPB	CN	\$ 81,650	\$ -	\$ 81,650	\$ 81,650				
1500417	ST 1033	Hobart	Bike/Pedestrian Facilities	Middle School Corridor Sidewalks	STPB	CN	\$ 61,800	\$ -	\$ 61,800	\$ 61,800				
1592275	ST 1001	Hobart	Environmental Mitigation	Deep River Stormwater Outfall and RMP	STPB	CN	\$ 61,620	\$ -	\$ 61,620	\$ 61,620				
1701532	SR 212	INDOT	HMA Overlay, Preventive Maintenance	From US 20 to US 12	NHPP	CN	\$ 702,993	\$ 562,394	\$ 140,599	\$ 27,000	\$ 675,993			
1701532	SR 212	INDOT	HMA Overlay, Preventive Maintenance	From US 20 to US 12	NHPP	CN	\$ 3,216,091	\$ 2,572,873	\$ 643,218		\$ 3,216,091			
1800629	SR 49	INDOT	Bridge Painting	NB@.-GTW RR, 0.45mi N of SR 2	STPB	CN	\$ 9,224,272	\$ 7,379,418	\$ 1,844,854	\$ 160,000	\$ 9,064,272			
1800863	I 94	INDOT	Bridge Deck Overlay	JOHNSON ROAD@.-I-94 EB/WB, NORRIS DITCH, 2.93mi E of US 421	NHPP	CN	\$ 9,669,256	\$ 8,702,330	\$ 966,926	\$ 80,000	\$ 9,589,256			
1800625	I 94	INDOT	Bridge Painting	EB@.-CONRAIL RR, 1.36mi E of US 20	NHPP	CN	\$ 5,510,994	\$ 4,959,895	\$ 551,099	\$ 90,000	\$ 5,420,994			
1702611	US 20	INDOT	Bridge Deck Overlay	1.05mi E of SR 51, US 20@.-BURNS DITCH/DEEP RIVER	NHPP	CN	\$ 4,351,601	\$ 3,481,281	\$ 870,320	\$ 70,000	\$ 4,281,601			

Des #	Route	Sponsor	Work Type	Location	STIP Cat	Phase	Total	Federal Funding	Match	2020	2021	2022	2023	2024
1702610	US 12	INDOT	Bridge Deck Overlay	1.27mi W of I-90, US 12/SR 912@.-SR 312, 2 RAMPS	NHPP	CN	\$ 5,209,395	\$ 4,167,516	\$ 1,041,879	\$ 120,000	\$ 5,089,395			
1701100	SR 149	INDOT	Bridge Painting	@.-I-94 EB/WB, 0.39mi N of US 20	NHPP	CN	\$ 5,772,912	\$ 4,618,330	\$ 1,154,582	\$ 50,000	\$ 5,722,912			
1800814	US 41	INDOT	Bridge Deck Overlay	SB ON RAMP J@.-I-80/94, CD/RAMPS, AV, 0.10mi W of US 41	NHPP	CN	\$ 2,942,165	\$ 2,353,732	\$ 588,433	\$ 20,000	\$ 2,922,165			
1800814	US 41	INDOT	Bridge Deck Overlay	SB ON RAMP J@.-I-80/94, CD/RAMPS, AV, 0.10mi W of US 41	NHPP	PE	\$ 264,700	\$ 211,760	\$ 52,940		\$ 264,700			
1800751	VA VARI	INDOT	ITS Traffic Management Systems	Camera/Communications/Detection/DMS Replacements in Northwest IN ATMS area - FY 20	NHPP	CN	\$ 325,000	\$ 292,500	\$ 32,500	\$ 325,000				
1600504	SR 51	INDOT	Added Travel Lanes, Construct Turn Lanes	Intersection with 10th St and Lincoln St	STPBG	CN	\$ 822,735	\$ 658,188	\$ 164,547	\$ 80,000	\$ 742,735			
1601069	US 20	INDOT	HMA Overlay Minor Structural	From SR 2 to 3.95 mi E of SR 2 (LaPorte/St Joseph County Line)	STPBG	CN	\$ 349,433	\$ 279,546	\$ 69,887	\$ 10,000	\$ 339,433			
1601069	US 20	INDOT	HMA Overlay Minor Structural	From SR 2 to 3.95 mi E of SR 2 (LaPorte/St Joseph County Line)	STPBG	CN	\$ 2,552,334	\$ 2,041,867	\$ 510,467	\$ 10,000	\$ 2,542,334			
1600923	SR 49	INDOT	Bridge Deck Overlay	SR 49 NB at CSX RR, Little Calumet R, 0.37 mi S of I-94	STPBG	CN	\$ 4,835,217	\$ 3,868,174	\$ 967,043	\$ 15,000	\$ 4,820,217			
1600028	US 12	INDOT	HMA Overlay, Preventive Maintenance	US 12 (Columbus Dr), from US 20 (Indianapolis Blvd) to Euclid Avenue	STPBG	CN	\$ 11,359,585	\$ 9,087,668	\$ 2,271,917	\$ 11,359,585				
1600028	US 12	INDOT	HMA Overlay, Preventive Maintenance	US 12 (Columbus Dr), from US 20 (Indianapolis Blvd) to Euclid Avenue	STPBG	PE	\$ 217,000	\$ 173,600	\$ 43,400	\$ 217,000				
1600028	US 12	INDOT	HMA Overlay, Preventive Maintenance	US 12 (Columbus Dr), from US 20 (Indianapolis Blvd) to Euclid Avenue	STPBG	CN	\$ 3,154,284	\$ 2,523,427	\$ 630,857	\$ 3,154,284				
1600028	US 12	INDOT	HMA Overlay, Preventive Maintenance	US 12 (Columbus Dr), from US 20 (Indianapolis Blvd) to Euclid Avenue	STPBG	PE	\$ 134,900	\$ 107,920	\$ 26,980	\$ 134,900				
1700374	SR 49	INDOT	Bridge Deck Overlay	SBL over CR 300 N/Evans Rd., 0.56 mi N of SR 2	STPBG	CN	\$ 10,784,571	\$ 8,627,657	\$ 2,156,914	\$ 10,784,571				
1700332	SR 149	INDOT	Bridge Deck Overlay	Bridge over Little Calumet River, 0.14mi S of US 12	NHPP	CN	\$ 2,770,233	\$ 2,216,186	\$ 554,047	\$ 2,770,233				
1593213	I 65	INDOT	Bridge Deck Overlay	73rd over I-65, 0.94 mi N of US 30	NHPP	CN	\$ 11,244,091	\$ 10,119,682	\$ 1,124,409	\$ 11,244,091				
1593213	I 65	INDOT	Bridge Deck Overlay	73rd over I-65, 0.94 mi N of US 30	NHPP	PE	\$ 117,750	\$ 105,975	\$ 11,775	\$ 117,750				
1593219	I 80	INDOT	Bridge Deck Overlay	SR 912 EB RMP to I-80 at N&S RR	NHPP	CN	\$ 16,707,285	\$ 15,036,557	\$ 1,670,729	\$ 16,707,285				
1593219	I 80	INDOT	Bridge Deck Overlay	SR 912 EB RMP to I-80 at N&S RR	NHPP	PE	\$ 500,712	\$ 450,641	\$ 50,071	\$ 500,712				
1703001	SR 2	INDOT	Bridge Replacement, Concrete	Sr 2@.-West Creek Ditch, 02.13 W US 41	STPBG	CN	\$ 1,348,987	\$ 1,079,190	\$ 269,797			\$ 20,000	\$ 1,328,987	
1703001	SR 2	INDOT	Bridge Replacement, Concrete	Sr 2@.-West Creek Ditch, 02.13 W US 41	STPBG	PE	\$ 93,040	\$ 74,432	\$ 18,608	\$ 93,040				
1703001	SR 2	INDOT	Bridge Replacement, Concrete	Sr 2@.-West Creek Ditch, 02.13 W US 41	STPBG	RW	\$ 35,000	\$ 28,000	\$ 7,000			\$ 35,000		

Des #	Route	Sponsor	Work Type	Location	STIP Cat	Phase	Total	Federal Funding	Match	2020	2021	2022	2023	2024
1703004	US 30	INDOT	Bridge Replacement, Concrete	Us 30@.-Dyer Ditch, 01.10 W US 41	NHPP	CN	\$ 1,276,844	\$ 1,021,475	\$ 255,369			\$ 20,000	\$ 1,256,844	
1703004	US 30	INDOT	Bridge Replacement, Concrete	Us 30@.-Dyer Ditch, 01.10 W US 41	NHPP	PE	\$ 88,000	\$ 70,400	\$ 17,600	\$ 88,000				
1703004	US 30	INDOT	Bridge Replacement, Concrete	Us 30@.-Dyer Ditch, 01.10 W US 41	NHPP	RW	\$ 40,000	\$ 32,000	\$ 8,000			\$ 40,000		
1703002	SR 8	INDOT	Bridge Replacement, Concrete	Sr 8@.-Dahl Ditch, 00.24 W US 421	STPBG	CN	\$ 719,064	\$ 575,251	\$ 143,813			\$ 20,000	\$ 699,064	
1703002	SR 8	INDOT	Bridge Replacement, Concrete	Sr 8@.-Dahl Ditch, 00.24 W US 421	STPBG	PE	\$ 82,490	\$ 65,992	\$ 16,498	\$ 82,490				
1703002	SR 8	INDOT	Bridge Replacement, Concrete	Sr 8@.-Dahl Ditch, 00.24 W US 421	STPBG	RW	\$ 30,000	\$ 24,000	\$ 6,000			\$ 30,000		
1800661	US 20	INDOT	Small Structure Replacement	1.02mi W of US 421	NHPP	CN	\$ 740,169	\$ 592,135	\$ 148,034			\$ 15,000	\$ 725,169	
1800661	US 20	INDOT	Small Structure Replacement	1.02mi W of US 421	NHPP	PE	\$ 76,800	\$ 61,440	\$ 15,360	\$ 76,800				
1800661	US 20	INDOT	Small Structure Replacement	1.02mi W of US 421	NHPP	RW	\$ 20,000	\$ 16,000	\$ 4,000			\$ 20,000		
1702993	US 20	INDOT	Auxiliary Lanes, Two-way Left Turn Lanes	US20 from 400' east of SR39 to 2.85 miles east of SR39 (Fail Rd)	STPBG	CN	\$ 14,251,528	\$ 11,401,222	\$ 2,850,306		\$ 670,000	\$ 760,000	\$ 12,821,528	
1702993	US 20	INDOT	Auxiliary Lanes, Two-way Left Turn Lanes	US20 from 400' east of SR39 to 2.85 miles east of SR39 (Fail Rd)	STPBG	PE	\$ 1,623,607	\$ 1,298,886	\$ 324,721	\$ 1,203,607			\$ 420,000	
1702993	US 20	INDOT	Auxiliary Lanes, Two-way Left Turn Lanes	US20 from 400' east of SR39 to 2.85 miles east of SR39 (Fail Rd)	STPBG	RW	\$ 2,200,000	\$ 1,760,000	\$ 440,000		\$ 1,000,000	\$ 1,100,000	\$ 100,000	
1703005	US 30	INDOT	Bridge Replacement, Concrete	Us 30@.-Crooked Creek, 03.52 E SR 49	NHPP	CN	\$ 2,652,174	\$ 2,121,739	\$ 530,435			\$ 20,000	\$ 2,632,174	
1703005	US 30	INDOT	Bridge Replacement, Concrete	Us 30@.-Crooked Creek, 03.52 E SR 49	NHPP	PE	\$ 184,000	\$ 147,200	\$ 36,800	\$ 184,000				
1703005	US 30	INDOT	Bridge Replacement, Concrete	Us 30@.-Crooked Creek, 03.52 E SR 49	NHPP	RW	\$ 40,000	\$ 32,000	\$ 8,000			\$ 40,000		
1800257	US 6	INDOT	Bridge Replacement, Concrete	Us 6@.-I-80/94 Eb/Wb, 02.27 W SR 51	NHPP	CN	\$ 7,583,380	\$ 6,066,704	\$ 1,516,676			\$ 35,000	\$ 7,548,380	
1800257	US 6	INDOT	Bridge Replacement, Concrete	Us 6@.-I-80/94 Eb/Wb, 02.27 W SR 51	NHPP	PE	\$ 528,000	\$ 422,400	\$ 105,600	\$ 528,000				
1800257	US 6	INDOT	Bridge Replacement, Concrete	Us 6@.-I-80/94 Eb/Wb, 02.27 W SR 51	NHPP	RW	\$ 35,000	\$ 28,000	\$ 7,000			\$ 35,000		
1703043	SR 51	INDOT	Replace Superstructure	Sr 51@.-Deep River, 02.00mi N of US 30	NHPP	CN	\$ 1,753,117	\$ 1,402,494	\$ 350,623			\$ 25,000	\$ 1,728,117	
1703043	SR 51	INDOT	Replace Superstructure	Sr 51@.-Deep River, 02.00mi N of US 30	NHPP	PE	\$ 134,040	\$ 107,232	\$ 26,808	\$ 134,040				
1703043	SR 51	INDOT	Replace Superstructure	Sr 51@.-Deep River, 02.00mi N of US 30	NHPP	RW	\$ 20,000	\$ 16,000	\$ 4,000			\$ 20,000		
1800067	SR 912	INDOT	Concrete Pavement Restoration (CPR)	US 41 to US 12 (Columbus) - including ramps (CPR)	NHPP	CN	\$ 18,615,419	\$ 14,892,335	\$ 3,723,084		\$ 50,000	\$ 50,000	\$ 18,515,419	

Des #	Route	Sponsor	Work Type	Location	STIP Cat	Phase	Total	Federal Funding	Match	2020	2021	2022	2023	2024
1800067	SR 912	INDOT	Concrete Pavement Restoration (CPR)	US 41 to US 12 (Columbus) - including ramps (CPR)	NHPP	PE	\$ 1,035,200	\$ 828,160	\$ 207,040	\$ 1,035,200				
1800067	SR 912	INDOT	Concrete Pavement Restoration (CPR)	US 41 to US 12 (Columbus) - including ramps (CPR)	NHPP	RW	\$ 75,000	\$ 60,000	\$ 15,000			\$ 75,000		
1800067	SR 912	INDOT	Concrete Pavement Restoration (CPR)	US 41 to US 12 (Columbus) - including ramps (CPR)	NHPP	CN	\$ 5,489,139	\$ 4,391,311	\$ 1,097,828			\$ 10,000	\$ 5,479,139	
1800067	SR 912	INDOT	Concrete Pavement Restoration (CPR)	US 41 to US 12 (Columbus) - including ramps (CPR)	NHPP	PE	\$ 378,640	\$ 302,912	\$ 75,728	\$ 378,640				
1006619	SR 149	INDOT	Intersect. Improv. W/ Added Turn Lanes	& CR 1050N	NHPP	CN	\$ 738,286	\$ 590,629	\$ 147,657	\$ 738,286				
1702995	SR 49	INDOT	Intersect. Improv. W/ Added Turn Lanes	SR 49 @ I-80, Intersection of SR49 at Gateway Blvd/I-80/I-90 Ramp	STPBG	CN	\$ 7,446,393	\$ 5,957,114	\$ 1,489,279			\$ 150,000	\$ 7,296,393	
1702995	SR 49	INDOT	Intersect. Improv. W/ Added Turn Lanes	SR 49 @ I-80, Intersection of SR49 at Gateway Blvd/I-80/I-90 Ramp	STPBG	PE	\$ 650,000	\$ 520,000	\$ 130,000	\$ 650,000				
1702995	SR 49	INDOT	Intersect. Improv. W/ Added Turn Lanes	SR 49 @ I-80, Intersection of SR49 at Gateway Blvd/I-80/I-90 Ramp	STPBG	RW	\$ 100,000	\$ 80,000	\$ 20,000				\$ 100,000	
1700074	SR 8	INDOT	Replace Superstructure	Over Cornell Ditch, 4.8 mi E of US 231	STPBG	CN	\$ 1,103,865	\$ 883,092	\$ 220,773	\$ 1,103,865				
1800861	I 65	INDOT	ITS Communications Systems	Fiber from SR 2 (Mile 239) to US 30 (Mile 253)	NHPP	CN	\$ 1,400,000	\$ 1,260,000	\$ 140,000			\$ 1,400,000		
1800861	I 65	INDOT	ITS Communications Systems	Fiber from SR 2 (Mile 239) to US 30 (Mile 253)	NHPP	PE	\$ 140,000	\$ 126,000	\$ 14,000		\$ 140,000			
1801813	SR 912	INDOT	Overhead Sign Install	0.19mi N of the SR 912/169th St/15th Ave interchange	NHPP	CN	\$ 300,000	\$ 240,000	\$ 60,000	\$ 300,000				
1801813	SR 912	INDOT	Overhead Sign Install	0.19mi N of the SR 912/169th St/15th Ave interchange	NHPP	CN	\$ 10,000	\$ 8,000	\$ 2,000	\$ 10,000				
1006456	PR 1078	INDOT	New Road Construction	Illiana Expressway	STPBG	CN	\$ -	\$ -	\$ -	\$ -				
1006456	PR 1078	INDOT	New Road Construction	Illiana Expressway	STPBG	PE	\$ -	\$ -	\$ -	\$ -				
1703009	SR 49	INDOT	Bridge Replacement, Concrete	Sr 49@.-Ahlgim Ditch, 03.10 N SR 8	STPBG	CN	\$ 831,367	\$ 665,094	\$ 166,273			\$ 20,000	\$ 811,367	
1703009	SR 49	INDOT	Bridge Replacement, Concrete	Sr 49@.-Ahlgim Ditch, 03.10 N SR 8	STPBG	PE	\$ 86,400	\$ 69,120	\$ 17,280	\$ 86,400				
1703009	SR 49	INDOT	Bridge Replacement, Concrete	Sr 49@.-Ahlgim Ditch, 03.10 N SR 8	STPBG	RW	\$ 30,000	\$ 24,000	\$ 6,000			\$ 30,000		
1702989	US 6	INDOT	Intersection Improvement, Roundabout	US 6 @ US 421 S Junction	NHPP	CN	\$ 1,882,478	\$ 1,505,982	\$ 376,496			\$ 20,000	\$ 1,862,478	
1702989	US 6	INDOT	Intersection Improvement, Roundabout	US 6 @ US 421 S Junction	NHPP	PE	\$ 164,800	\$ 131,840	\$ 32,960	\$ 164,800				
1800865	VA VARI	INDOT	ITS Traffic Management Systems	Camera/Communications/Detection/DMS Replacements in Northwest IN ATMS area - FY 22	NHPP	CN	\$ 600,000	\$ 540,000	\$ 60,000			\$ 600,000		
1700106	I 94	INDOT	Replace Superstructure	EB over Norris Ditch, No 3, 2.96mi E of US 421	NHPP	CN	\$ 4,794,232	\$ 4,314,809	\$ 479,423		\$ 130,000	\$ 4,664,232		

Des #	Route	Sponsor	Work Type	Location	STIP Cat	Phase	Total	Federal Funding	Match	2020	2021	2022	2023	2024
1700106	I 94	INDOT	Replace Superstructure	EB over Norris Ditch, No 3, 2.96mi E of US 421	NHPP	RW	\$ 100,000	\$ 90,000	\$ 10,000		\$ 100,000			
1701446	SR 2	INDOT	Bridge Replacement, Steel	Over Hutton Ditch, 2.28 mi E of SR 49	STPBG	CN	\$ 2,869,584	\$ 2,295,667	\$ 573,917		\$ 50,000	\$ 2,819,584		
1701446	SR 2	INDOT	Bridge Replacement, Steel	Over Hutton Ditch, 2.28 mi E of SR 49	STPBG	RW	\$ 120,000	\$ 96,000	\$ 24,000		\$ 120,000			
1601089	SR 39	INDOT	Shoulder Rehabilitation And Repair	From US 20 to Michigan State Line	STPBG	CN	\$ 8,470,946	\$ 6,776,757	\$ 1,694,189		\$ 90,000	\$ 8,380,946		
1601089	SR 39	INDOT	Shoulder Rehabilitation And Repair	From US 20 to Michigan State Line	STPBG	RW	\$ 3,000,000	\$ 2,400,000	\$ 600,000	\$ 1,500,000	\$ 1,500,000			
1701445	SR 2	INDOT	Bridge Replacement, Steel	Over Wolf Creek, 6.61 mi W of US 30	STPBG	CN	\$ 3,269,064	\$ 2,615,251	\$ 653,813			\$ 3,269,064		
1700025	US 41	INDOT	Auxiliary Lanes, Two-way Left Turn Lanes	From 3.25 mi S of US 231 to US 231	NHPP	CN	\$ 11,592,153	\$ 9,273,722	\$ 2,318,431		\$ 285,000	\$ 11,307,153		
1700025	US 41	INDOT	Auxiliary Lanes, Two-way Left Turn Lanes	From 3.25 mi S of US 231 to US 231	NHPP	RW	\$ 3,404,000	\$ 2,723,200	\$ 680,800	\$ 1,500,000	\$ 1,904,000			
1383695	US 41	INDOT	Auxiliary Lanes, Two-way Left Turn Lanes	From US 231 to 1.52 mi N of US 231 (Standard Drive)	NHPP	CN	\$ 6,238,384	\$ 4,990,707	\$ 1,247,677	\$ 6,238,384				
1701530	US 231	INDOT	HMA Overlay, Preventive Maintenance	I-65 to N JCT of SR 55	NHPP	CN	\$ 856,761	\$ 685,409	\$ 171,352		\$ 856,761			
1701534	SR 149	INDOT	HMA Overlay, Preventive Maintenance	From SR 130 to US 12	NHPP	CN	\$ 764,084	\$ 611,267	\$ 152,817	\$ 75,000	\$ 689,084			
1701534	SR 149	INDOT	HMA Overlay, Preventive Maintenance	From SR 130 to US 12	NHPP	PE	\$ 48,000	\$ 38,400	\$ 9,600	\$ 48,000				
1701152	US 6	INDOT	Arch Reconstruction Or Repair	At Kingsbury Creek, 0.38 mi E of US 35	STPBG	CN	\$ 70,703	\$ 56,562	\$ 14,141	\$ 70,703				
1600373	US 41	INDOT	HMA Overlay, Preventive Maintenance	From SR 10 to SR 2 (N Jct)	NHPP	CN	\$ 8,822,622	\$ 7,058,098	\$ 1,764,524	\$ 8,822,622				
1600373	US 41	INDOT	HMA Overlay, Preventive Maintenance	From SR 10 to SR 2 (N Jct)	NHPP	PE	\$ 450,000	\$ 360,000	\$ 90,000	\$ 450,000				
1801869	US 30	INDOT	Intersection Improvement, Median U-Turn	0.50mi W of SR 39 to 0.50mi E of SR 39	NHPP	CN	\$ 1,150,000	\$ 920,000	\$ 230,000			\$ 50,000	\$ 1,100,000	
1801869	US 30	INDOT	Intersection Improvement, Median U-Turn	0.50mi W of SR 39 to 0.50mi E of SR 39	NHPP	PE	\$ 160,000	\$ 128,000	\$ 32,000	\$ 160,000				
1801868	US 30	INDOT	Intersect. Improv. W/ Added Turn Lanes	0.50mi W of US 421 to 0.50mi E of US 421	NHPP	CN	\$ 1,100,000	\$ 880,000	\$ 220,000			\$ 50,000	\$ 1,050,000	
1801868	US 30	INDOT	Intersect. Improv. W/ Added Turn Lanes	0.50mi W of US 421 to 0.50mi E of US 421	NHPP	PE	\$ 134,800	\$ 107,840	\$ 26,960	\$ 134,800				
1801868	US 30	INDOT	Intersect. Improv. W/ Added Turn Lanes	0.50mi W of US 421 to 0.50mi E of US 421	NHPP	RW	\$ 100,000	\$ 80,000	\$ 20,000		\$ 100,000			
1801376	SR 49	INDOT	Intersect. Improv. W/ Added Turn Lanes	Intersections at CR 1100N and Porter Ave	STPBG	CN	\$ 4,884,003	\$ 3,907,202	\$ 976,801	\$ 150,000	\$ 4,734,003			
1801376	SR 49	INDOT	Intersect. Improv. W/ Added Turn Lanes	Intersections at CR 1100N and Porter Ave	STPBG	RW	\$ 490,000	\$ 392,000	\$ 98,000	\$ 490,000				

Des #	Route	Sponsor	Work Type	Location	STIP Cat	Phase	Total	Federal Funding	Match	2020	2021	2022	2023	2024
1800885	VA VARI	INDOT	ITS Traffic Management Systems	Camera/Communications/Detection/DMS Replacements in Northwest IN ATMS area - FY 24	NHPP	CN	\$ 300,000	\$ 270,000	\$ 30,000					\$ 300,000
1800881	VA VARI	INDOT	ITS Traffic Management Systems	Camera/Communications/Detection/DMS Replacements in Northwest IN ATMS area - FY 23	NHPP	CN	\$ 200,000	\$ 180,000	\$ 20,000				\$ 200,000	
1800785	VA VARI	INDOT	ITS Traffic Management Systems	Camera/Communications/Detection/DMS Replacements in Northwest IN ATMS area - FY 24	NHPP	CN	\$ 220,000	\$ 198,000	\$ 22,000		\$ 220,000			
1296364	SR 49	INDOT	Bridge Painting	Bridge over Amtrak, 0.33 miles N of I-94	NHPP	CN	\$ 2,234,907	\$ 1,787,926	\$ 446,981	\$ 2,234,907				
1296364	SR 49	INDOT	Bridge Painting	Bridge over Amtrak, 0.33 miles N of I-94	NHPP	PE	\$ 237,000	\$ 189,600	\$ 47,400	\$ 237,000				
1600499	US 30	INDOT	HMA Overlay Minor Structural	From 2.65 mi W of W Jct of SR 2 (CR 250 W) to 0.6 mi E of SR 49 (Industrial Dr)	NHPP	CN	\$ 8,427,723	\$ 6,742,178	\$ 1,685,545	\$ 8,427,723				
1600499	US 30	INDOT	HMA Overlay Minor Structural	From 2.65 mi W of W Jct of SR 2 (CR 250 W) to 0.6 mi E of SR 49 (Industrial Dr)	NHPP	PE	\$ 315,000	\$ 252,000	\$ 63,000	\$ 315,000				
1700300	I 94	INDOT	Bridge Painting	EBL over NICTD, 1.74mi E of US 20	NHPP	CN	\$ 6,793,053	\$ 6,113,748	\$ 679,305	\$ 6,793,053				
1383615	SR 55	INDOT	Intersection Improvement, Roundabout	Intersection of SR 55 and 73rd Ave., 1.0 mi N of US 30	NHPP	CN	\$ 1,888,907	\$ 1,511,126	\$ 377,781	\$ 1,888,907				
1383615	SR 55	INDOT	Intersection Improvement, Roundabout	Intersection of SR 55 and 73rd Ave., 1.0 mi N of US 30	NHPP	CN	\$ 3,095,194	\$ 2,476,155	\$ 619,039	\$ 3,095,194				
1383615	SR 55	INDOT	Intersection Improvement, Roundabout	Intersection of SR 55 and 73rd Ave., 1.0 mi N of US 30	NHPP	PE	\$ 234,000	\$ 187,200	\$ 46,800	\$ 234,000				
1298404	US 20	INDOT	Bridge Deck Replacement	Bridge over I-90	STPBG	CN	\$ 4,012,850	\$ 3,210,280	\$ 802,570	\$ 4,012,850				
1298404	US 20	INDOT	Bridge Deck Replacement	Bridge over I-90	STPBG	PE	\$ 135,000	\$ 108,000	\$ 27,000	\$ 135,000				
1383635	SR 2	INDOT	Intersect. Improv. W/ Added Turn Lanes	Intersection of SR 2 at Horse Prairie Ave, 0.25 mi W of US 30	NHPP	CN	\$ 2,356,031	\$ 1,884,825	\$ 471,206	\$ 2,356,031				
1383635	SR 2	INDOT	Intersect. Improv. W/ Added Turn Lanes	Intersection of SR 2 at Horse Prairie Ave, 0.25 mi W of US 30	NHPP	PE	\$ 42,000	\$ 33,600	\$ 8,400	\$ 42,000				
1600500	SR 249	INDOT	Replace Superstructure	US 12, 2 RR, 2 Roads, 2.0 mi N of I-94	NHPP	CN	\$ 18,869,006	\$ 15,095,205	\$ 3,773,801		\$ 18,869,006			
1600500	SR 249	INDOT	Replace Superstructure	US 12, 2 RR, 2 Roads, 2.0 mi N of I-94	NHPP	PE	\$ 1,000,000	\$ 800,000	\$ 200,000		\$ 1,000,000			
1600913	SR 2	INDOT	Intersection Improvement, Roundabout	Intersection of SR 2 at Heavilin Rd (CR 50W)	NHPP	CN	\$ 2,423,206	\$ 1,938,565	\$ 484,641	\$ 2,423,206				
1600913	SR 2	INDOT	Intersection Improvement, Roundabout	Intersection of SR 2 at Heavilin Rd (CR 50W)	NHPP	PE	\$ 203,000	\$ 162,400	\$ 40,600	\$ 203,000				
1601716	US 12	INDOT	New Road Construction	Reconnection of US 12 E of Miller Station Project (0.25 mi E of Lake St)	NHPP	CN	\$ 5,946,319	\$ 4,757,055	\$ 1,189,264	\$ 5,946,319				
1006608	SR 130	INDOT	Other Intersection Improvement	SR 130 & CR 600N, 0.65 miles E of Lake/Porter Co Line00	STPBG	CN	\$ 115,038	\$ 92,030	\$ 23,008	\$ 115,038				
1006608	SR 130	INDOT	Other Intersection Improvement	SR 130 & CR 600N, 0.65 miles E of Lake/Porter Co Line00	STPBG	CN	\$ 2,219,979	\$ 1,775,983	\$ 443,996	\$ 2,219,979				

Des #	Route	Sponsor	Work Type	Location	STIP Cat	Phase	Total	Federal Funding	Match	2020	2021	2022	2023	2024
1006608	SR 130	INDOT	Other Intersection Improvement	SR 130 & CR 600N, 0.65 miles E of Lake/Porter Co Line00	STPBG	CN	\$ 998,765	\$ 799,012	\$ 199,753	\$ 998,765				
1500674	I 80	INDOT	Bridge Deck Overlay	I-80 WB Ramp NS RR and EJ&E RR, 0.50mi E of SR 912	NHPP	CN	\$ 17,612,191	\$ 15,850,972	\$ 1,761,219	\$ 180,000	\$ 17,432,191			
1500674	I 80	INDOT	Bridge Deck Overlay	I-80 WB Ramp NS RR and EJ&E RR, 0.50mi E of SR 912	NHPP	PE	\$ 157,000	\$ 141,300	\$ 15,700		\$ 157,000			
1500674	I 80	INDOT	Bridge Deck Overlay	I-80 WB Ramp NS RR and EJ&E RR, 0.50mi E of SR 912	NHPP	CN	\$ 9,459,554	\$ 8,513,599	\$ 945,955	\$ 50,000	\$ 9,409,554			
1601867	IR 1023	La Porte	Bike/Pedestrian Facilities	Chessie Trail Phase 2 (SR35/39 near Kroger to Intersection of L/State Street)	STPBG	RW	\$ 40,000	\$ -	\$ 40,000	\$ 40,000				
1601867	IR 1023	La Porte	Bike/Pedestrian Facilities	Chessie Trail Phase 2 (SR35/39 near Kroger to Intersection of L/State Street)	STPBG	CN	\$ 240,000	\$ -	\$ 240,000		\$ 240,000			
1700756	ST 1001	La Porte	Bike/Pedestrian Facilities	Sidewalk Reconstruction various locations in City of LaPorte	STPBG	CN	\$ 30,000	\$ -	\$ 30,000	\$ 30,000				
1700757	ST 1001	La Porte	Bike/Pedestrian Facilities	Sidewalk Reconstruction various locations in City of LaPorte	STPBG	CN	\$ 30,000	\$ -	\$ 30,000	\$ 30,000				
1700759	ST 1001	La Porte	HMA Overlay, Preventive Maintenance	Pavement Rehabilitation various locations City of LaPorte	STPBG	CN	\$ 25,000	\$ -	\$ 25,000	\$ 25,000				
1700760	ST 1001	La Porte	HMA Overlay, Preventive Maintenance	Pavement Rehabilitation various locations City of LaPorte	STPBG	CN	\$ 50,000	\$ -	\$ 50,000		\$ 50,000			
1592160	VA VARI	Lake County	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2018-2021	Multiple	PE	\$ 82,795	\$ -	\$ 82,795	\$ 19,950	\$ 57,866	\$ 4,979		
1592160	VA VARI	Lake County	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2018-2021	Multiple	PE	\$ 331,179	\$ 331,179	\$ -	\$ 79,798	\$ 231,464	\$ 19,916		
1600930	IR 1050	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #65, 125th Avenue over West Creek	STPBG	RW	\$ 16,000	\$ -	\$ 16,000	\$ 16,000				
1600930	IR 1050	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #65, 125th Avenue over West Creek	STPBG	CN	\$ 287,500	\$ -	\$ 287,500		\$ 287,500			
1600930	IR 1050	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #65, 125th Avenue over West Creek	STPBG	RW	\$ 64,000	\$ 64,000	\$ -	\$ 64,000				
1600930	IR 1050	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #65, 125th Avenue over West Creek	STPBG	CN	\$ 1,150,000	\$ 1,150,000	\$ -		\$ 1,150,000			
9980080	ST 1000	Lake County	Other Type Project (Miscellaneous)	45th Ave from Colfax to Whitcomb (earmark) (PH3)	STPBG	CN	\$ 1,916,400	\$ -	\$ 1,916,400		\$ 1,916,400			
1172007	ST 1038	Lake County	Road Reconstruction (3R/4R Standards)	45th Ave. from Whitcomb to Chase (Ph 2B)	STPBG	CN	\$ 438,000	\$ -	\$ 438,000	\$ 438,000				
1702159	IR 1001	Lake County	Traffic Signals, New Or Modernized	101st Avenue Signal Installation at Sheffield Avenue	STPBG	CN	\$ 97,750	\$ -	\$ 97,750	\$ 97,750				
1702830	IR 1027	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #48, 117th Avenue over West Creek, 0.30 Mile E. of White Oak	STPBG	PE	\$ 30,660	\$ -	\$ 30,660	\$ 30,660				
1702830	IR 1027	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #48, 117th Avenue over West Creek, 0.30 Mile E. of White Oak	STPBG	RW	\$ 16,000	\$ -	\$ 16,000	\$ 16,000				
1702830	IR 1027	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #48, 117th Avenue over West Creek, 0.30 Mile E. of White Oak	STPBG	CN	\$ 276,000	\$ -	\$ 276,000				\$ 276,000	

Des #	Route	Sponsor	Work Type	Location	STIP Cat	Phase	Total	Federal Funding	Match	2020	2021	2022	2023	2024
1702830	IR 1027	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #48, 117th Avenue over West Creek, 0.30 Mile E. of White Oak	STPBG	PE	\$ 122,640	\$ 122,640	\$ -	\$ 122,640				
1702830	IR 1027	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #48, 117th Avenue over West Creek, 0.30 Mile E. of White Oak	STPBG	RW	\$ 64,000	\$ 64,000	\$ -	\$ 64,000				
1702830	IR 1027	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #48, 117th Avenue over West Creek, 0.30 Mile E. of White Oak	STPBG	CN	\$ 1,104,000	\$ 1,104,000	\$ -				\$ 1,104,000	
1702831	IR 1045	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #47, Belshaw Road over Bruce Ditch, 1.00 Miles East of US 41	STPBG	PE	\$ 30,500	\$ -	\$ 30,500	\$ 30,500				
1702831	IR 1045	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #47, Belshaw Road over Bruce Ditch, 1.00 Miles East of US 41	STPBG	RW	\$ 16,000	\$ -	\$ 16,000	\$ 16,000				
1702831	IR 1045	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #47, Belshaw Road over Bruce Ditch, 1.00 Miles East of US 41	STPBG	CN	\$ 276,000	\$ -	\$ 276,000			\$ 276,000		
1702831	IR 1045	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #47, Belshaw Road over Bruce Ditch, 1.00 Miles East of US 41	STPBG	PE	\$ 122,000	\$ 122,000	\$ -	\$ 122,000				
1702831	IR 1045	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #47, Belshaw Road over Bruce Ditch, 1.00 Miles East of US 41	STPBG	RW	\$ 64,000	\$ 64,000	\$ -	\$ 64,000				
1702831	IR 1045	Lake County	Bridge Replacement, Other Construction	Lake County Bridge #47, Belshaw Road over Bruce Ditch, 1.00 Miles East of US 41	STPBG	CN	\$ 1,104,000	\$ 1,104,000	\$ -			\$ 1,104,000		
1801831	IR 1023	LaPorte County	Bike/Pedestrian Facilities	Lincoln Trail Extension 421/2 to south entrance to Purdue NW	STPBG	RW	\$ 70,000	\$ -	\$ 70,000	\$ 70,000				
1801831	IR 1023	LaPorte County	Bike/Pedestrian Facilities	Lincoln Trail Extension 421/2 to south entrance to Purdue NW	STPBG	CN	\$ 365,000	\$ -	\$ 365,000			\$ 365,000		
1401027	IR 1008	LaPorte County	New Bridge, Other Construction	Replace Otis Road Bridge over Little Calumet River	STPBG	CN	\$ 894,080	\$ 894,080	\$ -	\$ 894,080				
1401027	IR 1008	LaPorte County	New Bridge, Other Construction	Replace Otis Road Bridge over Little Calumet River	STPBG	CN	\$ 233,100	\$ -	\$ 233,100	\$ 233,100				
1500346	VA VARI	LaPorte County	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2016-2019	STPBG	PE	\$ 1,445	\$ -	\$ 1,445	\$ 1,445				
1500346	VA VARI	LaPorte County	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2016-2019	STPBG	PE	\$ 5,779	\$ 5,779	\$ -	\$ 5,779				
1592335	IR 1023	LaPorte County	Bike/Pedestrian Facilities	Marquette Greenway/Singing Sands Connector Trail East	STPBG	CN	\$ 191,350	\$ -	\$ 191,350	\$ 191,350				
1702829	IR 1033	LaPorte County	Intersection Improvement	Intersection Improvement on CR 150 North near Lofgren Road and CR 250 East	STPBG	PE	\$ 13,075	\$ -	\$ 13,075	\$ 13,075				
1702829	IR 1033	LaPorte County	Intersection Improvement	Intersection Improvement on CR 150 North near Lofgren Road and CR 250 East	STPBG	RW	\$ 7,500	\$ -	\$ 7,500	\$ 7,500				
1702829	IR 1033	LaPorte County	Intersection Improvement	Intersection Improvement on CR 150 North near Lofgren Road and CR 250 East	STPBG	CN	\$ 77,500	\$ -	\$ 77,500			\$ 77,500		
1702829	IR 1033	LaPorte County	Intersection Improvement	Intersection Improvement on CR 150 North near Lofgren Road and CR 250 East	STPBG	PE	\$ 117,673	\$ 117,673	\$ -	\$ 117,673				
1702829	IR 1033	LaPorte County	Intersection Improvement	Intersection Improvement on CR 150 North near Lofgren Road and CR 250 East	STPBG	RW	\$ 67,500	\$ 67,500	\$ -	\$ 67,500				
1702829	IR 1033	LaPorte County	Intersection Improvement	Intersection Improvement on CR 150 North near Lofgren Road and CR 250 East	STPBG	CN	\$ 697,500	\$ 697,500	\$ -			\$ 697,500		

Des #	Route	Sponsor	Work Type	Location	STIP Cat	Phase	Total	Federal Funding	Match	2020	2021	2022	2023	2024
1702833	IR 1008	LaPorte County	Bridge Rehabilitation Or Repair	La Porte County Bridge #186 Located over the Kankakee River on CR 650 West	STPBG	RW	\$ 10,000	\$ -	\$ 10,000	\$ 10,000				
1702833	IR 1008	LaPorte County	Bridge Rehabilitation Or Repair	La Porte County Bridge #186 Located over the Kankakee River on CR 650 West	STPBG	CN	\$ 560,000	\$ -	\$ 560,000				\$ 560,000	
1702833	IR 1008	LaPorte County	Bridge Rehabilitation Or Repair	La Porte County Bridge #186 Located over the Kankakee River on CR 650 West	STPBG	RW	\$ 40,000	\$ 40,000	\$ -	\$ 40,000				
1702833	IR 1008	LaPorte County	Bridge Rehabilitation Or Repair	La Porte County Bridge #186 Located over the Kankakee River on CR 650 West	STPBG	CN	\$ 1,600,000	\$ 1,600,000	\$ -				\$ 1,600,000	
1006787	ST 1001	Merrillville	Added Travel Lanes	Mississippi Street from 93rd Avenue to 101st Avenue	STPBG	CN	\$ 903,000	\$ -	\$ 903,000		\$ 903,000			
1802785	IR 1023	Michigan City	Bike/Pedestrian Facilities	Singing Sands Trail Phase 1-A, crossing Amtrack RR at US 12	STPBG	CN	\$ 240,000	\$ -	\$ 240,000	\$ 240,000				
1500324	IR 1023	Michigan City	Bike/Pedestrian Facilities	Singing Sands Trail Ph 2 - Franklin St Bridge to E Street	STPBG	CN	\$ 373,110	\$ -	\$ 373,110	\$ 373,110				
1592098	MS TRST	MPO - Northwest	Transit Communications Equipment	Replace 9 Tablets	Transit	PE	\$ 900	\$ -	\$ 900		\$ 900			
1592098	MS TRST	MPO - Northwest	Transit Communications Equipment	Replace 9 Tablets	Transit	PE	\$ 3,600	\$ 3,600	\$ -		\$ 3,600			
1173597	IR 1025	Munster	Bike/Pedestrian Facilities	Bike/Ped Trail Connector:at Cady ditch and Marsh Ditch	STPBG	CN	\$ 196,020	\$ -	\$ 196,020			\$ 196,020		
1173707	ST 1033	Munster	Bike/Pedestrian Facilities	Pennsy Greenway Trail from Fisher St south to Calumet Avenue on abandoned RR RW	STPBG	CN	\$ 138,760	\$ -	\$ 138,760	\$ 138,760				
0900080	ST 1001	Portage	Access Control	Willowcreek Road Intersection at Central Ave	STPBG	CN	\$ 289,800	\$ -	\$ 289,800	\$ 289,800				
1173430	ST 1012	Portage	Road Reconstruction (3R/4R Standards)	Central Ave. reconstruction from Lake/Porter Co. Line to Willowcreek Road	STPBG	RW	\$ 550,000	\$ -	\$ 550,000	\$ 550,000				
1173430	ST 1012	Portage	Road Reconstruction (3R/4R Standards)	Central Ave. reconstruction from Lake/Porter Co. Line to Willowcreek Road	STPBG	CN	\$ 520,000	\$ -	\$ 520,000		\$ 520,000			
1382010	IR 1001	Portage	Road Reconstruction (3R/4R Standards)	Samuelson Road Reconstruction, Central Ave to Portage Ave	STPBG	RW	\$ 162,400	\$ 162,400	\$ -			\$ 162,400		
1382010	IR 1001	Portage	Road Reconstruction (3R/4R Standards)	Samuelson Road Reconstruction, Central Ave to Portage Ave	STPBG	CN	\$ 2,205,393	\$ 2,205,393	\$ -					\$ 2,205,393
1382010	IR 1001	Portage	Road Reconstruction (3R/4R Standards)	Samuelson Road Reconstruction, Central Ave to Portage Ave	STPBG	RW	\$ 40,600	\$ -	\$ 40,600			\$ 40,600		
1382010	IR 1001	Portage	Road Reconstruction (3R/4R Standards)	Samuelson Road Reconstruction, Central Ave to Portage Ave	STPBG	CN	\$ 551,348	\$ -	\$ 551,348					\$ 551,348
1500418	SP BIKE	Portage	Bike/Pedestrian Facilities	Marquette Greenway trail along Ameriplex Drive	STPBG	CN	\$ 373,890	\$ -	\$ 373,890		\$ 373,890			
1592163	VA VARI	Porter County	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2018-2021	Multiple	PE	\$ 28,656	\$ -	\$ 28,656	\$ 26,632	\$ 2,024			
1592163	VA VARI	Porter County	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2018-2021	Multiple	PE	\$ 114,626	\$ 114,626	\$ -	\$ 106,529	\$ 8,096			
1173594	SP BIKE	Porter County	Bike/Pedestrian Facilities	Calumet Trail Rehab from Mineral Springs Road to SR 49	STPBG	CN	\$ 605,183	\$ -	\$ 605,183			\$ 605,183		

Des #	Route	Sponsor	Work Type	Location	STIP Cat	Phase	Total	Federal Funding	Match	2020	2021	2022	2023	2024
1401029	IR 1001	Porter County	Other Intersection Improvement	CR 100S - 2000' W of CR 725W to 1000' E of CR 500W Sight Distance Improvement	STPBG	CN	\$ 4,880,790	\$ 4,880,790	\$ -	\$ 4,880,790				
1401029	IR 1001	Porter County	Other Intersection Improvement	CR 100S - 2000' W of CR 725W to 1000' E of CR 500W Sight Distance Improvement	STPBG	CN	\$ 1,220,198	\$ -	\$ 1,220,198	\$ 1,220,198				
1500419	SP BIKE	Porter County	Bike/Pedestrian Facilities	Marquette Greenway, Calumet Trail Phase V	STPBG	PE	\$ 50,000	\$ -	\$ 50,000			\$ 50,000		
1500419	SP BIKE	Porter County	Bike/Pedestrian Facilities	Marquette Greenway, Calumet Trail Phase V	STPBG	CN	\$ 350,000	\$ -	\$ 350,000					\$ 350,000
1702821	ST 1035	Porter County	Bridge Replacement, Other Construction	Mineral Spring Rd. over Little Calumet River - 1/2 mile south of U.S. 20	STPBG	CN	\$ 121,200	\$ -	\$ 121,200			\$ 121,200		
1702821	ST 1035	Porter County	Bridge Replacement, Other Construction	Mineral Spring Rd. over Little Calumet River - 1/2 mile south of U.S. 20	STPBG	CN	\$ 484,800	\$ 484,800	\$ -			\$ 484,800		
1702827	IR 1032	Porter County	Bridge Replacement, Other Construction	Replace Bridge on Smoke Road over Jones Ditch	STPBG	CN	\$ 108,200	\$ -	\$ 108,200				\$ 108,200	
1702827	IR 1032	Porter County	Bridge Replacement, Other Construction	Replace Bridge on Smoke Road over Jones Ditch	STPBG	CN	\$ 432,800	\$ 432,800	\$ -				\$ 432,800	
1702828	IR 1034	Porter County	Bridge Replacement, Other Construction	CR 250 East (Brummit Rd) over Little Calumet River (E of Town of Chesterton)	STPBG	CN	\$ 164,000	\$ -	\$ 164,000			\$ 164,000		
1702828	IR 1034	Porter County	Bridge Replacement, Other Construction	CR 250 East (Brummit Rd) over Little Calumet River (E of Town of Chesterton)	STPBG	CN	\$ 656,000	\$ 656,000	\$ -			\$ 656,000		
1382603	ST 1001	Schererville	Added Travel Lanes	Kennedy Ave added travel lanes from Junction St. to Oak Ave	STPBG	CN	\$ 2,049,677	\$ -	\$ 2,049,677					\$ 2,049,677
1173760	ST 1001	Schererville	New Road Construction	Kennedy Ave at Junction St S to 67th St and then S to US 30	STPBG	RW	\$ 50,000	\$ -	\$ 50,000	\$ 50,000				
1173760	ST 1001	Schererville	New Road Construction	Kennedy Ave at Junction St S to 67th St and then S to US 30	STPBG	CN	\$ 1,051,618	\$ -	\$ 1,051,618	\$ 1,051,618				
0900075	ST 1001	Valparaiso	Road Reconstruction (3R/4R Standards)	Reconstruct Silhavy Road: LaPorte Ave to Evans Ave	STPBG	CN	\$ 889,690	\$ -	\$ 889,690	\$ 889,690				
1702150	ST 1001	Valparaiso	Intersection Improvement	US 30 from 1,000' W of Sturdy Rd to 1,000' E of Silhavy Rd	STPBG	CN	\$ 3,162,500	\$ 3,162,500	\$ -	\$ 412,500	\$ 2,750,000			
1702151	ST 1001	Valparaiso	Landscaping	US 30 from 600' W of Hayes Leonard Rd to Industrial Drive, Landscaping	STPBG	CN	\$ 2,859,608	\$ 2,859,608	\$ -	\$ 2,859,608				

Fiscal constraint

In compliance with federal regulations, the TIP must demonstrate that it does not program more projects than there is available funding. This section outlines the funding assumptions for this TIP and demonstrates how the projects programmed in the TIP do not exceed available funding. Prior TIPs were accompanied by a “spending plan” and the management of that document is how staff would monitor fiscal constraint. This will now occur with the RTIP, the online database of TIP projects.

Funding assumptions

This TIP has clearly demonstrated a need for more revenue to invest into NWI’s transportation infrastructure. For every FHWA \$1 available for programming, NIRPC received \$10 in application in the call for projects for this TIP. As a region we will need to come up with additional strategies to pursue the transformative investments we need to advance our Region forward. This is not only a critical path in the *NWI 2050 Plan*, this will also be a task in the 2020 Unified Planning Work Program. In programming this TIP, to leverage as much federal-aid available to us from FHWA and FTA, the budget must consider two major factors: how much will revenue grow, and how much will cost growth impact the projects in the TIP?

The funding for this TIP is assumed a modest increase of 1.5% in funding over the next five-years per a recommendation from the Technical Planning Committee. This allows for a conservative programming approach, in an effort to avoid having to remove projects from the TIP should aggressive funding growth assumptions not materialize. The basis for a modest revenue growth budget is due to the following: The FAST Act which provides the federal funding in this TIP expires in the first year of the TIP. Without knowing what the funding levels will be in the next authorizing transportation bill, the potential exists for less funding, given political difficulties with maintaining for funding for transportation infrastructure. The gas tax which is supposed to fund transportation investments at the federal level has not been increased since 1993. This has allowed the Highway Trust Fund to become depleted and in need of general fund infusions. This has been the case since the expiration of SAFETEA-LU in 2009. Additionally, pressure on LPAs and transit operators to match federal funds grows with downward pressure from property tax caps, and the evolution towards discretionary grants from the state that also require match to support local asset management. Project cost growth is considered in the project cost estimates or highway projects in INDOT’s project management platform, SPMS. Transit operators opted to constrain their cost growth and only seek additional funding for operations and preventative maintenance if additional funding from FTA materializes.

There are opportunities on the horizon for more funding for NWI to leverage:

- In 2021 NWI must renegotiate the transit funding split with the other transit operators in the Chicago urbanized area. With a fully programmed TIP, NWI is in a better position to request its due funding.
- Transit has expanded in NWI and with more service and higher ridership the potential exists that more FTA 5307 funds could come to NWI by FTA formula.
- The need for a new federal transportation authorization bill could mean more revenue in the future, if Congress and the President agree to more infrastructure funding.
- There are discretionary funding opportunities at the federal and state level and a clear demonstration through this TIP that there is a need in NWI for that funding. With a strategic and regional approach, NWI is well poised to make high-quality applications for those discretionary funding programs.

Constraint tables

FHWA derived funding sources

By practice of INDOT, FHWA funds are allocated to each MPO by funding source, but MPOs are provided with the flexibility use those funding allocations as guides. Therefore, some FHWA funding sources may appear to be in surplus or deficit, but so long as the overall regional annual allocation is not exceeded, this TIP will be found to be fiscally constrained.

FHWA	2020 Chicago UZA	2021	2022	2023	2024	2020 Michigan City UZA	2021	2022	2023	2024
CMAQ available	\$3,743,031	\$3,799,176	\$3,856,164	\$3,914,007	\$3,972,717	\$637,602	\$647,166	\$656,874	\$666,727	\$676,728
CMAQ programmed	\$2,705,443	\$3,649,934	\$782,000	\$4,050,400	\$2,321,867	\$-	\$12,576	\$37,200	\$-	\$496,000
HSIP available	\$2,978,669	\$3,023,349	\$3,068,699	\$3,114,730	\$3,161,451	\$333,620	\$338,624	\$343,704	\$348,859	\$354,092
HSIP programmed	\$1,858,811	\$3,074,503	\$972,500	\$2,458,092	\$-	\$-	\$-	\$129,000	\$-	\$-
STBG available	\$13,375,432	\$12,641,642	\$12,831,267	\$13,023,736	\$13,219,092	\$1,281,720	\$1,195,540	\$1,213,473	\$1,231,675	\$1,250,150
STBG programmed	\$15,120,760	\$11,129,972	\$17,452,445	\$11,349,036	\$14,558,982	\$2,226,512	\$2,151,609	\$1,965,600	\$2,130,398	\$1,627,600
TA available	\$1,023,324	\$1,038,674	\$1,054,254	\$1,070,068	\$1,086,119	\$99,592	\$101,086	\$102,602	\$104,141	\$105,703
TA programmed	\$693,680	\$2,199,935	\$1,005,080	\$2,813,474	\$3,766,820	\$120,000	\$97,500	\$100,000	\$100,000	\$100,000
Total available	\$21,120,456	\$20,502,842	\$20,810,384	\$21,122,540	\$21,439,378	\$2,352,534	\$2,282,416	\$2,316,653	\$2,351,402	\$2,386,673
(+/-)	+\$366,762	+\$89,698	+\$131,248	-\$55,347	-\$53,805	\$2,346,512	\$2,261,685	\$2,231,800	\$2,230,398	\$2,223,600

FTA derived funding sources

FTA funds are allowed to carry over from year to year up to three years, and therefore, on an annual basis it may appear that there are more funds programmed than are available by allocation, but if carry over is factored in fiscal constraint may be achieved, and this TIP will be found to be fiscally constrained.

FTA	2020 Chicago UZA	2021	2022	2023	2024	2020 Michigan City UZA	2021	2022	2023	2024
5307 <i>available</i>	\$22,816,996 (including carryover)	\$21,613,232	\$16,945,661	\$15,346,464	\$13,518,578	\$1,368,516	\$1,334,391	\$1,270,797	\$1,216,430	\$1,170,398
5307 <i>programmed</i>	\$13,708,414	\$17,359,790	\$14,481,800	\$14,903,728	\$15,016,578	\$1,016,600	\$1,060,806	\$1,066,538	\$1,073,385	\$1,105,381
5310 <i>available</i>	\$1,629,685 (including carryover)	\$947,493	\$808,036	\$809,818	\$483,848					
5310 <i>programmed</i>	\$1,144,500	\$608,700	\$474,500	\$809,396	\$616,880					
5337 <i>available</i>	\$20,615,796	\$21,258,630	\$22,026,025	\$22,968,004	\$24,233,346					
5337 <i>programmed</i>	\$20,282,200	\$20,471,514	\$20,615,514	\$20,615,514	\$20,615,514					
5339 <i>available</i>	\$1,707,629	\$1,964,152	\$1,743,773	\$2,368,629	\$1,722,857					
5339 <i>programmed</i>	\$350,000	\$836,000	\$-	\$1,280,000	\$1,080,000					

Operations and maintenance

Roadways

Fiscal Constraint & Operations / Maintenance									
	Wheel & Excise Tax possible	Wheel & Excise Tax Received	Local Road & Street 2018 receipts	Motor Vehicle Highway 2018 Receipts	Cumulative Bridge 2018 Receipts	Sum	Projected Revenues 2020 - 2024	Programed Local Matching Costs 2020 - 2024	Revenues Available for Operations / Maintenance
County									
Lake	\$ 21,621,781.50	\$ -	\$ 1,305,367.36	\$ 9,267,388.33	\$ 2,652,106.67	\$13,224,862.36	\$ 66,124,311.80	\$ 9,417,600.00	\$ 56,706,711.80
LaPorte	\$ 6,422,437.45	\$ -	\$ 1,289,457.69	\$ 5,617,764.51	\$ 1,569,231.74	\$ 8,476,453.94	\$ 42,382,269.70	\$ 1,084,818.00	\$ 41,297,451.70
Porter	\$ 8,767,453.45	\$ -	\$ 1,767,968.44	\$ 6,231,931.54	\$ 2,137,310.96	\$10,137,210.94	\$ 50,686,054.70	\$ 3,786,274.00	\$ 46,899,780.70
City/Town									
Beverly Shores			\$ 36,556.51	\$ 102,859.90		\$ 139,416.41	\$ 697,082.05	\$ -	\$ 697,082.05
Burns Harbor			\$ 29,191.55	\$ 178,628.21		\$ 207,819.76	\$ 1,039,098.80	\$ 997,934.00	\$ 41,164.80
Cedar Lake	\$ 250,723.33		\$ 241,133.99	\$ 540,685.55		\$ 781,819.54	\$ 3,909,097.70	\$ 564,213.00	\$ 3,344,884.70
Chesterton	\$ 347,597.27		\$ 257,543.85	\$ 1,541,062.60		\$ 1,798,606.45	\$ 8,993,032.25	\$ 1,209,375.00	\$ 7,783,657.25
Crown Point	\$ 592,564.83	\$ 592,565.00	\$ 535,837.54	\$ 3,090,432.37		\$ 3,626,269.91	\$ 18,131,349.55	\$ 3,209,000.00	\$ 14,922,349.55
Dune Acres			\$ 9,764.27	\$ 61,697.67		\$ 71,461.94	\$ 357,309.70	\$ -	\$ 357,309.70
Dyer	\$ 533,534.56	\$ 355,535.00	\$ 286,892.59	\$ 1,127,098.74		\$ 1,413,991.33	\$ 7,069,956.65	\$ -	\$ 7,069,956.65
East Chicago	\$ 644,213.87		\$ 464,093.28	\$ 1,385,624.47		\$ 1,849,717.75	\$ 9,248,588.75	\$ 828,000.00	\$ 8,420,588.75
Gary	\$ 1,741,750.57	\$ 1,741,751.00	\$ 1,600,769.83	\$ 3,776,700.21		\$ 5,377,470.04	\$ 26,887,350.20	\$ 11,755,301.00	\$ 15,132,049.20
Griffith	\$ 366,445.72		\$ 300,190.89	\$ 1,033,702.85		\$ 1,333,893.74	\$ 6,669,468.70	\$ -	\$ 6,669,468.70
Hammond	\$ 1,753,377.57		\$ 1,355,317.22	\$ 5,920,247.91		\$ 7,275,565.13	\$ 36,377,825.65	\$ 21,635,250.00	\$ 14,742,575.65
Hebron			\$ 64,445.50	\$ 176,909.01		\$ 241,354.51	\$ 1,206,772.55	\$ -	\$ 1,206,772.55
Highland	\$ 514,689.96		\$ 496,006.80	\$ 1,604,317.69		\$ 2,100,324.49	\$ 10,501,622.45	\$ 280,000.00	\$ 10,221,622.45
Hobart	\$ 630,352.58		\$ 587,884.47	\$ 3,535,806.66		\$ 4,123,691.13	\$ 20,618,455.65	\$ 12,837,797.00	\$ 7,780,658.65
Kingsbury			\$ 4,819.62	\$ 11,291.03		\$ 16,110.65	\$ 80,553.25	\$ -	\$ 80,553.25
Kouts			\$ 35,122.34	\$ 156,441.85		\$ 191,564.19	\$ 957,820.95	\$ -	\$ 957,820.95
LaCrosse			\$ 10,704.74	\$ 25,708.10		\$ 36,412.84	\$ 182,064.20	\$ -	\$ 182,064.20
Lake Station	\$ 272,713.88		\$ 254,790.30	\$ 829,539.60		\$ 1,084,329.90	\$ 5,421,649.50	\$ 454,403.00	\$ 4,967,246.50
Lowell			\$ 183,425.77	\$ 901,253.06		\$ 1,084,678.83	\$ 5,423,394.15	\$ -	\$ 5,423,394.15

La Porte	\$ 633,539.33	\$ 633,539.00	\$ 357,631.81	\$ 1,225,721.53		\$ 1,583,353.34	\$ 7,916,766.70	\$ 3,685,076.00	\$ 4,231,690.70
Long Beach			\$ 26,519.30	\$ 395,952.54		\$ 422,471.84	\$ 2,112,359.20	\$ -	\$ 2,112,359.20
Merrillville	\$ 764,550.66	\$ 764,551.00	\$ 728,863.06	\$ 1,744,478.43		\$ 2,473,341.49	\$ 12,366,707.45	\$ 5,173,820.00	\$ 7,192,887.45
Michiana Shores			\$ 9,976.03	\$ 20,586.58		\$ 30,562.61	\$ 152,813.05	\$ -	\$ 152,813.05
Michigan City (2017)	\$ 904,352.29		\$ 1,584,335.12	\$ 377,153.27		\$ 1,961,488.39	\$ 9,807,441.95	\$ 5,136,001.00	\$ 4,671,440.95
Munster	\$ 512,000.13	\$ 512,000.00	\$ 435,155.90	\$ 2,348,734.36		\$ 2,783,890.26	\$ 13,919,451.30	\$ 1,339,120.00	\$ 12,580,331.30
New Chicago			\$ 42,142.80	\$ 95,947.33		\$ 138,090.13	\$ 690,450.65	\$ -	\$ 690,450.65
Ogden Dunes			\$ 25,093.10	\$ 227,617.78		\$ 252,710.88	\$ 1,263,554.40	\$ -	\$ 1,263,554.40
Pines			\$ 19,396.94	\$ 61,046.19		\$ 80,443.13	\$ 402,215.65	\$ -	\$ 402,215.65
Pottawattamie Park			\$ 4,792.00	\$ 18,969.00		\$ 23,761.00	\$ 118,805.00	\$ -	\$ 118,805.00
Portage (2017)	\$ 979,592.30		\$ 665,756.30	\$ 5,012,986.13		\$ 5,678,742.43	\$ 28,393,712.15	\$ 10,333,652.00	\$ 18,060,060.15
Porter			\$ 74,695.58	\$ 757,378.89		\$ 832,074.47	\$ 4,160,372.35	\$ -	\$ 4,160,372.35
Schererville	\$ 634,343.93		\$ 810,307.09	\$ 1,735,999.29		\$ 2,546,306.38	\$ 12,731,531.90	\$ 12,809,579.00	\$ (78,047.10)
Schneider			\$ 99,319.12	\$ 38,590.46		\$ 137,909.58	\$ 689,547.90	\$ -	\$ 689,547.90
St. John	\$ 322,128.63		\$ 332,534.90	\$ 847,481.05		\$ 1,180,015.95	\$ 5,900,079.75	\$ -	\$ 5,900,079.75
Trail Creek			\$ 32,139.17	\$ 208,746.03		\$ 240,885.20	\$ 1,204,426.00	\$ -	\$ 1,204,426.00
Valparaiso	\$ 843,989.99	\$ 843,990.00	\$ 571,951.58	\$ 2,522,800.50		\$ 3,094,752.08	\$ 15,473,760.40	\$ 17,984,760.00	\$ (2,510,999.60)
Wanatah			\$ 19,914.80	\$ 133,072.65		\$ 152,987.45	\$ 764,937.25	\$ -	\$ 764,937.25
Westville	\$ 168,145.18		\$ 80,348.87	\$ 320,549.68		\$ 400,898.55	\$ 2,004,492.75	\$ -	\$ 2,004,492.75
Whiting	\$ 108,379.28		\$ 80,560.70	\$ 235,485.62		\$ 316,046.32	\$ 1,580,231.60	\$ -	\$ 1,580,231.60
Winfield			\$ 214,330.47	\$ 932,763.22		\$ 1,147,093.69	\$ 5,735,468.45	\$ 391,200.00	\$ 5,344,268.45

Northwestern Indiana Regional Planning Commission
2020-2024 Transportation Improvement Program

Group I		2020	2021	2022	2023	2024
Expenses:	Total	\$ 48,729,936	\$ 51,352,696	\$ 41,024,722	\$ 49,095,860	\$ 49,078,208
	Transit / operating	\$ 6,886,057	\$ 6,744,472	\$ 7,044,743	\$ 8,013,157	\$ 8,237,464
	Transit / asset management	\$ 36,834,828	\$ 40,791,224	\$ 33,154,979	\$ 40,623,203	\$ 39,847,744
	Transit / customer experience	\$ 2,050,000	\$ 2,162,000	\$ 50,000	\$ -	\$ 50,000
	Transit / expansion	\$ 1,025,000	\$ 1,155,000	\$ 725,000	\$ 459,500	\$ 943,000
	Transit / safety	\$ 1,934,051	\$ 500,000	\$ 50,000	\$ -	\$ -
Revenue:	Total	\$ 48,729,936	\$ 51,352,696	\$ 45,012,172	\$ 49,095,860	\$ 49,078,208
	Federal	\$ 35,675,514	\$ 39,203,036	\$ 35,495,057	\$ 37,669,665	\$ 17,377,102
	State (PMTF)*	\$ 7,523,390	\$ 7,523,390	\$ 7,523,390	\$ 7,523,390	\$ 7,523,390
	Local	\$ 5,531,032	\$ 4,626,270	\$ 1,993,725	\$ 3,902,805	\$ 24,177,716

Group II		2020	2021	2022	2023	2024
Expenses:	Total	\$ 2,160,000	\$ 2,614,200	\$ 2,259,664	\$ 3,642,605	\$ 2,859,350
	Transit / operating	\$ 2,160,000	\$ 2,248,200	\$ 2,259,664	\$ 2,273,357	\$ 2,337,350
	Transit / asset management	\$ -	\$ 366,000	\$ -	\$ 1,369,248	\$ 522,000
	Transit / customer experience	\$ -	\$ -	\$ -	\$ -	\$ -
	Transit / expansion	\$ -	\$ -	\$ -	\$ -	\$ -
	Transit / safety	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue:	Total	\$ 2,160,000	\$ 2,614,200	\$ 2,259,664	\$ 3,642,605	\$ 2,859,350
	Federal	\$ 1,016,600	\$ 1,353,606	\$ 1,066,538	\$ 2,168,783	\$ 1,522,981
	State (PMTF)*	\$ 206,749	\$ 206,749	\$ 206,749	\$ 206,749	\$ 206,749
	Local	\$ 936,651	\$ 1,053,845	\$ 986,377	\$ 1,267,073	\$ 1,129,620

*State revenue figures frozen at the 2018 PMTF allocation

*PMTF award in Group I includes TransPorte. PMTF award for Group II, excludes TransPorte

Air quality conformity

As required by the Section 176(c) of the Clean Air Act and 40 CFR Parts 51 and 93, the 2020-2024 Transportation Improvement Program is required to demonstrate Transportation Conformity to the Indiana State Implementation Plan. This requires showing that on-road mobile source emissions (of various Criteria Pollutants for which the U.S. Environmental Protection Agency has designated Northwest Indiana to be nonattainment or maintenance of) caused by regionally significant, non-exempt projects in the 2020-2024 Transportation Improvement Program do not exceed budgets found in the Indiana State Implementation Plan.

NIRPC drafted the Transportation Conformity Determination Analysis Report for the 2050 Plan and the 2020-2024 Transportation Improvement Program in consultation with the Interagency Consultation Group for Air Quality, comprised of the following agencies:

- NIRPC
- Indiana Department of Transportation (INDOT)
- Indiana Department of Environmental Management (IDEM)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- U.S. Environmental Protection Agency (EPA)

Transportation conformity determination analysis report

Appendix 1 - official actions and compliance

This appendix contains the NIRPC Board resolutions adopting the Conformity Determination, Plan, and TIP. The final published version also contains the planning process self-certification document.

Appendix 2 - public engagement

This appendix contains the Public Comment Summary Report for the Conformity Determination and the TIP. Per the requirements of the Public Participation Plan, the Report identifies each comment received, the response, an assessment of the comment's significance, and a statement regarding the need to modify the document prior to adoption.

Public Comment Report Adoption of the 2020-2024 Transportation Improvement Program (TIP) Northwestern Indiana Regional Planning Commission May 16, 2019

The 2020-2024 Transportation Improvement Program was released for a 30-day public comment period and which began on April 1st 2019, and ended April 30th 2019. There were four public hearings: Hammond (4/22), Gary (4/23), Michigan City (4/24), and Valparaiso (4/25). Three comments were recorded. Below is a generalization of these comments:

Comment #	1 - Nicholas Vasil	2 - Nicholas Vasil	3 - Dean Button, City of Hammond
Comment Received	Dependable, affordable, adequate public transportation that is connected to all areas is needed.	Pedestrian Signals along 93rd Ave between SR 53 & SR 55 do not work.	General comments about the 2019 NOFA process and about several of the projects selected. See below.
Nature of Comment	General, Neutral	General, Support	General, Opposed
Comment response	Directed reader to NIRPC's website for NWI Coordinated Transit Plan which addresses these needs.	Forwarded email to INDOT and Merrillville	Response to these comments about the NOFA Process, and reasoning behind the process and project selection. See below.
Response preferred	email	email	None
Significant?	No	No	Yes
Need to Modify?	No	No	No

The last comment is significant but upon further discussion with INDOT, if NIRPC would choose not to approve the 2020-2024 TIP, all projects within the MPO, including INDOT's projects would be held up until the August Commission meeting. This was explained at the April TPC meeting. No projects could let, no projects could move forward. A better action is to approve the draft 2020-2024 TIP as it is presented and discuss the process and projects selected in the upcoming TPC meetings and make recommendation for an amendment to the TIP to the commission in the August.

Dean D. Button, PE
City Engineer
City of Hammond
Engineering Department
5925 Calumet Avenue
Hammond, Indiana 46320

April 22, 2019

Mr. Ty Werner
Executive Director
Northwestern Indiana Regional Planning Commission
6100 Southport Road
Portage, IN 46368

Re: Draft NWI 2050 Plan

Dear Mr. Werner:

Thank you for the opportunity to comment on the draft NWI 2050 Plan prepared by NIRPC staff with the cooperation of the great number of elected officials and numerous committee meetings. Also, thanks to your staff for getting us to this point. I hope that my comments will make the NWI 2050 Plan more beneficial, for a better Northwestern Indiana.

THE PROCESS

While the process in formulating the NWI 2050 Plan has been quite extensive, with many working significant additional hours, I've noticed a push to rush to the deadline. However, due to unclear or hurried deadlines, Local Public Agencies (LPAs) have committed to actions without fully reviewing or considering the documents prior to publication. This is particularly true with the Notice of Funding Availability (NOFA) process, forcing the Technical Planning Committee to approve publication of the 2020-2024 Transportation Improvement Plan (TIP) without seeing a final draft.

NOFA entertained a project call for January 12, 2019 during the first week of December. One short month, with lack of NIRPC staff availability and over the holiday season, placed many LPAs in a rushed position to complete their project applications within the deadline. Additionally, Roadway Expansions and Bridge Rehabilitation projects were not given greater importance until late in the process of project type evaluations. Rushing forces LPAs to focus more on quality of life projects to the detriment of moving surface transportation (i.e. the motoring traffic). Multi-use paths and Complete Streets should not be ranked with greater importance than Roadway Improvements, Capacity Expansion and Bridge Reconstruction. Hammond, perhaps more than any other LPA in Northwest Indiana, focused a concentrated effort on pathways and quality of life initiatives. However, the MPO failed to give appropriate consideration to our rapidly deteriorating roadway infrastructure. I urge NIRPC to focus on our failing roadways and bridges to focus on sustaining and bettering the Region.

At the March 12, 2019 Technical Planning Committee Meeting, the committee was told by staff that the TIP must be approved without the opportunity to review the completed plan. Distributing the TIP to the public without full consideration by the TPC or Full Commission would not be in the best interests of the Region. The TIPC and Full Commission exist, in part, to review and consider the TIP as part of the NWI 2050 Plan. I understand that NIRPC Staff was working on outstanding matters with certain LPAs regarding project adjustments to maintain the budget under the currently approved list of TIP projects. When the 2020-2024 TIP was presented to the Transportation Resource Oversight Committee, at least nine new projects were added to the TIP without review by the TPC or the Full Commission. The explanation for these unreviewed projects being included last minute was FHWA/INDOT provided about \$1,000,000 in additional TIP funding. These additional nine projects were not given the same committee discussions as the ones reviewed at the February 12, 2019 TPC meeting. Proper decisions are rarely made when rushing to meeting deadlines.

As a result, one of the nine added projects awarded \$15,525,000 in Federal funding for an intersection improvement project (City of Valparaiso – Campbell and Lincolnway Roundabout). This project was characterized under CMAQ funding, which only receives about \$3,800,000 in annual Federal funding. The

Mr. Ty Werner
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balance of the project would have to be funded through the Surface Transportation Block Grant, thereby reducing the amount of money available for other important projects. Selecting this project is wrong on a number of levels. First, there are two Lake County Park projects currently under design utilizing Federal money for PE that are not included in the current TIP: Veteran's Trail Phases 1 and 2 with a total construction (CN) funding requirement of \$7,315,920. If these projects

do not get funded, the LPA will be required to pay back the Federal portion of the PE spent by the LPA. Further, this is against what is allowed by FHWA. FHWA requires any project where Federal funds are allocated for PE (where construction is forthcoming) the MPO must also allocate the future funds for CN within the TIP, even if it is outside the TIP schedule.

Second, the Campbell and Lincolnway Roundabout also includes a tunnel that extends Campbell south toward US 30 under the Chicago, Fort Wayne and Eastern Railroad that is believed to be the majority of the cost of the project. The City of Valparaiso should be encouraged to divide the two clear separate-and-distinct portions of the work and have each project re-scored on their individual merit prior to the considered added to the TIP.

Additionally, the process for project scoring was far from transparent. The method for scoring projects enforced by staff under the current NOFA was wholly different than in previous NOFAs. NIRPC staff declared “we don’t want to ill a forest” to provide the documentation for all the applications submitted so that the committee members could see all the applications. In the computer age, this makes little sense. Electronic documents can be readily available without need for wasting paper. Because of the NIRPC schedule for distribution of meeting materials prior to the topical committee meetings, LPAs were unable to view or review all applications prior to the meeting.

In the project scoring process, LPA applicants were allowed to apply and score themselves. Then, in most cases, the NIRPC staff member assigned to the respective topical committee reviewed the application and provided a NIRPC score. Then the topical committees met and only where the LPA disagreed with the NIRPC scoring was a discussion made to seek higher points. Never in the process were the topical committees allowed to see the entire individual applications to determine project viability. In the Campbell and Lincolnway example, the Surface Transportation Committee never had the opportunity to review the application and could not determine whether or not the Intersection Improvement project type was appropriate for a tunnel construction. Facially, the City of Valparaiso scored higher for their tunnel project by disguising it as an intersection improvement project. The project didn’t receive support at the February 12, 2019 TPC meeting. Then, without TP input, the Campbell and Lincolnway project gets added to the draft 2020-2024 TIP by NIRPC staff and is presented to the public for comment without TPC or full commission approval. This action does not lend itself to transparency by NIRPC.

Additionally, NIRPC Staff added a Complete Streets Project by the City of Gary (On-road Trail 5th Avenue) that was never reviewed by the 3PC topical committee or the TPC. It is unclear whether the Indiana Department of Transportation approved the conversion of eastbound US 12/US20/5th Avenue in Gary into a two-way roadway with bike lanes. This question has since been asked at the 3PC topical committee meeting on April 4, 2019 without response. Federal funding should not be approved for a project without the involvement of the roadway’s owner. In addition, NIRPC staff criticized the City of Hammond in our application for an Off-Road Trail request alongside the very same roadway the City of Gary seeks to make into a bike lane using Federal funds. The City of Hammond was forced to amend our application to take a different path in order for NIRPC staff to agree to our scoring.

Finally, the process for project selection was inherently flawed. While every effort seemed to be fair according to a scoring criteria, the controlling factor for selecting projects was not by their scoring, but by the funds available. Additionally, while LPAs that did not seek Federal funding for PE and ROW were provided some nominal points for scoring purposes, an overwhelming reason for selecting Roadway Improvements was the seemingly lower cost to fund PE. Simply placing the project on the TIP and pushing the CN outside of the current TIP cycle, encumbers costs against the future TIP and the future NOFA. Lesser cost projects that scored higher because PE was not sought were passed by for lower scoring, more costly projects that requested Federal PE funds.

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2020-2024 TRANSPORTATION IMPROVEMENT PLAN

The following projects impact the Commission’s ability to fund future NOFA’s:

Table 1 LPA	Project	Amount
City of Gary	5 th Avenue Complete Streets	\$ 4,000,000
Town of Schererville	Kennedy Avenue	\$ 4,592,000
City of Valparaiso	Campbell and Lincolnway w/Tunnel	\$14,125,000
Porter County	Willowcreek Road P1	\$27,010,000

This table does not include the Federal amount obligated in the current TIP (i.e. PE/ROW for these projects). Using the 2020-2024 TIP to determine average Total Obligation Authority Available per fiscal year to be approximately \$21,000,000, the projects listed above effectively borrow 1.3 years of NOFA funding for the next NOFA cycle. Further, this does not include the \$7,315,920 needed to fund the Veterans Trail Phases 1 and 2 which increases the future borrowing to 1.6 years, effectively making the NOFA for transportation projects ineffective.

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2020-2024 Transportation Improvement Program**

The following chart shows what will be funded if the draft 2020-2024 TIP is approved:

2019 NOFA Distribution by Project Type (number of projects)

- Valparaiso Project [R1] (1) 33%
- Roadway Improvement (7) 23%
- Trails/Complete Streets 19%
- Roadway Expansion (1) 11%
- New Roadway (1) 10%
- Other (5) 4%

The following chart shows the distribution of NOFA funding by LPA, their population (2010 Census) and the awarded cost per capita to illustrate the proposed project selectin contained in the draft 2020-2024 TIP:

capita	Population	2019 NOFA	NOFA \$ per
• NIRPC	n/a	n/a	\$ n/a
• Valparaiso	31,730	15,826,000	\$ 498.77
• Schererville	29,243	4,936,400	\$ 168.81
• Hobart	29,059	4,532,267	\$ 155.97
• Chesterton	13,068	1,209,375	\$ 92.54
• Winfield	4,383	391,200	\$ 89.25
• Portage	36,828	2,458,092	\$ 66.75
• Hammond	80,830	5,056,000	\$ 62.55
• Gary	80,294	4,668,501	\$ 58.14
• Cedar Lake	11,560	564,213	\$ 48.81
• Merrillville	35,246	1,561,820	\$ 44.31
• Crown Point	27,317	972,500	\$ 35.60
• Porter County	164,343	4,617,000	\$ 28.09
• Highland	23,727	280,000	\$ 11.80
• Burns Harbor	1,156	-	\$ -
• East Chicago	29,698	-	\$ -
• Lake County	496,005	-	\$ -
• Lake Station	12,572	-	\$ -
• Munster	23,603	-	\$ -
• Griffith	16,882	-	\$ -

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A comment was recently made by NIRPC staff that the MPO wishes to show INDOT that the TIP is fully funded. While that may make sense, the project listed in Table 1 too greatly burdens future NOFA's without regard to the projects listed in the draft Air Quality Conformity Report.

AIR QUALITY CONFORMITY REPORT

With regard to the Air Quality Conformity report, the Report lists 11 projects to be funded in the 2025-2030 TIP cycle. The report should include anticipated project costs in order that the MPO can be fiscally responsible for the future TIP. Projects in the AQQC must have a planned source of funding if they are to remain in the Report. Knowing the expected costs of the projects contained in the Report will provide NIRPC with a clear understanding of the funding available in future NOFAs.

A list of the 11 projects is shown in the following table:

- Munster Main Street Extension
- Porter County Willowcreek Road Balance of Phases
- St. John 85th Added Center Turn Lane
93rd Added travel Lane
109th Added Travel Lane
Blaine Added Center Lane
Calumet Added Travel Lane
Cline Added Travel Lane
White Oak Added Center Lane
- Schererville Kennedy Added Travel Lane
- Valparaiso Vale Park Added Center Lane

SUMMARY

In conclusion, I urge NIRPC to:

- 1) Add the missing Lake County Veterans Trail project phases as required by FHWA;
- 2) Remove the City of Valparaiso project from the 2020-2024 TIP, divide the intersection improvement project from the tunnel project and rescore each project to determine each project's viability;
- 3) Verify the City of Gary 5th Avenue On-road Trail project has concurrence with the right-of-way owner, INDOT to make significant changes to the roadway;
- 4) Provide project costs for those projects listed in the Air Quality Conformity Report, particularly those in the 2025-2030 TIP cycle;
- 5) Provide a greater focus on roadway and bridge rehabilitation project in future NOFAs;
- 6) determine a format where LPA's can participate more openly in the project selection by providing access to project applications in an off-line format; and
- 7) provide proper time to review actions and realistic timelines in order to meet deadlines.

Thank you again for the opportunity to prepare comments regarding the NWI 2050 Plan. Should you have any questions regarding the information contained in this comment, please contact me at your convenience at 219-853-6336.

Sincerely,



Dean Button, PE
Hammond City Engineer

RESPONSE

Mr. Button,

Thank you for taking to time to review and respond to our draft 2020-2024 Transportation Improvement Program (TIP). Staff spent countless hours putting together the NWI 2050 Plan, the 2020-2024 TIP and the 2019 Notice of Funding Availability (NOFA).

The NOFA process was as transparent as possible. There were approximately 60 hours of public Committee meetings throughout the entire process with six NIRPC Committees involved. The timelines were well publicized in advance, with everyone aware when it was approved by the Commission in November. None of the milestones were moved. Staff prioritized one-on-one meetings with LPAs to assist with writing applications. Every LPA that requested a one-on-one meeting to assist with their applications, got a meeting with staff. The draft TIP document acknowledged the tight timeline and laid out a longer timeframe for future TIP development. Staff also relayed to everyone the general amount of funding available for this NOFA round. For those LPAs active with NIRPC knew that a NOFA was in development well in advance of its official release and the opportunity to develop potential projects to make applications fort prior to the release the NOFA.

The priorities expressed through the NOFA were developed in conjunction with the NWI 2050 Plan process and from public participation starting in April 2018. Quality of Place, Complete Streets, Multi-Use Trails, compliance with the Americans with Disabilities Act, and Transit were resoundingly stated as priority. Sustaining and bettering the region is much more than just expanding and or fixing our roadways and bridges. However, almost \$7 million dollars of the funds available for programming from FHWA were allocated to the Roadway Improvements program, almost 125% more than the next investment program. In fact, over \$7.3 million was allocated to Roadway Improvements. This is on top of all the funding committee to projects that were carried forward from the existing 2018-2021 TIP. Therefore, investments in roadway and bridge infrastructure remains strong, especially for core capital maintenance with a targeted transition in the NWI 2050 Plan from roadway expansions and towards projects more geared towards state of good-repair roadway projects.

After the deficit was resolved in FY 2022 and on March 13, 2019, the Indiana Department of Transportation provided staff final funding estimates for 2019 and preliminary numbers for 2020 (which were used as a baseline for 2021, 2022, 2023, and 2024), a final funding picture was available. This was after the March TPC meeting and therefore after the intended opportunity to iterate on programming. Staff, acting professionally and responsibly followed the same programming approach that was employed during in the February TPC meeting and the February LaPorte TROC meeting to finalize programming of projects in Lake and Porter Counties. It was well

Northwestern Indiana Regional Planning Commission 2020-2024 Transportation Improvement Program

documented in a presentation to the Commission in November that a primary goal of the 2020-2024 TIP was to achieve a fully programmed TIP giving communities and the region full access to all federal funds made available by FHWA and FTA. Additionally, it would demonstrate need for greater opportunities to capture Federal and state funds (BUILD, Next Level Trails, Community Crossings, Local Trax, etc.) by showing a true need for infrastructure improvements needed in the region.

The projects referenced in the comment letter, Valparaiso's intersection improvement project was not given \$15,525,000 as you noted, it was given only \$1,400,000 in 2024. The city will have 10 years after they request these funds to begin construction. The city must come forward in future NOFAs to request funding for additional phases or segments of the project. But this project does work towards improving congestion at a busy intersection. Lake County Parks' Veteran Trail projects was unknown to staff as a legacy project until after the March TROC meeting. In fact, their application did not mention that it was a legacy project with a DES number, was not brought to the attention of the Ped, Pedal, & Paddle committee in early February, and was not mentioned at the February TPC meeting to staff. Had it been mentioned; it might have been chosen, but was still a lower scoring project in its investment program. The FHWA does not have a regulation stating when a project is to be built after federal funds have been expended, only that an LPA must pay back any federal funds spent if construction has not started. It does not state who must pay for construction. It does not state that the MPO must fund the project (by any percentage), only that construction must be started.

The NOFA has not proven to be perfect, rather a good attempt at making the TIP programming process better. One of the unforeseen imperfections was that a project as a whole scored higher than individual segments. This imperfection left a "loophole" that made it possible for smaller projects or pre-construction phases to be constructed by being small enough to utilize available funds. In any case, these were still most often high scoring projects. In the future all LPAs will be encouraged, if appropriate, to break their larger projects into more manageable segments when making applications. Also, since this was a new and more holistic process, staff included all of the relevant committees in the review and scoring process. The scoring was not enforced by staff, it was reviewed and accepted by each topical committee. Each topical committee was allowed to discuss the projects and the scores as needed. Some did, some perhaps did not. However, it was more time efficient and respectful of all involved by allowing self-scoring, staff scoring, and using the Committees to resolve major differences, rather than using the Committees to enforce a time-consuming peer review. Further, this scoring aspect of the NOFA process was far more transparent than other federal or state Call for Projects processes. The FHWA, INDOT, and many other MPOs score, rank, and present results without public scrutiny or transparency into the inner process and provide no ability for appeal. Staff went out of their way to include all of the LPAs and Committees.

In the comment letter there is a statement concerning whether or not INDOT would approve the conversion of eastbound US 12/US20/5th Avenue in Gary into a two-way roadway with bike lanes. In reviewing all of the projects presented in the NOFA, there were seven LPAs that put forth projects that will need to get at least concurrence from INDOT. Of those seven, only Hammond sought out this concurrence on their own volition. It was not a requirement of the NOFA. Projects that were accepted by TPC include the communities of Gary, Merrillville, and Crown Point; all of which did not include this letter of concurrence from INDOT. To single out Gary to be required to bring forth evidence while ignoring others, is again unfair as addressed at the April TPC meeting. The City of Gary has almost five years to get this concurrence. If not, these funds will be added back to a future NOFA.

Again, the process was not perfect, and staff has been more than willing to publicly agree many times and has included two tasks in the next Unified Planning Work Program to specifically address many of the concerns reflecting upon everyone's experience with the NOFA. One issue is that of limited funds in this NOFA because there were several projects that were programmed (and not just partially programmed) in the prior TIP. This was not because the prior to TIP was overextended through programming, rather from a lack of diligence on all parties to let projects in a timely manner, and more quickly adapt to a change in INDOT policy from carrying over unobligated federal funds, to a "use or lose" policy. This pushed over \$20 million of projects into the 2020-2024 TIP from the prior 2018-2021 TIP. As part of these UPWP efforts, the programming process will once again be examined, so that the process will be understood and hopefully accepted by all. One improvement to gain a better understanding and transparency is to release NOFA's on a more regular basis (bi-annually), rather than the periodic NOFAs of the past. Having projects will PE or ROW underway, funded with local, state or federal funds, will be important to get construction phases programmed within the next two-year window. The City of Valparaiso and Porter County understand that that

their projects will need to be broken into several phases, hopefully to receive funding in a timely manner over a decently long period of time. Transformative projects can be hard to complete, but everyone understands that to complete these projects, they must be completed in manageable phases. The Chicago Street corridor in Hammond or the Kennedy Avenue projects in Schererville are prime examples of this process at work. It is relevant to point out that the construction for Porter County's Willowcreek Phase 1 is currently estimated at \$5.4 million, not \$27 million. Funding the PE for any of these projects does not guarantee that these project or phases for these projects will be granted automatic inclusion into the next TIP. The projects will still have to compete. It does mean that as an MPO recognize that these projects should move forward if we are going to sustain, grow and make our region better for all.

Looking at only new funding awards by LPA gives an inaccurate representation of the funding that is being spent in our region. Only looking at these numbers ignores what has been carried over or recently let. Also, only looking through the lens of population is also not ideal. Lane miles and jobs should also ideally factor into the analysis. While this could be a future improvement to gauge equitable distribution of funds, it is important to also note that federal regulation does not allow any sort of formulaic award in our TIP. New funding awards were made by combination of those with the highest score, those that could be funded and still achieve fiscal constraint, and social and geographic equity in mind. However, the following chart shows the distribution of all funding by LPA for all non-transit projects in the draft 2020-2024 TIP.

LPA	Population (2010)	Total	\$ per Capita	# of Projects
Burns Harbor	1,156	\$ 997,934	\$ 863.27	1
Cedar Lake	11,560	\$ 564,213	\$ 48.81	1
Chesterton	13,068	\$ 1,209,375	\$ 92.54	1
Crown Point	27,317	\$ 3,209,000	\$ 117.47	3
East Chicago	29,698	\$ 828,000	\$ 27.88	1
Gary	80,294	\$ 8,055,301	\$ 100.32	7
Hammond	80,830	\$ 21,635,250	\$ 267.66	8
Highland	23,727	\$ 280,000	\$ 11.80	1
Hobart	29,059	\$ 12,837,797	\$ 441.78	8
Lake County	496,005	\$ 9,417,600	\$ 18.99	2
Lake Station	12,572	\$ 454,403	\$ 36.14	1
Munster	23,603	\$ 1,339,120	\$ 56.74	2
Merrillville	35,246	\$ 5,173,820	\$ 146.79	3
NIRPC	N/A	\$ 1,705,457	N/A	9
Portage	36,828	\$ 10,333,652	\$ 280.59	5
Porter County	164,343	\$ 3,786,274	\$ 23.04	3
Schererville	29,243	\$ 12,809,579	\$ 438.04	3
Valparaiso	31,730	\$ 5,259,760	\$ 165.77	3
Winfield	4,383	\$ 391,200	\$ 89.25	1

In regards to the comment about NIRPC needing to include project costs for the projects identified in the Air Quality Conformity Determination report, this change will be made for both the federal and non-federal anticipated costs of these projects. As stated earlier in this reply, there is no guarantee that any of these projects with anticipated federal funding *will* receive federal funding when future programming decisions beyond the scope of the 2020 to 2024 Transportation Improvement Program are made. Rather, the topical committees and ultimately the Technical Planning Committee will make these decisions on a case-by-case basis for the betterment of our entire region paramount.

Appendix 3 - checklist on federally required elements of a TIP

One the following pages the language from the regulations governing TIPs is presented in italicized text and with a demonstration of how this TIP has addressed each required element of a TIP in bolded text (*Title 23—Highways PART 450—PLANNING ASSISTANCE AND STANDARDS Subpart C—Metropolitan Transportation Planning and Programming <https://www.govinfo.gov/content/pkg/FR-2016-05-27/pdf/2016-11964.pdf>*)

§ 450.326 Development and content of the Transportation Improvement Program (TIP)

(a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor. However, if the TIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. The MPO may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93, subpart A).

NIRPC's 2020-2024 TIP goes above and beyond the four-year requirement and includes a program of projects for five years as requested by INDOT, with the understanding that FHWA and FTA will view the fifth-year projects as illustrative. This TIP will be updated again in two years, ahead of the federally mandated four years, as is practice of INDOT and Indiana's fourteen MPOs to develop a compatible STIP. This TIP is conforming to the requirements of transportation conformity regulations. Please see the section on air quality conformity starting on page 96.

(b) The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by § 450.316(a). In addition, in nonattainment area TMAs, the MPO shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in § 450.316(a). In addition, the MPO shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in § 450.316(a).

NIRPC's 2020-2024 TIP has been developed and adopted according to the 2014 Public Participation Plan which directs MPO staff to hold a 30-day public comment period and a public meeting. This is in accordance with the regulation described above. Further, the TIP has been published on our website at: <https://www.nirpc.org/2040-plan/transportation/transportation-improvement-program-tip/> and the full program of projects and details may also be found on our electronic TIP database at: <https://rtip.nirpc.org/>. The publication of the TIP and notice of public comment opportunity was shared with media outlets and posted on NIRPC's social media accounts.

(c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).

NIRPC's 2020-2024 TIP not only incorporates the performance targets required by regulation, but goes above and beyond to address the other areas of importance to NWI. The programming approach for this TIP was completely overhauled with performance-based planning and the implementation of the MPO's long-range plan as a central objective of achieving the targets laid out in NIRPC's performance-based planning framework. This is detailed starting on page 26.

(d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

NIRPC's 2020-2024 TIP includes a description of each of the investment programs that have been created to respond to the performance-based planning requirements and to implement the MPO's long-range plan. Each of these investment programs have been linked to the performance-based planning framework so that is clear that the MPO's program of projects are making progress towards achieving the adopted performance targets.

(e) The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects; HSIP

projects; trails projects; accessible pedestrian walkways; and bicycle facilities), except the following that may be included: (1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102; (2) Metropolitan planning projects funded under 23 U.S.C. 104(d), and 49 U.S.C. 5305(d); (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e); (4) At the discretion of the State and MPO, metropolitan planning projects funded with Surface Transportation Program funds; (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes); (6) National planning and research projects funded under 49 U.S.C. 5314; and (7) Project management oversight projects funded under 49 U.S.C. 5327.

NIRPC's 2020-2024 TIP includes all required projects pursuant to this regulation. Each project is listed in the "Investments" section of the TIP which starts on page 49.

(f) The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

NIRPC's 2020-2024 TIP includes all regionally significant projects requiring action by FHWA or FTA. A list of these projects is included in the section "Air quality conformity" starting on page 96. Additionally, each project that is regionally significant is noted as such on its more descriptive

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table in the “Investments” section of the TIP which starts on page 49.

(g) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the Following: (1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase; (2) Estimated total project cost, which may extend beyond the 4 years of the TIP; (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds); (4) Identification of the agencies responsible for carrying out the project or phase; (5) In nonattainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP; (6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A); and (7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.

NIRPC’s 2020-2024 TIP includes all phases for each project programmed in this TIP. This is noted as such on the descriptive project tables in the “Investments” section of the TIP which starts on page 49. The descriptive project tables include (1) enhanced project descriptions from prior NIRPC TIPs, (2) include the total estimated project cost, including costs beyond the five-year window of the TIP, (3) an annualized amount of federal funds proposed to be obligated, (4) identification of the agencies responsible for carrying out each phase, (5) not applicable, (6) improved descriptions for air quality analysis over prior NIRPC TIPs, and (7) an

identification of all projects that will advance the accessibility of NWI’s transportation system.

(h) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulations (40 CFR part 93, subpart A). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one-line item or identified individually in the TIP.

NIRPC’s 2020-2024 TIP contains such projects as requested for programming by INDOT, and in a few cases LPAs, and in others by transit operators. Special review was placed upon these projects by MPO staff to ensure they were “exempt projects” and also federal-aid eligible, such as proposed on a federal-aid roadway.

(i) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

NIRPC’s 2020-2024 goes to great length to explain how the programming of the TIP has been more clearly linked to the MPO’s long-range plan than ever before. Narrative to this effect is throughout the document. However, the “Programming approach” section starting on page 25 and should demonstrate how this was accomplished.

(j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any

additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

The majority of the projects programmed in this TIP are programmed with federal funds and match that is derived from state or local sources. For a few projects matching funds from other sources will be utilized and that match is listed in the project table. No new funding sources have been assumed to materialize and are not included this TIP. An estimate of system-level operations and maintenance is provided.

(k) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A) and shall provide for their timely implementation.

All phases of a project are identified for funding – PE, engineering; ROW, right-of-way; CN, construction. Projects in the first two years of the TIP are fully programmed for all phases. Each year of the TIP is constrained to annual funding amounts, plus available carryover in the case of FTA funded projects. Projects that are programmed with PE or ROW funds in this TIP, but are expected to utilize CN funds in a year beyond the scope of this TIP will be listed in the long-range plan, the NWI 2050 Plan, to demonstrate commitment to the project.

(l) In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP

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that does not reflect the changed revenue situation.

This TIP assumed modest revenue growth of 1.5% year. NIRPC will monitor federal appropriations, and LPA and transit operators' ability to match the federal funds they have been awarded. If federal funding decreases or a LPA or transit operator no longer can match the federal funds, the projects will be reviewed and a determination will be made in consultation with the Transportation Resources Oversight Committee, Technical Planning Committee, and the Commission as to the remedy for the decrease in funding. The most likely outcome will be that the project(s) will be removed from the TIP, so that the TIP remains in fiscal constraint.

(m) Procedures or agreements that distribute sub-allocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by predetermined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

The development of this TIP did not use any formulas or pre-determined percentages to fund projects. The programming approach looked at how projects would impact vision for the region as stated in the NWI 2050 Plan, and set program funding targets. Those targets are an ideal way of allocating funds so that LPAs and transit operators know what programs have been targeted to be funded. LPAs and transit operators were invited to apply for all programs and eligible project types regardless of funding targets, due to the fact that all project types were eligible for funding. In many instances LPAs and transit operators choose not to apply for

funds in a program, and those funds were reallocated accordingly.

(n) As a management tool for monitoring progress in implementing the transportation plan, the TIP should: (1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs; (2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and (3) In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.

Major Projects from Previous TIP that had Experienced Significant Delays

Des #	Route	Sponsor	Work Type	Location	Federal Fund Type	Total Funds	Federal Funds	Match	2018	2019	2020	2021	2022	Year Initially Programmed	Original Programmed Letting	Final Programmed Letting
1172078	Ridge Rd	Gary	Road Reconstruction (3R/4R Standards)	Ridge Road Reconstruction, Connecticut St to Mississippi St. Phase 2	STBG Gro	\$ 6,325,000	\$ 5,060,000	\$ 1,265,000						2011	FY 2015	Project Eliminated
9980080	45th Ave	Lake County	Added Travel Lanes	Colfax to Whitcomb St	STBG Gro	\$ 9,582,000	\$ 7,665,600	\$ 1,916,400				\$ 7,665,600		1999	FY 2005	7/7/2020
1006787	Mississippi St	Merrillville	Added Travel Lanes	Mississippi St from 93rd to 101st Ave	STBG Gro	\$ 4,515,250	\$ 3,612,000	\$ 903,250				\$ 3,612,000		2010	FY 2013	7/8/2020
0710056	45th St	Munster	Railroad Grade Separation & Added Travel Lanes	Reconstruction of 45th St from 0.2 mi E of Calumet Ave to Calumet Ave	GROUP III	\$ 21,643,293	\$ 16,800,000	\$ 4,843,293		\$ 16,800,000				2007	FY 2011	2/6/2019
0600754	Central Ave	Portage	Road Reconstruction (3R/4R Standards) Env Mit.	Central Ave Reconstruction: Hamstrom Rd to I-80/90 (Toll Road)	STBG Gro	\$ 5,572,361	\$ 4,387,154	\$ 1,185,207	\$ 4,387,154					2006	FY 2011	3/20/2018
0900080	Central Ave	Portage	Access Control	Willowcreek Rd Intersection Improvements at Central Ave.	CMAQ Chi	\$ 1,416,704	\$ 1,152,000	\$ 264,704			\$ 1,152,000			2009	FY 2012	11/14/2019
1173430	Central Ave	Portage	Road Reconstruction (3R/4R Standards)	Central Ave. reconstruction from Lake/Porter Co. Line to Willowcreek Road	STBG Gro	\$ 10,973,500	\$ 2,280,000	\$ 1,070,000				\$ 2,280,000		2011	FY2014	7/7/2020
1173595	Pennsy Greenway	Schererville	Bicycle & Pedestrian Facilities	Pennsy Greenway P2. Main St to 137th Ave.	TAP Chica	\$ 1,483,753	\$ 1,187,002	\$ 296,751		\$ 1,187,002				2011	FY 2013	8/7/2018
0900075	Silhavy Rd	Valparaiso	Road Reconstruction (3R/4R Standards)	Silhavy Rd (Evans Ave South to LaPorte Ave)	STBG Gro	\$ 4,698,450	\$ 3,758,760	\$ 939,690					\$ 3,758,760	2009	FY 2010	9/14/2021
1298670	US 30	Valparaiso	Corridor Improvements	US 30	SMFR	\$ 27,514,780	\$ 22,011,824	\$ 5,502,956		\$ 22,011,824				2012	FY 2014	1/15/2019
0301165	Singing Sands Trail I (MC)	Michigan City	Bike/Pedestrian Facilities	Michigan City - Singing Sands Lighthouse Trail Phase 1, Porter Co line to Mich City	State STB	\$ 3,130,500	\$ 2,504,400	\$ 626,100		\$ 2,504,400				2003	FY 2005	3/6/2019
1006456	PR 1078	INDOT	New Road Construction	Illiana Expressway	State	\$ -	\$ -	\$ -						2011	2015	Project suspended; funds removed, given to I-65 Expansion project

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Major Projects from Previous TIP that have been Implemented

Des #	Route	Sponsor	Work Type	Location	Federal Fund	Total Funds	Federal Funds	Match	2018	2019
0500480	US 20	INDOT	Added Travel Lanes, Construct Turn Lanes	US 421 to US 35/SR 212 in Michigan City	STBG St:	\$ 9,662,000	\$ 7,729,600	\$ 1,932,400	\$ 7,729,600	
1006634	SR 51	INDOT	HMA Overlay, Functional	from US 30 to US 20	STBG St:	\$ 5,009,973	\$ 4,007,978	\$ 1,001,995	\$ 4,007,978	
1172430	I 65	INDOT	Added Travel Lanes	I-65 ATL from US 231 to US 30	NHPP Inte:	\$ 3,750,000	\$ 3,375,000	\$ 375,000		
1006716	I 65	INDOT	Bridge Deck Replacement	NB Bridge over Conrail RR, Central Ave and Ditch, 0.67 miles N of I80/94	NHPP Inte:	\$ 4,749,000	\$ 4,274,100	\$ 474,900	\$ 4,274,100	
1173422	I 65	INDOT	Bridge Deck Replacement	SB Bridge over Conrail RR, Central Ave and Ditch, 0.67 miles N of I80/94	NHPP Inte:	\$ 4,749,000	\$ 4,274,100	\$ 474,900	\$ 4,274,100	
1298068	SR 2	INDOT	HMA Overlay, Functional	From 1.4 mi E of SR 4 (Burson) to US 20	STBG St:	\$ 8,741,000	\$ 6,992,800	\$ 1,748,200	\$ 6,992,800	
1298125	US 20	INDOT	HMA Overlay, Functional	From SR 212 to SR 39	STBG St:	\$ 5,333,000	\$ 4,266,400	\$ 1,066,600	\$ 4,266,400	
1298128	US 20	INDOT	HMA Overlay, Functional	From SR 39 to SR 2	STBG St:	\$ 7,642,000	\$ 6,113,600	\$ 1,528,400	\$ 6,113,600	
1702743	I-65	INDOT	Concrete Pavement Restoration (CPR)	US 231 to US 30	NHPP Inte:	\$ 8,025,117	\$ 7,222,605	\$ 802,512	\$ 7,222,605	
1383583	SR 49	INDOT	HMA Overlay, Functional	From SR 8 to US 30	STBG St:	\$ 5,987,477	\$ 4,789,982	\$ 1,197,495		\$ 4,789,982
1500081	US 41	INDOT	Bridge Replacement, Other Construction	Over GTW RR, 2.80 mi N of US-30	NHPP Non:	\$ 5,950,842	\$ 4,760,674	\$ 1,190,168	\$ 4,760,674	
1600418	Airport Rd	Gary	Road Rehab (3R/4R Standards)	Airport Road 3R/4R Reconstruction: Cline Ave to EJ&E RR Bridge	STBG Groi:	\$ 5,471,000	\$ 4,376,800	\$ 1,094,200	\$ 4,376,800	
0710056	45th St	Munster	Railroad Grade Separation & Added Travel Lanes	Reconstruction of 45th St from 0.2 mi E of Calumet Ave to Calumet Ave	STBG Groi:	\$ 21,643,293	\$ 16,800,000	\$ 4,843,293		\$ 16,800,000
0600754	Central Ave	Portage	Road Reconstruction (3R/4R Standards)	Central Ave Reconstruction: Hamstrom Rd to I-80/90 (Toll Road)	STBG Groi:	\$ 5,572,361	\$ 4,387,154	\$ 1,185,207	\$ 4,387,154	
1382601	Silhavy Rd	Valparaiso	Intersection Improvement, Roundabout	Silhavy Rd Roundabout at LaPorte Ave	STBG Groi:	\$ 5,185,919	\$ 3,924,426	\$ 1,261,493	\$ 3,924,426	
0301165	Singing Sands Trail I (MC)	Michigan City	Bike/Pedestrian Facilities	Michigan City - Singing Sands Lighthouse Trail Phase 1	TAP State:	\$ 3,130,500	\$ 2,504,400	\$ 626,100		\$ 2,504,400

(o) In metropolitan nonattainment and maintenance areas, a 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, according to the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

NIRPC is not under a conformity lapse and this TIP will be adopted after the new long-range plan, the *NWI 2050 Plan*, and all projects contained within that TIP will be conformed to the Plan.

(p) Projects in any of the first 4 years of the TIP may be advanced in place of another project in the first 4 years of the TIP, subject to the project selection requirements of § 450.332. In addition, the MPO may revise the TIP at any time under procedures agreed to by the State, MPO(s), and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see § 450.316(a)) and FHWA/FTA actions on the TIP (see § 450.330).

§ 450.328 TIP revisions and relationship to the STIP

(a) An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established in this part for its development and approval. In nonattainment or maintenance areas for transportation-related pollutants, if a TIP amendment involves non-exempt projects (per 40 CFR part 93), or is replaced with an updated TIP, the MPO and the FHWA and the FTA must make a new conformity determination. In all areas, changes that affect fiscal constraint must take place by amendment of the TIP. The MPO shall use public participation procedures consistent with § 450.316(a) in revising the TIP, except that these procedures are not required for administrative modifications.

This TIP responds to this requirement in the narrative described on page 23.

(b) After approval by the MPO and the Governor, the State shall include the TIP without change, directly or by reference, in the STIP required under 23 U.S.C. 135. In nonattainment and maintenance areas, the FHWA and the FTA must make a conformity finding on the TIP before it is included in the STIP. A copy of the approved TIP shall be provided to the FHWA and the FTA.

NIRPC understands this to be a requirement of INDOT.

(c) The State shall notify the MPO and Federal land management agencies when it has included a TIP including projects under the jurisdiction of these agencies in the STIP.

This TIP includes such projects and are listed under the Indiana Dunes National Lakeshore projects page starting on Error! Bookmark not defined..