



# *Invest NWI*

2022-2026

Transportation Improvement Program



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## Introduction

The Northwestern Indiana (NWI) Metropolitan Planning Area is comprised of Lake, La Porte, and Porter counties. The Northwestern Indiana Regional Planning Commission (NIRPC) is the designated Metropolitan Planning Organization (MPO) and Council of Governments (COG) for the NWI region. This Transportation Improvement Program (TIP) covers urbanized areas (defined within this document) within the three-county region.

The transportation network within NWI 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 2022-2026 Transportation Improvement Program (TIP) is our region's near-term strategy to make improvements to our transportation network. The TIP was developed using NIRPC's collective long-range plan for the region, the *NWI 2050 Plan*, which includes input from communities, organizations, and the public in NWI.

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. The plan aspires to develop NWI as a connected, renewed, united and vibrant region in which to live, work, and play. This TIP implements broad goals in the NWI 2050 plan, transferring them to actionable programs and projects. The program must prioritize investments that provide the greatest positive achievements for our vision for tomorrow, balanced with the present needs of the region, today.

The following introduction breaks down the fundamentals of the TIP in a question-and-answer format and connects the ideas to the actionable details of planned transportation investments for NWI's transportation network.

## NWI's 2022-2026 TIP explained

### Who is involved in the TIP?

Many entities are involved in the development of a TIP: federal, state, regional, and local governments, and 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, signed by

President Barack Obama. This Act built upon prior authorization bills, but most importantly, continues the performance-based planning requirements that were legislated in the Moving Ahead for Progress in the 21st Century (MAP-21) Act (2012), discussed further in “NIRPC’s approach to performance-based programming. The FAST Act was extended for one year in 2020 and the process for reauthorization is expected to start in Congress soon.

The extension of this legislation is important for this TIP because transportation authorization bills provide the funding needed to implement the tip and these projects in our regional transportation network. With pending uncertainty over the next authorization bill and funding, this TIP must remain conservative in its estimates for funding growth.

Federal transportation funding is known as “federal-aid.”

### **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 is responsible for all interstate roadways in NWI, as well as critical corridors linking our communities to the state

and national transportation system. INDOT, through its own processes, identifies and prioritizes investments for the transportation assets they control as a state agency. This is discussed in more detail in the section, “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 “Air quality conformity”), must be programmed into the TIP for the NWI MPO. There is a section devoted later in the TIP to all projects proposed by INDOT for funding between 2022 and 2026.

### **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 La Porte 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*); a Transportation Improvement Program (this TIP), updated annually going forward; a Unified Planning Work Program (UPWP) identifying all planning activities, updated annually.

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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. Falling under various federal and state statutes, NIRPC promotes inclusion and does not discriminate on the basis of race, color, creed, national origin, or any other factor.

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

A committee framework allows the staff and commissioners 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.

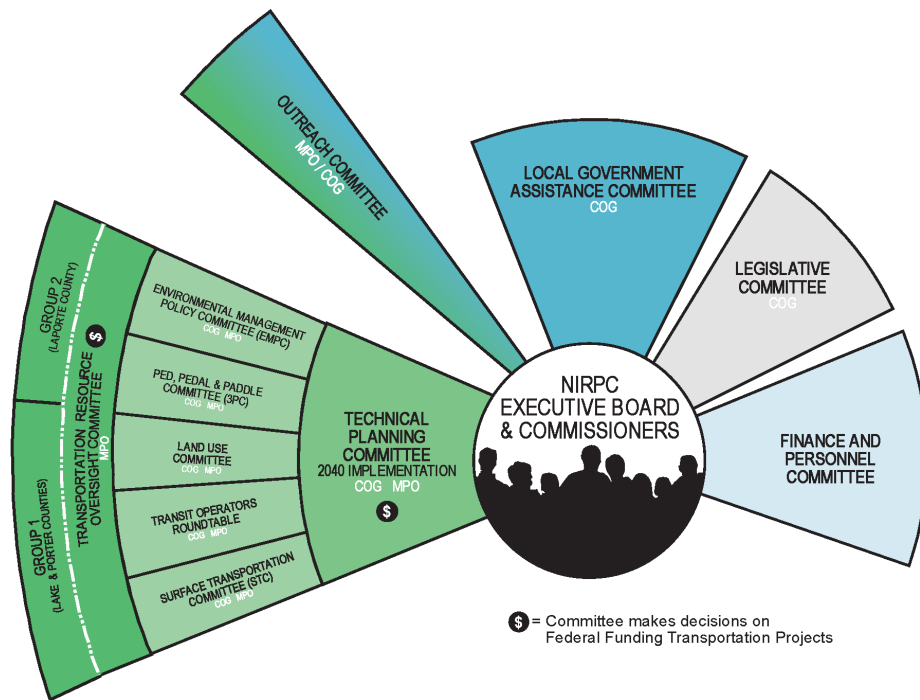
### Local governments and transit operators

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.

### Public input

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





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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 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/nirpc>), the website ([nirpc.org](http://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 TIP.



Northwestern Indiana Metropolitan Planning Area, with communities

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**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 the FAST Act require states and MPOs to establish target metrics, measure, and assess performance and progress toward the successful completion of goals. Known as performance-based planning (PbP), this approach is a major change to TIPs in the United States and is reflected here. 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/>

## Northwestern Indiana Regional Planning Commission 2022-2026 Transportation Improvement Program

### 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 for fiscal years 2022-2026 (July 1, 2021 to June 30, 2026.) The development of the TIP begins approximately nine months prior to its adoption by the Commission. The development of the 2022-2026 TIP began in September 2020 and adopted by the Commission in April 2021 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?

#### Urbanized areas within the metropolitan planning area

NWI's TIP contains projects from LPAs, transit operators, and INDOT for the entire three-county MPO coverage area—Lake, Porter, and La Porte counties. The MPO is part of the U.S. Census Bureau's Chicago Metropolitan Statistical Area (MSA). NWI contains two urbanized areas. The larger UZA, in Northern Lake and Porter counties, is a part of the Chicago urbanized area and is classified by population under *Group 1*. The northwest corner of La Porte County is part of the smaller, Michigan City-La Porte UZA, classified as *Group 2*. This distinction is important because funding for the TIP is acquired through the two distinct UZAs from FHWA and FTA. The UZA distinction also limits where certain funding sources may be spent. The NWI MPO metropolitan planning area covers the entire three-county region, but the UZA are specific within that area. 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

Federally funded roadway projects are restricted to certain classifications of roads, except in circumstances of safety. Each MPO, in partnership with their state DOT and FHWA, will classify 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 NWI 2050 Plan is implemented through the TIP

Each transportation investment included in a 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*. This plan is not project-based, except for new capacity expansion projects, but guides programming in each TIP until the long-range plan is revised. All projects must be consistent with NWI 2050. All fit air quality and fiscally constrained requirements.

#### 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*

**February**  
*Draft TIP is submitted to INDOT Air quality conformity modeling*

**March**  
*30-day public comment period*

**April**  
*Anticipated vote to adopt TIP*

### **Environmental Justice & Title VI areas have priority**

Title VI of the Civil Rights Act of 1964 states, “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.

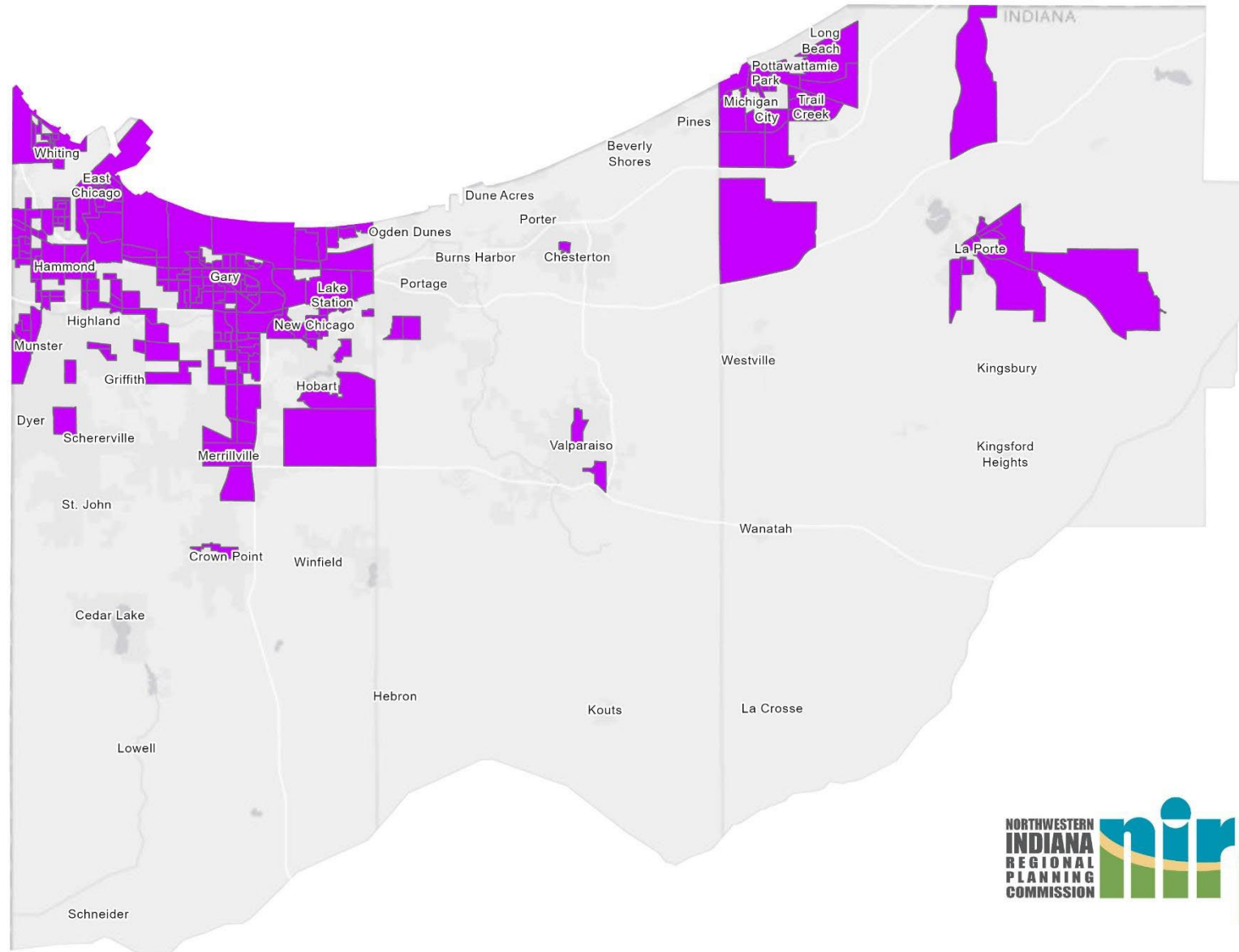
NIRPC strives to follow these principles by ensuring disadvantaged populations, defined as minority and low-income populations, are included in the transportation planning process, and that those communities benefit equally from the transportation system without experiencing a disproportionate share of its burdens. Environmental Justice is a significant consideration in the scoring, selection, and prioritization of projects approved for the TIP. Further discussion of this process is found in the “Programming Approach” section of the TIP. Projects recommended in the 2022-2026 TIP are distributed throughout the three-county region and will not adversely impact areas of disadvantaged populations.

### **Environmental Justice and Title VI in Northwestern Indiana**

The maps on the following pages detail Census Block Groups where there are concentrations of certain populations that must be considered in transportation planning and programming by law. Each environmental justice area considers a concentration of adults older than the regional average and above the age of 18. The exception is the map detailing persons 65 and older. Environmental justice communities are no longer considered by degree, but now simply by meeting the criteria.

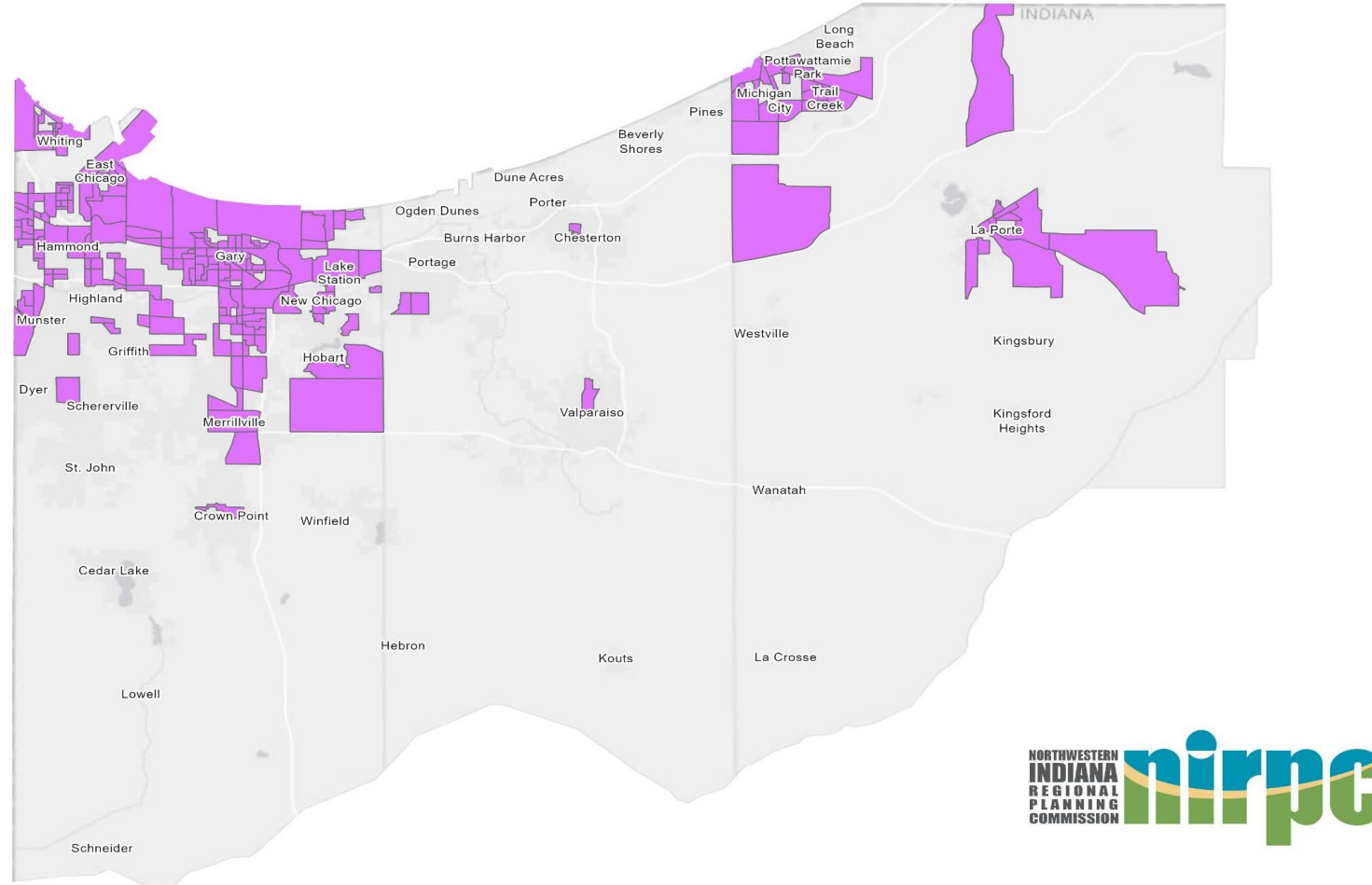
## Areas with populations of four-or-greater Environmental Justice groups

Areas with greater than regional average populations of four or more EJ groups.



## Areas with higher-than-average (by region) populations of individuals with disabilities

Areas with higher than regionally average populations of individuals with disabilities.

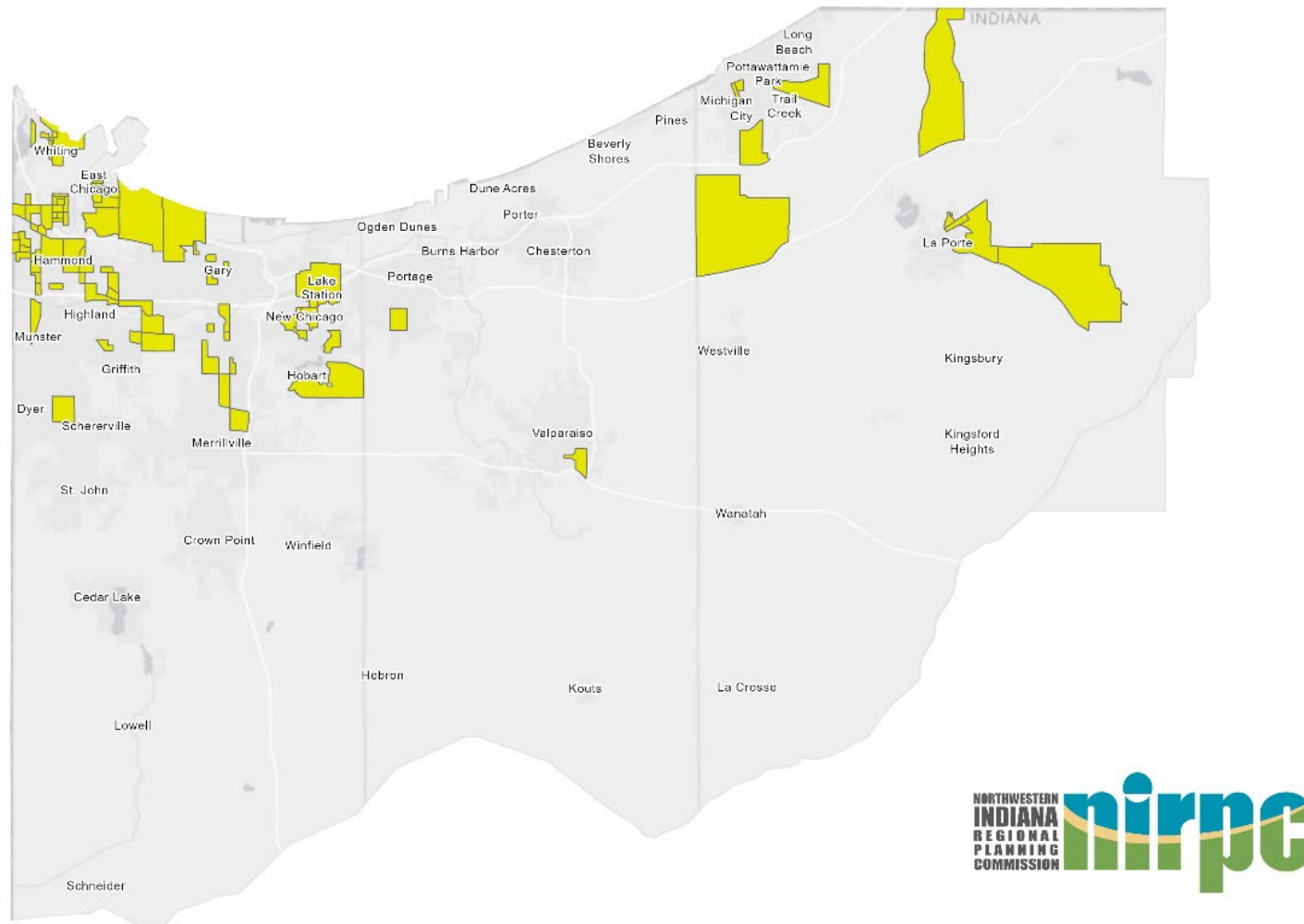




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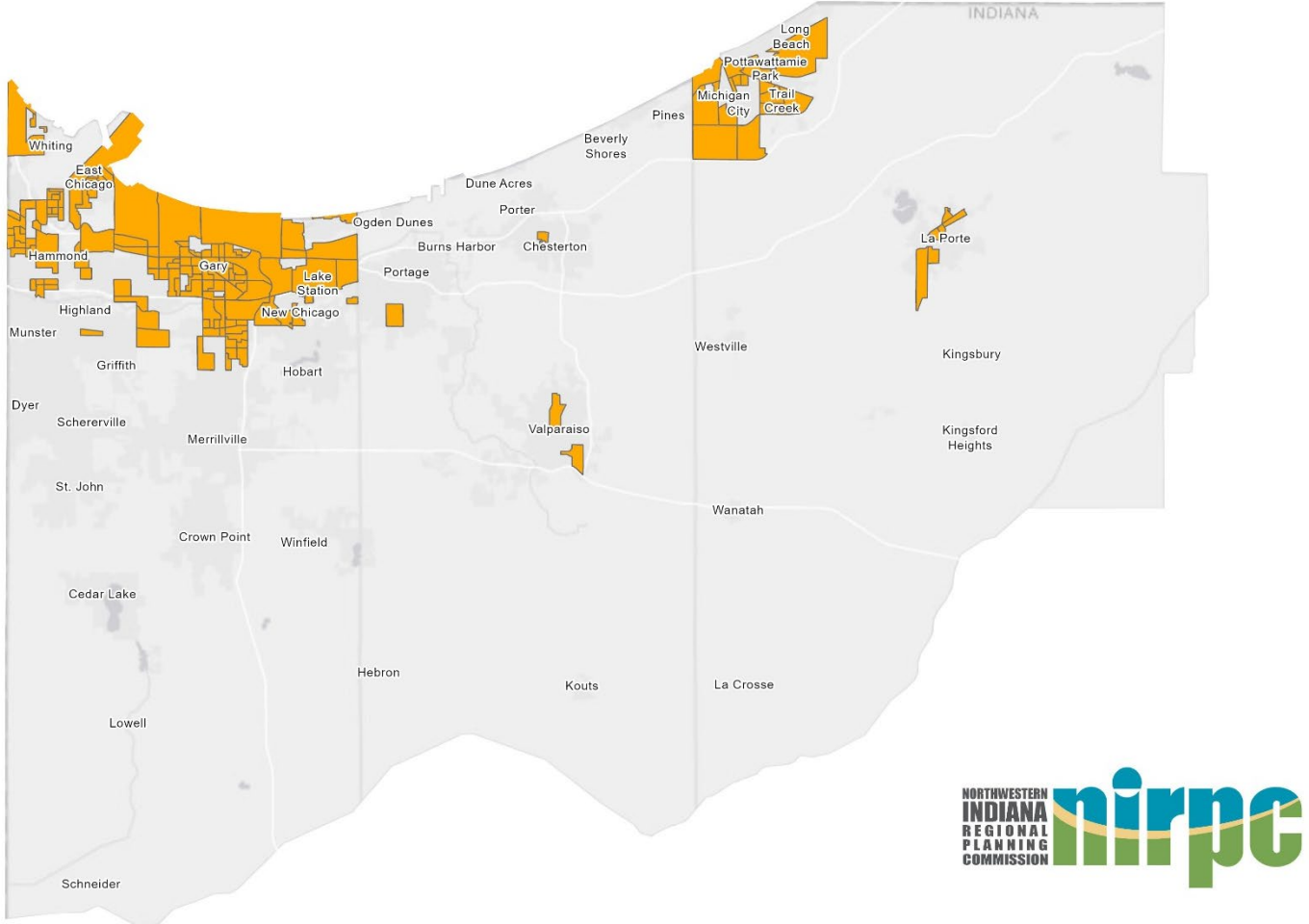
**Areas with higher-than-average (by region) populations of Limited-English proficiency**

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



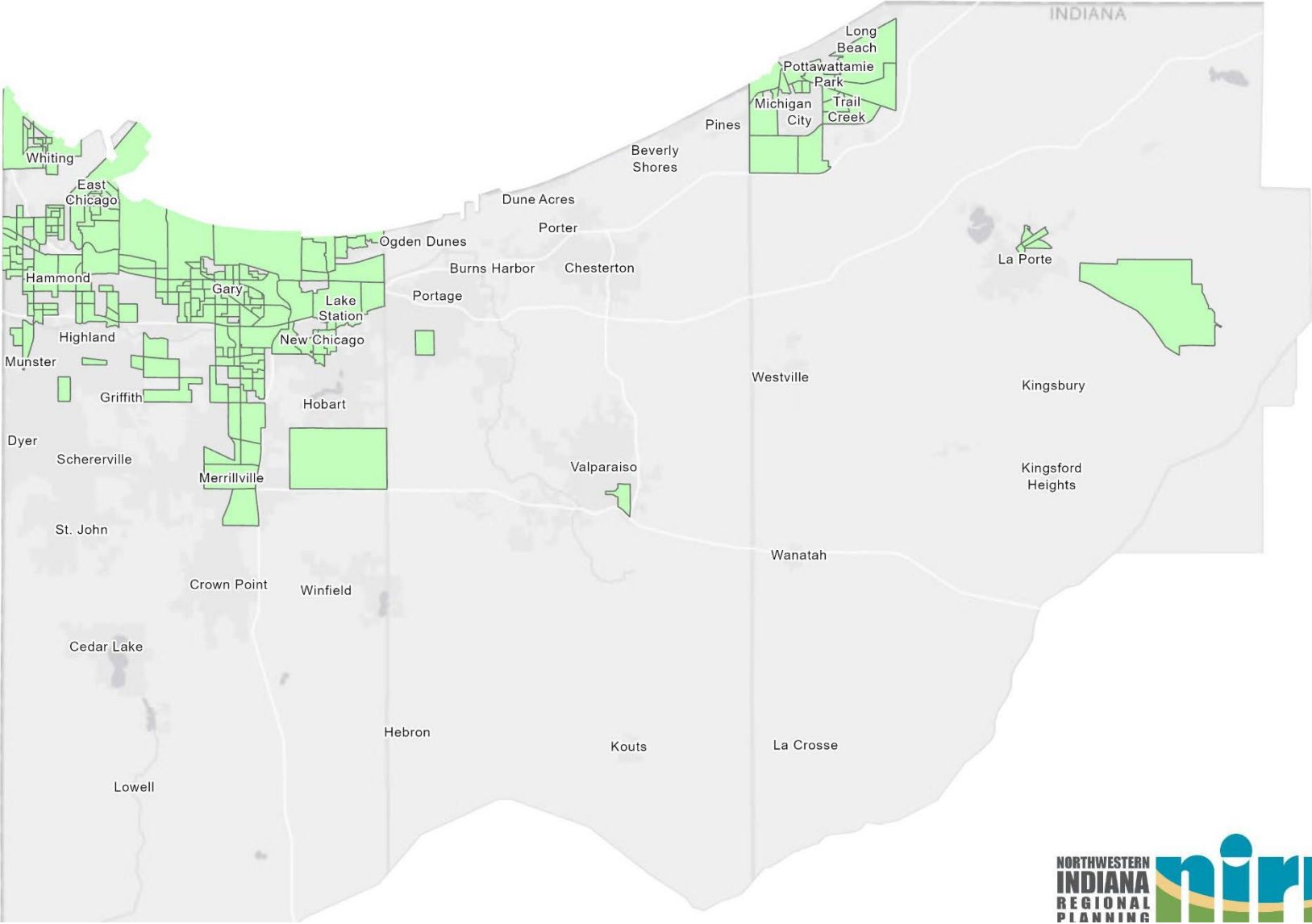
**Areas with higher-than-average (by region) populations of individuals who are lower income**

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

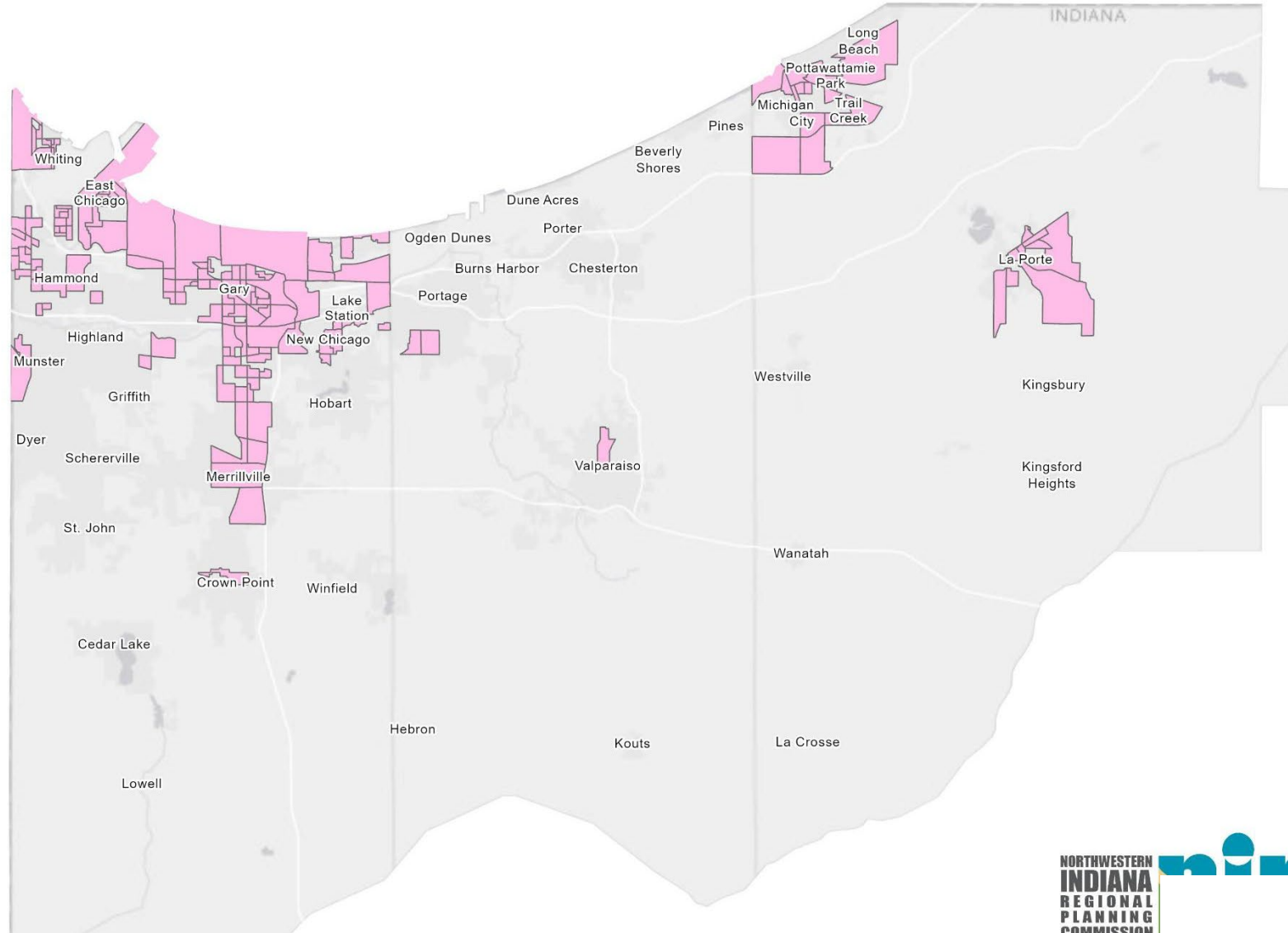


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**Areas with higher than average (by region) populations with individuals who are minorities**

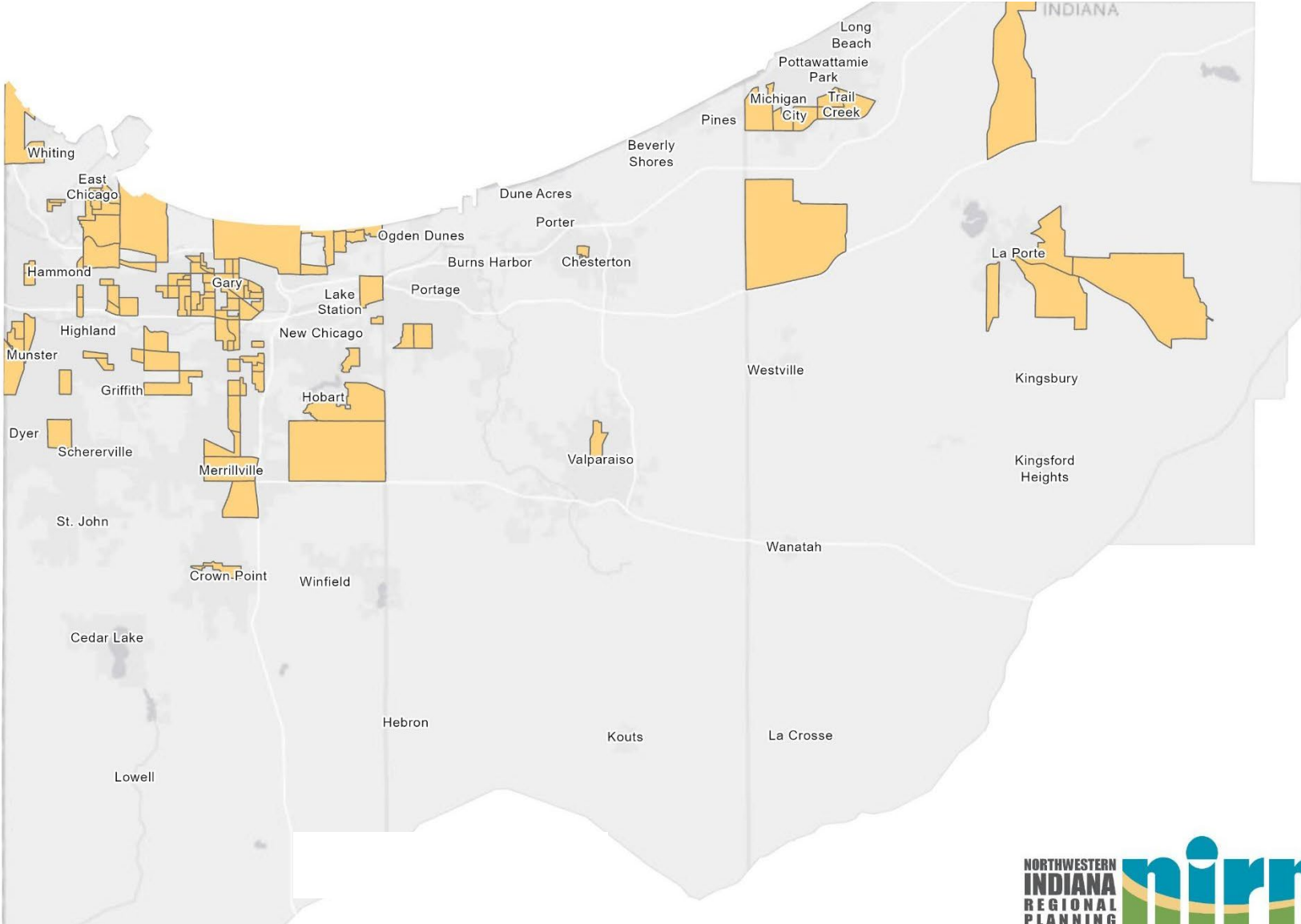


**Areas with higher than average (by region) populations that are zero-car households**

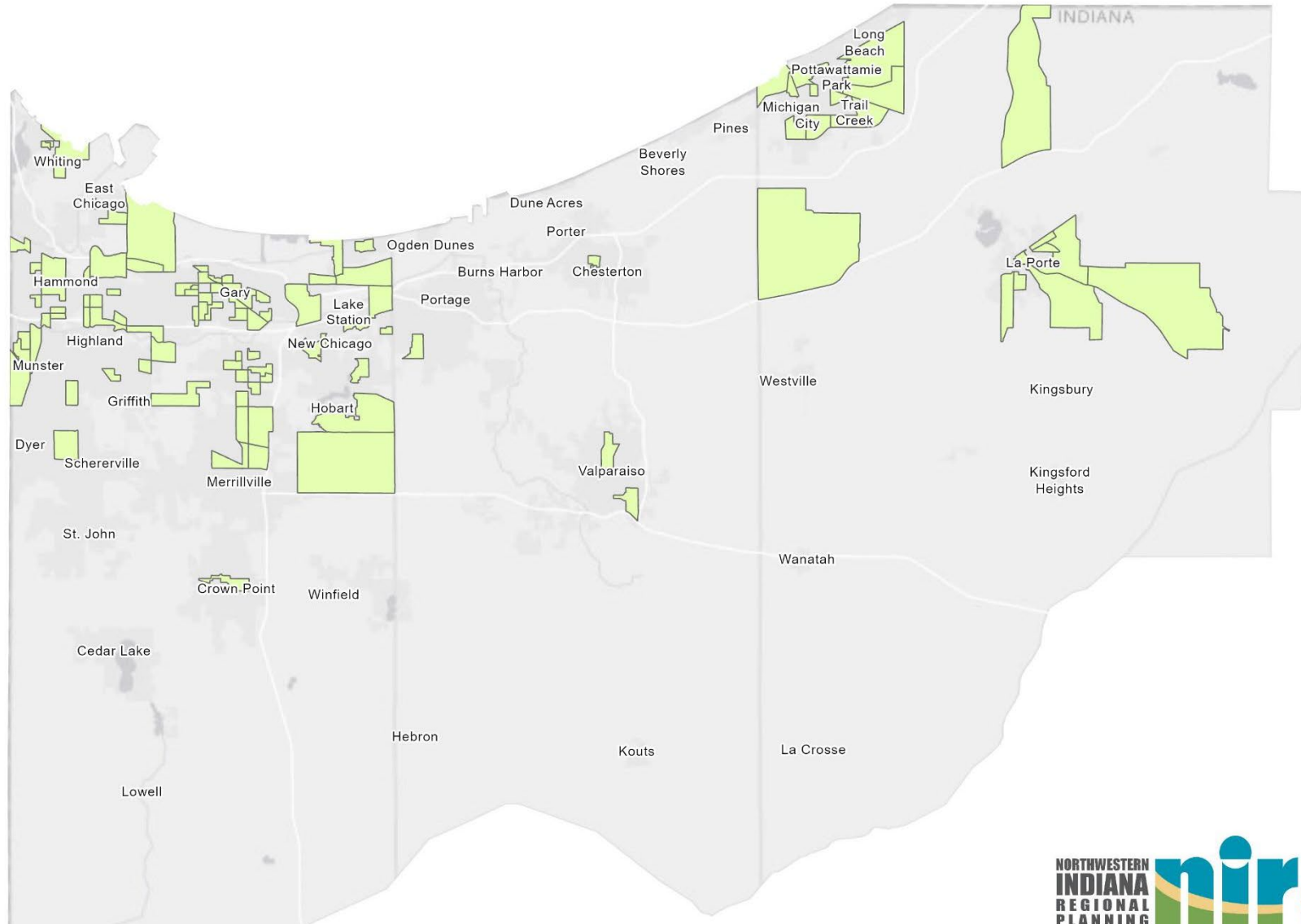


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**2022-2026 Transportation Improvement Program**

**Areas with higher than average (by region) populations with individuals who are older**

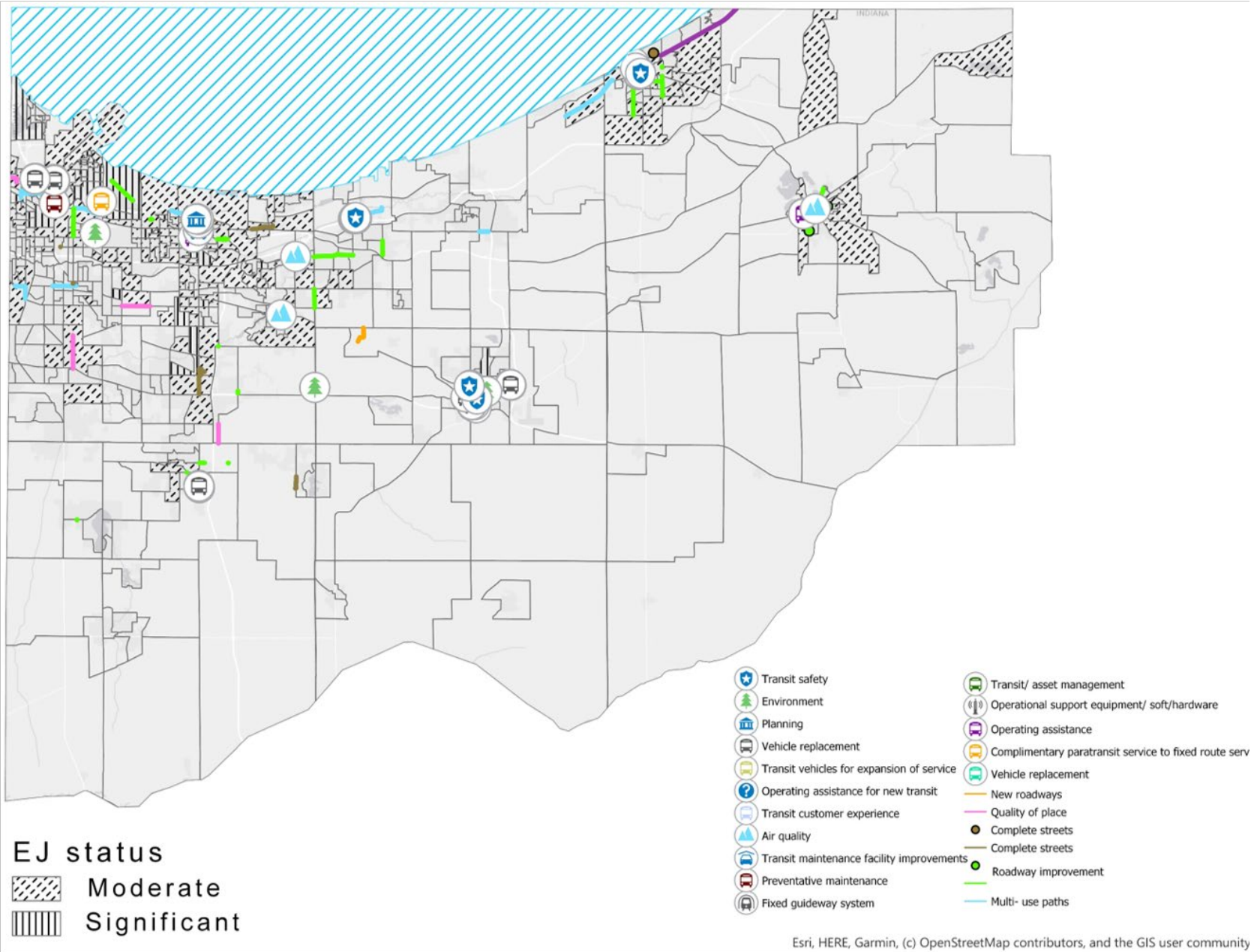


**Areas with higher than average (by region) populations who are veterans**



Transportation Projects (2022-2026) located in Environmental Justice Areas

# Transportation Projects in NWI & EJ areas



## How is the TIP developed and managed?

The TIP is consistent with the *NWI 2050 Plan* and is developed with federal, state, and local partners and with input from the public. The long-range plan must be updated every four years. Development of the TIP generally takes up to 18 months. The process demonstrates the vision and strategic approach to achieving the vision for the region and considers trends and influences on the future of NWI. The TIP is the implementation of the first five years of the NWI 2050 Plan 20-year outlook. The TIP represents 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 focus areas were identified. These visions and focus areas became a matrix of sixteen critical paths as guidance for the next 30 years.

Related to the TIP development process, the *NWI 2050 Plan*, coupled with the requirements for performance-based planning, and programming rules of INDOT, resulted in a new programming approach for transportation improvement programs. The approach links the TIP to the long-range plan and its vision, plan focus areas, and critical paths. 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 each 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.

Classifications for a UZA depend on population. *Group 1* UZAs have populations of 200,000 or greater. *Group 2* UZAs have populations between 50,000 and 200,000. Funds from FTA are split within the greater Chicago region, which includes Northwest Indiana, Southeast Wisconsin, and the greater Chicago metropolitan area.

In addition to federal sources, INDOT provides substantial funding for transportation network improvements in the TIP. These funds provide a match to federal funds for INDOT projects and transit projects that are authorized through the Passenger Mass Transit Fund. INDOT funds facilitate many statewide initiatives, such as Community Crossings and Local Trax, which support asset management, safety improvements, and mobility improvements across the region.

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><b>Surface Transportation Block Grant (STBG)</b>  More information: <a href="https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm">https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm</a></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><b>Congestion Mitigation Air Quality (CMAQ)</b>  More information: <a href="https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm">https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm</a></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: <a href="https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq13ig.cfm">https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq13ig.cfm</a></p>
<p><b>Highway Safety Improvement Program (HSIP)</b>  More information: <a href="https://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm">https://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm</a></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: <a href="https://www.in.gov/indot/files/shsp.pdf">https://www.in.gov/indot/files/shsp.pdf</a></p>
<p><b>Transportation Alternatives (TA)</b>  More information: <a href="https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm">https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm</a></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><b>5307   Urbanized Area Formula Grants</b>  More information: <a href="https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307">https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307</a></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</p>

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 operated. For vehicle-related equipment attributable to compliance with the Americans with Disabilities Act the match may be 10%.

**5310 | Enhanced Mobility of Seniors & Individuals with Disabilities**

More information: <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

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.

**5337 | State of Good Repair Grants**

More information: <https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337>

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.

**5339 | Grants for Buses and Bus Facilities Formula Program**

More information: <https://www.transit.dot.gov/funding/grants/busprogram>

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.

## **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 an 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 attributes 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 & Administrative 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. Transportation Resources Oversight Committees (TROC), either the Lake/Porter TROC or La Porte TROC, provide oversight for both types of amendments. Both TROCs are committees of the Commission. The TROC approves modifications proposed by staff and makes recommendations 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 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*

A transportation improvement program must be consistent with, and support, the long-range plan of the MPO. This TIP is consistent with the NWI long-range plan, the *NWI 2050 Plan*. The TIP must conform to requirements found in federal regulations (see Appendix 3) and INDOT practices. By linking programs within the TIP to the *NWI 2050 Plan*, the process ensures compliance and accomplishes several key tasks. These benefits are 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 the 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;
  - 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

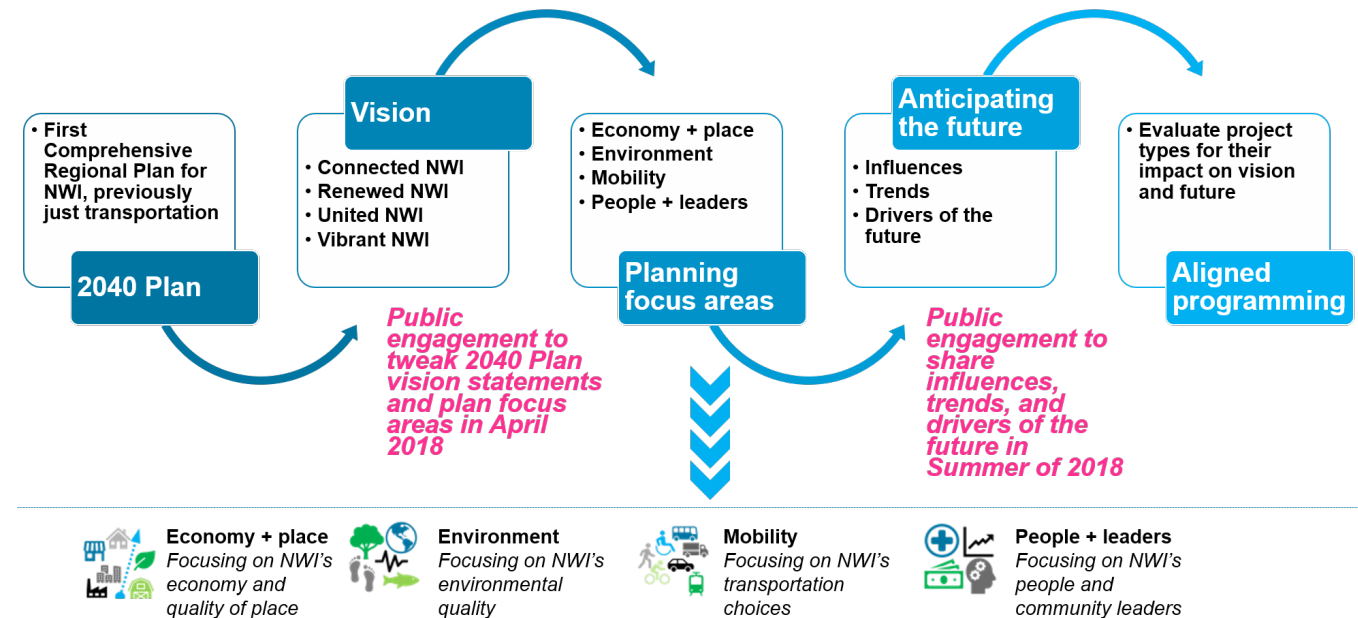
sponsors and public, replacing the previously periodic NOFAs that were funding and UZA based that never fully programmed all federal funds available to NWI.

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, the methodology to allocate funds to projects ensures that 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
- Prioritize investing in projects or programs that best advance progress toward achieving critical paths.
- In some cases, 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 the 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 (PbP)**

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.

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.

*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 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.

Performance measure	Target / desired trend	Target update frequency	Baseline performance (2017)	Updated Performance (2019)	2022-2026 TIP Number of Projects and Funding Totals Contributing to Performance Measure Target
<b>Number of fatalities</b>	no more than 817.3 in 2021	Every year	90	90	61 Projects Totaling \$233,131,764
<b>Rate of fatalities per 100 million vehicle miles traveled</b>	no more than 1.006 in 2021	Every year	0.799	0.830	61 Projects Totaling \$233,131,764
<b>Number of serious injuries</b>	no more than 3,311.4 in 2021	Every year	443	443	61 Projects Totaling \$233,131,764
<b>Rate of serious injuries per 100 million vehicle miles traveled</b>	no more than 4.088 in 2021	Every year	3.808	3.910	61 Projects Totaling \$233,131,764
<b>Number of non-motorized serious injuries and fatalities</b>	no more than 393.6 in 2021	Every year	58	62	52 Projects Totaling \$103,633,291
<b>Percent of non-single occupancy vehicle travel in the Chicago, IL-IN Urbanized Area</b>	at least 31.4% in 2019 and 31.9% in 2021	Every 2 years	30.6%	31.2%	106 Projects Totaling \$207,692,238
<b>VOC Reduction from CMAQ Projects (kg/day)</b>	at least 1,600 kg/day in 2019, 2,600 kg/day in 2021	Every 2 years	10,327.75	10.52	7 Projects Totaling \$11,201,819
<b>NOx Reduction from CMAQ Projects (kg/day)</b>	at least 1,600 kg/day in	Every 2 years	56,040.23	37.94	7 Projects Totaling \$11,201,819



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	2019, 2,200 kg/day in 2021					
<b>CO Reduction from CMAQ Projects (kg/day)</b>	at least 200 kg/day in 2019, 400 kg/day in 2021	Every 2 years	512.49	0.30		7 Projects Totaling \$11,201,819
<b>PM10 Reduction from CMAQ Projects (kg/day)</b>	at least 0.30 kg/day in 2019, 0.50 kg/day in 2021	Every 2 years	0.00	0.00		7 Projects Totaling \$11,201,819
<b>Percent of Interstate pavements in good condition</b>	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.	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.		3 Projects Totaling \$49,543,104
<b>Percent of Interstate pavements in poor condition</b>	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.	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.		3 Projects Totaling \$49,543,104
<b>Percent of non-Interstate NHS pavements in good condition</b>	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.	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.		18 Projects Totaling \$147,244,369

<b>Percent of non-Interstate NHS pavements in poor condition</b>	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.	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.	18 Projects Totaling \$147,244,369
<b>Percent of NHS bridge area in good condition</b>	at least 48.32% in 2019 and 48.32% in 2021	Every 2 years	31.56%	35.23%	76 Projects Totaling \$204,893,630
<b>Percent of NHS bridge area in poor condition</b>	no more than 2.63% in 2019 and 2.63% in 2021	Every 2 years	4.20%	0.96%	76 Projects Totaling \$204,893,630
<b>Number of vehicles submitted for replacement more than one year from the end of their useful life</b>	0	Every year	0		74 Projects Totaling \$113,195,549
<b>Number of revenue vehicles in operation that have met or exceeded the end of their useful life</b>	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.		68 Projects Totaling \$109,966,098
<b>Number of revenue vehicles exceeding their useful life not pending replacement in a grant</b>	no more than 20%		Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.		68 Projects Totaling \$109,966,098

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<b>Number of non-revenue vehicles in operation that have met or exceeded the end of their useful life</b>	no more than 10%		Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.		32 Projects Totaling \$70,966,860
<b>Annual cost of total vehicle replacements</b>	no more than 10% of total 5307 NWI apportionment	Every year	\$639,517		74 Projects Totaling \$113,195,549
<b>Number of vehicles submitted for replacement that have a designated "inoperable" system</b>	0	Every year	0	0	74 Projects Totaling \$113,195,549
<b>Number of vehicles that have been funded that have not yet met the end of their useful life</b>	0	Every year	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.	74 Projects Totaling \$113,195,549
<b>Number of vehicles that have been funded while not on the Indiana QPA or other state cooperative agreement</b>	0	Every year	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.	74 Projects Totaling \$113,195,549
<b>Percent of person miles traveled on the Interstate that are reliable</b>	at least 90.5% in 2019 and 92.8% in 2021	Every 2 years	83%	90%	41 Projects Totaling \$162,401,304

<b>Percent of person miles traveled on the non-Interstate NHS that are reliable</b>	at least 89.8% in 2021	Every 2 years	95%	97%	44 Projects Totaling \$174,580,549
<b>Truck Travel Time Reliability Index (TTTRI)</b>	no more than 1.27 in 2019 and 1.24 in 2021	Every 2 years	1.54	1.45	42 Projects Totaling \$163,557,957
<b>Peak hours of excessive delay per capita in the Chicago, IL-IN Urbanized Area</b>	no more than 15.4 in 2021	Every 2 years	14.4	14.5	97 Projects Totaling \$205,373,563

### **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 transit operators will have to comply with the rule by July 20, 2020. All transit operators within NWI that receive FTA 5307 funds as either a direct or sub-recipient will be required to comply with the rule. NIRPC, as the MPO for NWI will have to adopt an initial safety plan by January 20,

2021. More information can be found here:

<https://www.transit.dot.gov/PTASP>.

Per FTA guidance, transit providers are responsible for state of good repair and safety performance targets. The transit provider must also submit an annual data report to the National Transit Database (NTD) that reflects the SGR performance targets for the following year and condition information for the provider's system and submit an annual narrative report to the NTD that provides a description of any change in the condition of the transit system from the previous year and describe the progress made during the year to meet the performance targets set in the previous reporting year (49 CFR§625.55). MPOs have 180-days from the establishment of the transit provider TAM targets to establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization (49 CFR§450.306(d)).



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	<b>Complementary paratransit service to fixed route service</b> Description: funding for service for users who cannot use fixed routes due to disability	Tier 1	Yes	5307	No
		<b>Operating assistance</b> Description: funding to support the purchase of equipment related to operations of transit	Tier 1	Yes	5307	No
		<b>Operational support equipment / computer hard/software</b> Description: funding to support the purchase of equipment related to operations of transit	Tier 1	Yes	5307	No
Multi-use paths	Ped, Pedal, & Paddle	<b>Off-road trails</b> Description: construction of non-recreational trails	Tier 1	Yes	STBG	No
Transit / asset management	Transit Operators Roundtable	<b>Capital investment in existing fixed guideway systems</b> Description: projects that keep fixed guideway systems in a state of good repair	Tier 1	Yes	5337	No
		<b>Fixed guideway rolling stock (new or existing)</b> Description: funding for the purchase of new or replacement rolling stock	Tier 1	Yes	5337	No
		<b>Preventative maintenance</b> Description: funding to keep existing transit vehicles or equipment in a state of good repair	Tier 1	Yes	5307	No
		<b>Transit maintenance facilities</b> Description: funding to keep transit maintenance facilities in a state of good repair	Tier 1	Yes	5307, 5337	No



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		<b>Transit vehicle replacement (existing and subject to TAMP)</b> Description: funding to replace existing transit vehicles according to transit asset management plan	Tier 1	Yes	5307, 5339	No
<b>Air quality</b>	<b>Environmental Policy and Management Committee</b>	<b>Alternative fuel infrastructure</b> Description: electric or natural gas fuel infrastructure	Tier 1	Yes	CMAQ	Yes, air quality benefit calculation
		<b>Vehicle emission reduction (new or modification)</b> Description: funds to assist with procuring or retrofitting vehicles to reduce emissions	Tier 1	Yes	CMAQ	Yes, air quality benefit calculation
		<b>Advanced truck stop electrification</b> Description: electrification of truck stop parking to reduce/eliminate idling	Tier 2	No, but eligible	None	Yes, if CMAQ, air quality benefit calculation
		<b>Air quality education</b> Description: program to increase awareness and knowledge of pollution in order to reduced emissions	Tier 2	Yes	CMAQ	Yes, air quality benefit calculation
<b>Complete streets</b>	<b>Ped, Pedal, &amp; Paddle</b>	<b>Transportation projects for ADA compliance w/ universal design</b> Description: projects that address ADA transition plans along federally-aided roadways	Tier 1	Yes	STBG	Yes, address ADA transition plan
		<b>Bicycle/pedestrian signals</b> Description: HAWK, pedestrian count downs, etc. along federally-aided roadways	Tier 1	Yes	TA	No
		<b>On-road trails</b> Description: bicycle lanes/cycle tracks along federally-aided roadways as a standalone project	Tier 1	Yes	STBG	No
		<b>Sidewalks</b> Description: sidewalks along federally-aided roadways as a standalone project	Tier 1	Yes	STBG	No
		<b>Safe Routes to School infrastructure projects</b> Description: projects around school zones (can be off federally-aid roads, but only near K-8 schools)	Tier 1	Yes	STBG	No

		<b>Bicycle infrastructure</b> Description: bicycle racks, signage, & ancillary treatments to support cycling	Tier 1	Yes	TA	No
		<b>Safe Routes to School non-infrastructure projects</b> Description: funds to support Safe Routes to School educational or planning activities	Tier 1	Yes	TA	No
		<b>Safe Routes to School coordinator</b> Description: funds to support staff person to organize SRTS planning activities	Tier 2	Yes	TA	No
		<b>Construct / install / maintain of signs at bicycle / pedestrian crossings in school zone</b> Description: bike and pedestrians crossings in school zones along FA roadways	Tier 2	No, but eligible	None	No
		<b>Lighting</b> Description: lighting on trails as a standalone project	Tier 3	No, but eligible	None	No
<b>Transit / customer experience</b>	<b>Transit Operators Roundtable</b>	<b>Mobility management / information technology systems</b> Description: funding to improvement mobility management and technology (GTFS)	Tier 1	Yes	5310	Yes, address the CHSTP
		<b>Wheelchair lifts, ramps, and securement devices</b> Description: funding to make vehicles ADA compliant	Tier 1	No, but eligible	None	No
		<b>Vehicles for accessible taxi, rideshare, or vanpool</b> Description: funding to purchase vehicles to increase access to transit system	Tier 1	No, but eligible	None	No
		<b>Travel training</b> Description: funding to train individuals on how to use transit	Tier 1	No, but eligible	None	No
		<b>Transit passenger facilities</b> Description: projects that improve the waiting facilities for transit riders (bus stops/stations)	Tier 2	Yes	TA, 5337	No

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		<b>Volunteer driver programs</b> Description: funding to offset the cost associated with volunteer driver programs	Tier 2	No, but eligible	None	No
		<b>Improve signage / wayfinding</b> Description: projects that help customers find their way to transit services	Tier 2	No, but eligible	None	No
Transit / expansion	Transit Operators Roundtable	<b>Incremental cost of providing same day service/door-to-door</b> Description: funding to reduce time required to request and reserve an on-demand ride	Tier 1	Yes	5310	Yes, address CHSTP
		<b>New fixed guideway systems (including BRT)</b> 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
		<b>Operating assistance for new transit service</b> Description: funding for the operations and expansion of new transit services	Tier 1	Yes	CMAQ	Yes, air quality benefit calculation
		<b>Transit vehicles for expansion of service</b> 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
		<b>Ferry boats, terminals, and approach roads for ferries</b> Description: projects that buy boats, build terminals and connect terminals to roadway network	Tier 3	No, but eligible	None	No
Planning	Land Use Committee	<b>Creating Livable Communities or TOD planning program</b> 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	<b>Transit planning and administrative oversight</b> Description: funding to plan and oversee transit	Tier 1	Yes	5307	No

	<b>Technical Planning Committee</b>	<b>Transportation planning (general)</b> Description: funds to conduct transportation planning across all modes	Tier 1	No, but eligible	None	No
	<b>Environmental</b>	<b>Development of regional environmental protection plans</b> Description: planning funds to address environmental protection and transportation linkages	Tier 1	No, but eligible	None	No
	<b>Surface Transportation Committee</b>	<b>Data collection / software / equipment or development /implementation of PbP system</b> Description: funding to assist with performance-based planning	Tier 3	No, but eligible	None	No
		<b>Safety data collection / analysis and improvement of data</b> Description: funds to assist in the collection of safety data and analysis of the data	Tier 3	No, but eligible	None	No
		<b>Transportation safety planning or road safety audits</b> Description: funds to specifically conduct transportation safety planning or road safety audits	Tier 3	No, but eligible	None	No
<b>Transit Oriented Development</b>	<b>Land Use Committee</b>	<b>TOD Planning</b> Description: Planning for Projects in a TOD or around a transit station	Tier 1	Yes	STBG, 5307	Yes, located in a CLC or TOD area
		<b>TOD Implementation</b> Description: Funding to construct a transportation project within a TOD area	Tier 2	Yes	STBG, 5307	Yes, located in a CLC or TOD area
<b>Environment</b>	<b>Environmental Policy and Management Committee</b>	<b>Stormwater management / control / prevention</b> Description: funds to reduce stormwater as a standalone project	Tier 1	Yes	TA	No
		<b>Contribute to restoration / enhancement / creation of habitats/wetlands or mitigation bank</b>	Tier 2	No, but eligible	None	No

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		Description: improve habitats + wetlands as a standalone project or bank land for mitigation				
		<b>Vegetation management in ROWs</b> Description: funds to assist in the management of vegetation along FA roadways	Tier 2	Yes	TA	No
		<b>Vehicle related wildlife mortality reduction</b> Description: treatments to reduce the death of wildlife and improve safety for vehicles	Tier 2	No, but eligible	None	No
		<b>Archeological activities for mitigation</b> Description: funds to assist with archeological activities in construction	Tier 3	No, but eligible	None	No
Quality of place	Land Use Committee	<b>Traffic calming</b> Description: treatments that reduce travel speed and improve ped/bike comfort	Tier 1	Yes	HSIP	Yes, through INDOT
		<b>Divided highway conversion to boulevards</b> Description: projects to improve the livability of federal-aid arterial roadways	Tier 1	No, but eligible	None	No
		<b>Inventory / control / removal of outdoor advertising</b> Description: funds to reduce billboards/signage to improve beauty along federal-aid roadways	Tier 2	No, but eligible	None	No
		<b>Historic preservation of historic transportation facilities</b> Description: funds to preserve historic transportation facilities	Tier 2	No, but eligible	None	No
		<b>Roadway expansion</b> Description: widening of roadways to address congestion	Tier 3	No, but eligible	None	No
		<b>Turnouts / overlooks</b> Description: projects that provide for parking at scenic locations	Tier 3	No, but eligible	None	No

**Roadway improvements**

**Surface Transportation Committee**

<b>Intersection safety improvements</b> Description: projects that attempt to reduce safety issues at intersections	Tier 1	Yes	HSIP	Yes, through INDOT
<b>Intelligent Transportation Systems</b> Description: projects that use technology to increase efficiency of transportation system (usually a state level initiative)	Tier 2	No, but eligible	None	No
<b>Pavement rehabilitation or reconstruction</b> Description: projects that rehabilitate or reconstruct federal-aid roads	Tier 2	Yes	STBG	No
<b>Railway-highway grade crossings</b> Description: projects that address safety issues at railroad crossings	Tier 2	Yes	HSIP	Yes, through INDOT
<b>Intersection congestion improvements</b> Description: projects that attempt to reduce congestion at bottleneck locations	Tier 2	Yes	CMAQ	Yes, air quality benefit calculation
<b>Traffic monitoring / management / control</b> Description: funding for the monitoring and management of traffic (usually a state level initiative)	Tier 2	No, but eligible	None	No
<b>Bridge replacement, rehabilitation or reconstruction</b> Description: projects that rehabilitate or reconstruct bridges on FA roads	Tier 2	Yes	STBG	No
<b>Emergency communications equipment / priority control systems</b> Description: funds to implement projects for emergency communication + signal preemption	Tier 2	No, but eligible	None	If HSIP, yes, through INDOT
<b>Travel demand management strategies / programs</b> Description: funds that assist with reducing the demand for travel and congestion	Tier 2	No, but eligible	None	No
<b>Construction and operational improvements on high-risk rural roads</b>	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT

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Description: projects on federally-aided rural roads that improve safety				
<b>Safety devices/control, rumbles, skid resistant treatments, or remove obstacles at crash locations</b> Description: Standalone projects to improve safety with specific treatments on Federal-Aid roadways	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
<b>Congestion pricing development / implementation</b> Description: funds that can assist with starting a congestion pricing scheme	Tier 3	No, but eligible	None	No
<b>Highway signs for retro-reflectivity</b> Description: standalone projects that increase visibility of roadway signs	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
<b>Pavement and shoulder widening to remedy unsafe conditions</b> Description: projects that add width to address unsafe conditions with road narrowness	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
<b>Fringe and corridor parking facilities / programs</b> Description: construction of parking lots for car/vanpooling and transit kiss & rides	Tier 3	No, but eligible	None	No
<b>Protection for bridges including inspections</b> Description: funding to assist with the inspection of bridges	Tier 3	No, but eligible	None	No
<b>Conduct model traffic enforcement activity at rail/highway crossing</b> 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
<b>Promote/educate highway safety matters + project to enforce law</b> 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	<b>Transit security</b> Description: funding required to be spent to improve the safety and security of transit	Tier 1	Yes	5307, 5337	No
New roadways	<b>Surface Transportation Committee</b> with input from <b>Land Use Committee</b>	<b>New bridge / roadway / tunnel construction</b> Description: new roadways, bridges, or tunnels	Tier 3	No, but eligible	None	No
		<b>Surface transport infrastructure to facilitate port "linkages"</b> Description: new roadways connect port facilities to existing transportation system	Tier 3	No, but eligible	None	No
		<b>New truck parking facilities</b> Description: new parking specifically for trucks	Tier 3	No, but eligible	None	No
		<b>Construction of minor collectors in same corridor as NHS route</b> Description: construct service lanes along arterial roads; NHS owned by INDOT	Tier 3	No, but eligible	None	No



**Programmatic funding target**

Programs were ranked based on impact on the 16 critical paths of the NWI 2050 Plan. Ranked in order of impact, ideal annual federal funding target are listed, if a full year of funding is available (based on FY2019 appropriations, inclusive of both FHWA and FTA funds). If funds in any program are not fully appropriated to program applications, excess funds are allocated to the next program, until all funds are programmed.

**Transit / operations**  
Group 1 \$5,770,000 / Group 2 \$951,500

**Multi-use paths**  
Group 1 \$2,750,000 / Group 2 \$350,000

**Transit / asset management**  
Group 1 \$31,012,188 / 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 \$524,397 / Group 2 No target

**Transit / expansion**  
Group 1 \$650,000 / Group 2 No target

**Planning/Transit Oriented Development**  
Group 1 \$1,250,000 / Group 2 No target

**Environment**  
Group 1 \$450,000 / Group 2 No target

**Quality of place**  
Group 1 \$750,000 / Group 2 No target

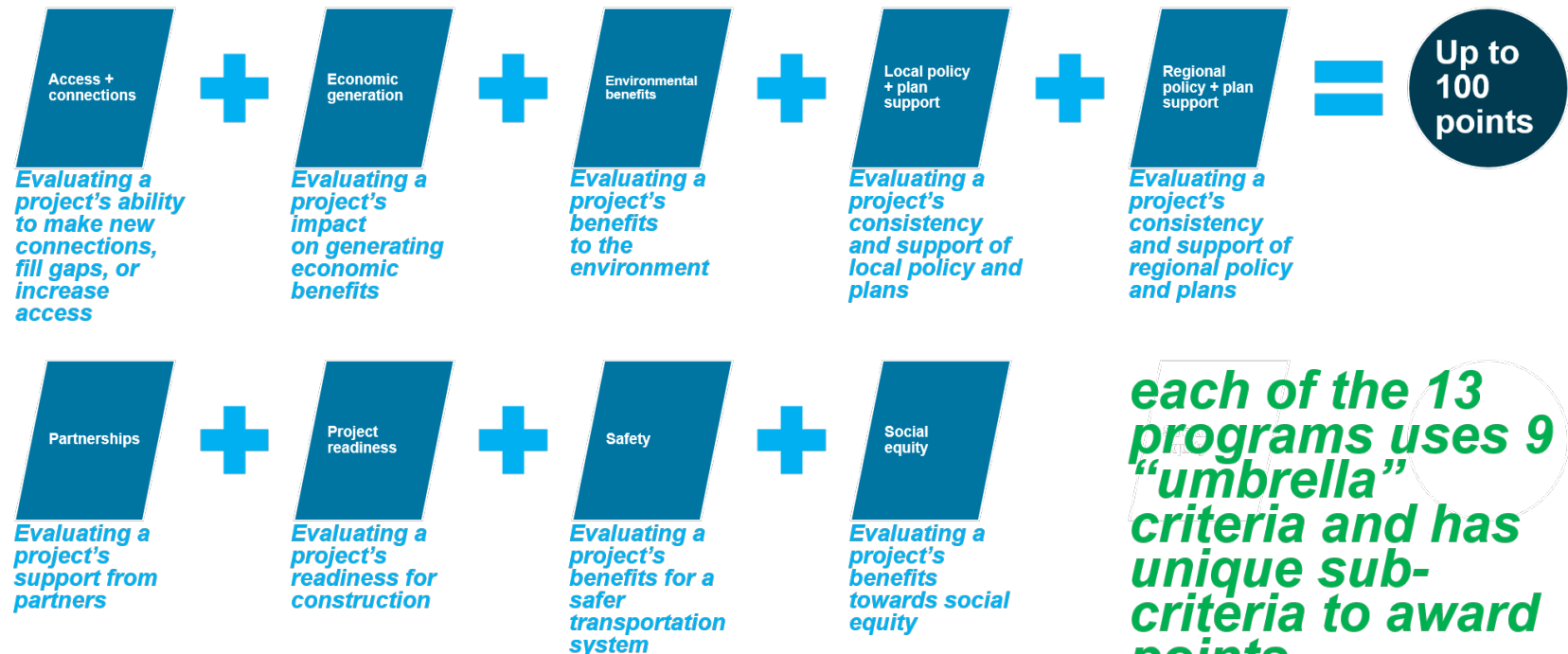
**Roadway/Bridge improvement**  
Group 1 \$11,836,500 / Group 2 \$1,160,000

**Transit / security**  
Group 1 \$299,397 / Group 2 \$9,528

**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 the 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.



each of the 13 programs uses 9 "umbrella" criteria and has unique sub-criteria to award points

## Programming rules

Programming rules were developed for projects funded with FHWA derived funds in the 2022-2026 TIP. The programming rules below will govern the funds awarded in the 2022-2026 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. Living 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 (not including Construction Engineering (CE)).
5. If funding for PE is awarded by NIRPC, that phase must start within the fiscal year in which it is programmed. If the sponsor cannot show that this phase has begun within this time frame, 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 all projects awarded federal funds. 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 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. If a project is moved outside of the TIP, that project must reapply in the next NOFA for future funding, keeping in mind FHWA rules.
9. A project as submitted in a NOFA should not change its scope in such a way that it appears to be an entirely different project. All changes must follow the Project Substitution & Scope Change Guidelines as approved by TROC. Project changes allowed by TROC include: 1) Changes in the project's limits, upon approval of the Transportation Resources Oversight Committee (TROC). 2) Downsizing the scope, or phasing the project provided the overall funding request does not increase (future phases will have to compete in future NOFAs). Other changes will be referred to the appropriate topical committee for determination. 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 by TROC.

10. If an LPA wishes to change the scope a project or a phase of a project after being awarded funding, the LPA must follow the Project Substitution & Scope Change Guidelines as approved by TROC.
11. 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.
12. During construction, Change Orders will be limited to 10% of the CN letting amount or less than \$100,000, depending upon available funds. Change Orders of \$100,000 or greater, or a culmination of Change Orders for any project equal to or greater than \$100,000, will be subject to TROC approval.
13. 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.
14. For Group 1: An amount of \$250,000 per year, will be set aside for PE and ROW for future projects in future NOFAs. These funds will be set aside beginning with the third year of the TIP. (i.e. \$250,000 in 2025; \$500,000 in 2026).
15. For Group 2: An amount of \$70,000 per year compounded, will be set aside for PE and ROW for future projects in future NOFAs. These funds will be set aside beginning with the third year of the TIP. (i.e. \$70,000 in 2024; \$140,000 in 2025; \$210,000 in 2026). If a project involves improvements on INDOT roadway, the funding from NIRPC for the work on the roadway shall not exceed 49% of the total construction costs. The LPA shall be responsible for the remaining 51% of the funding for the work in the roadway. All other work will be eligible for funding at the regular rate.
16. Project selection shall be based upon construction funding or NIRPC's long range plan (*NWI 2050*). Only those projects selected for construction shall be eligible for PE and/or ROW funding. Exceptions will be made for transformative projects specifically mentioned in NIRPC's long range plan.
17. If you are proposing phasing your project please include:
  - A plan for phasing
  - A proposed schedule for future phases
  - An inflated cost estimate for each future phase
  
  - A financial plan for the entire suite
  - All phases of the suite should be able to stand alone and rely upon future NOFAs to fund them.
18. CN costs should include CE, if the LPA is considering asking for those funds.
19. Any project that exceed \$6,000,000 for the CN Engineer's estimate and cannot be broken down into smaller phases, shall be deemed a 'Transformative Project' and will be reviewed separately from the other projects in the NOFA by the topical committee that is reviewing that project type.
20. All CN (and CE) estimates should be uninflated and given in FY 2021 dollars (except for phased projects which has phases outside of the current NOFA). NIRPC staff will inflate all project costs according to the final programmed year.
21. All LPA with projects in the TIP are required to complete, in a timely manner, Quarterly Reports (either in LTAP, RTIP or other form determined by NIRPC) and to participate in Local Quarterly Meetings as set up by NIRPC. These meetings and reports are required by the FAST Act. Failure to complete at least three reports annually and

participate in three quarterly meetings annually, could result in loss of funding for future projects.

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, Disadvantage Business Enterprise Report, Preventive Maintenance Reporting, Operating Assistance Financial Report, Capital Cost of Contracting Financial Report, Income Financial Report, ADA Review Documentation, Biennial Review Documentation, Certifications and Assurance Compliance, Availability of Local Match Annual Report, Triennial Review Documentation, State Board of Accounts Audit, 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, recompleted, 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 through the "split letter" process. An operator's existing

balance of obligated and unobligated carryover will be used to meet the total funding request of projects identified in the TIP, before new funds will be “split” to the operator. This means that if an operator has identified \$100,000 of operational funds in the current year of the TIP, and they have a carryover balance of \$10,000 unobligated carryover and \$20,000 of funds obligated in an operations grant; the operator would only receive \$70,000 of new year funding. A carryover balance equal to half of a year’s worth of operating expenses will be maintained regionally for stop-gap funding purposes should the 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.
9. All funding requests should be uninflated and given in FY 2021 dollars. NIRPC staff will inflate all funding according to historic spending and the final programmed year.

# Investments

## Summary of investments by program



Local projects

Chicago Urbanized Area (UZA)

TIP ID	Work Type	Project Title	Lead Agency	Funding Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
1601147	Bike/Pedestrian Facilities	Multi-use Trail at Marquette Trail	Burns Harbor	CMAQ Chicago UZA	\$647,341	\$0	\$161,835	\$0	\$40,000	\$649,176	\$120,000	\$40,000	\$769,176	\$0	\$0	\$0	\$0	\$809,176	Yes
2101110	Bike/Pedestrian Facilities	Complete Streets sidewalks on 133rd and Morris	Cedar Lake	CMAQ Chicago UZA	\$1,861,300	\$0	\$437,825	\$110,000	\$0	\$2,189,125	\$0	\$0	\$0	\$110,000	\$0	\$2,189,125	\$0	\$2,299,125	Yes
1902832	Bike/Pedestrian Facilities	Multi-use paths / Westchester-Liberty Phase 3	Chesterton	TAP Chicago UZA	\$1,400,000	\$0	\$350,000	\$0	\$150,000	\$1,600,000	\$0	\$0	\$150,000	\$1,600,000	\$0	\$0	\$0	\$1,750,000	No
2101117	Signal - Other	Installation of EVP devices on traffic signals	Chesterton	STBG Chicago UZA	\$1,751,940	\$0	\$281,790	\$183,941	\$0	\$1,849,789	\$0	\$0	\$0	\$183,941	\$0	\$1,849,789	\$0	\$2,033,730	Yes
NIRPC 2700502	Bike/Pedestrian Facilities	Veterans Memorial and Pennsey Greenway Trails in Crown Pointe	Crown Point	TAP Chicago UZA	\$2,000,000	\$0	\$500,000	\$0	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000	Yes
1901948	Intersection or Intersection Groups	Intersection Improvement-Roundabout US 231 & 113th	Crown Point	STBG Chicago UZA	\$1,195,948	\$0	\$277,962	\$308,910	\$0	\$1,165,000	\$0	\$308,910	\$0	\$1,165,000	\$0	\$0	\$0	\$1,473,910	Yes
1601146	Bike/Pedestrian Facilities	Multi-use Trails at Marquette Trail	East Chicago	CMAQ Chicago UZA	\$1,075,840	\$0	\$268,960	\$309,800	\$0	\$1,035,000	\$0	\$309,800	\$0	\$1,035,000	\$0	\$0	\$0	\$1,344,800	No
901321	Intersection or Intersection Groups	Intersection Improvement; Local Street	East Chicago	Federal Special-EDA	\$1,000,000	\$0	\$1,250,000	\$0	\$0	\$2,250,000	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$2,250,000	No
2101118	Pavement Reconstruction/R rehabilitation	Michigan Ave Reconstruction- <b>FUTURE PROJECT</b>	East Chicago	STBG Chicago UZA	\$3,592,206	\$0	\$898,052	\$0	\$0	\$4,490,258	\$0	\$0	\$0	\$0	\$0	\$0	\$4,490,258	\$4,490,258	Yes
900064	Roadway Reconstruction/R rehabilitation	Road Rehabilitation	East Chicago	DEMO	\$642,584	\$5,000,000	\$168,784	\$843,920	\$0	\$4,967,448	\$0	\$843,920	\$4,967,448	\$0	\$0	\$0	\$0	\$5,811,368	Yes
1802973	Pavement Reconstruction/R rehabilitation	Roadway Improvement/Road Reconstruction at 15th Ave	Gary	STBG Chicago UZA	\$3,196,000	\$0	\$799,000	\$245,000	\$0	\$3,750,000	\$0	\$245,000	\$0	\$0	\$3,750,000	\$0	\$0	\$3,995,000	Yes

TIP ID	Work Type	Project Title	Lead Agency	Funding Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
1802975	Roadway Reconstruction/Rehabilitation	Road Rehabilitation, Airport Rd Ph 2	Gary	STBG Chicago UZA	\$716,800	\$0	\$179,200	\$0	\$0	\$896,000	\$0	\$0	\$896,000	\$0	\$0	\$0	\$0	\$896,000	Yes
NIRPC 2600420	Pavement, Preventive Maintenance	Complete Streets; 5th Ave downtown	Gary	TAP Chicago UZA	\$300,000	\$0	\$75,000	\$0	\$375,000	\$0	\$0	\$0	\$0	\$0	\$375,000	\$0	\$0	\$375,000	No
1902830	Signal Modernization	Signal Modernization 5th Ave & Bigger St.	Gary	STBG Chicago UZA	\$342,540	\$0	\$85,635	\$0	\$0	\$428,175	\$0	\$0	\$428,175	\$0	\$0	\$0	\$0	\$428,175	Yes
2101119	Intersection or Intersection Groups	Roundabout at Broad St and Ave H	Griffith	STBG Chicago UZA	\$109,620	\$0	\$12,180	\$121,800	\$0	\$0	\$0	\$0	\$0	\$121,800	\$0	\$0	\$0	\$121,800	Yes
2101128	Bridge Replacement	Trail on Michigan St bridge over Kennedy	Hammond	STBG Chicago UZA	\$720,314	\$0	\$180,079	\$0	\$0	\$900,393	\$0	\$0	\$0	\$0	\$0	\$900,393	\$0	\$900,393	Yes
1901784	Intersection or Intersection Groups	Intersection Improvement; Hammond - Michigan St (US 20) at Indianapolis Blvd (SR 152)	Hammond	CMAQ Chicago UZA	\$276,000	\$0	\$69,000	\$0	\$0	\$345,000	\$0	\$0	\$0	\$345,000	\$0	\$0	\$0	\$345,000	No
1901900	Bike/Pedestrian Facilities	Multi-use paths / Hammond Marquette Greenway	Hammond	TAP Chicago UZA	\$100,000	\$0	\$25,000	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000	No
2101127	Pavement Reconstruction/Rehabilitation	Summer St Reconstruction Ph 2-FUTURE PROJECT	Hammond	STBG Chicago UZA	\$3,713,783	\$0	\$928,446	\$0	\$0	\$4,642,229	\$0	\$0	\$0	\$0	\$0	\$0	\$4,642,229	\$4,642,229	Yes
2002586	Pavement, Preventive Maintenance	Hohman Complete Streets	Hammond	STBG Chicago UZA	\$1,200,000	\$0	\$1,375,000	\$0	\$0	\$2,575,000	\$0	\$0	\$0	\$2,575,000	\$0	\$0	\$0	\$2,575,000	Yes
1901902	Roadway Reconstruction/Rehabilitation	Pavement Rehabilitation; complete Streets	Hammond	STBG Chicago UZA	\$3,220,000	\$0	\$805,000	\$0	\$0	\$4,025,000	\$0	\$0	\$0	\$0	\$4,025,000	\$0	\$0	\$4,025,000	Yes
1902700	Roadway Reconstruction/Rehabilitation	Pavement Rehabilitation - Summer St Ph 1	Hammond	STBG Chicago UZA	\$3,300,000	\$0	\$4,260,000	\$810,000	\$0	\$6,750,000	\$0	\$810,000	\$0	\$6,750,000	\$0	\$0	\$0	\$7,560,000	Yes
2002582	Bike/Pedestrian Facilities	Signal on Erie Lackawanna Trail	Highland	TAP Chicago UZA	\$280,000	\$0	\$70,000	\$0	\$0	\$350,000	\$0	\$0	\$0	\$350,000	\$0	\$0	\$0	\$350,000	No
1902707	Intersection or Intersection Groups	Roundabout Hobart - 61st Ave & Marcella Dr	Hobart	CMAQ Chicago UZA	\$2,992,400	\$0	\$748,100	\$0	\$0	\$3,740,500	\$0	\$0	\$0	\$3,740,500	\$0	\$0	\$0	\$3,740,500	Yes
1902708	Other Type Project	Hobart Diesel Vehicles Replacement with CNG	Hobart	CMAQ Chicago UZA	\$1,539,867	\$0	\$384,966	\$0	\$0	\$1,924,833	\$0	\$0	\$1,924,833	\$0	\$0	\$0	\$0	\$1,924,833	No



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TIP ID	Work Type	Project Title	Lead Agency	Funding Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
1382598	Roadway Reconstruction/Rehabilitation	Roadway Improvement Program at County Line Rd	Hobart	STBG Chicago UZA	\$7,129,800	\$0	\$1,782,450	\$0	\$316,000	\$8,596,250	\$0	\$0	\$316,000	\$0	\$0	\$0	\$0	\$8,912,250	No
1401034	Intersection or Intersection Groups	Roadway Improvement Program at Colorado St	Hobart	HSIP Chicago UZA	\$3,243,171	\$0	\$360,352	\$391,190	\$879,000	\$2,333,333	\$0	\$1,270,190	\$2,333,333	\$0	\$0	\$0	\$0	\$3,603,523	No
1902675	Bike/Pedestrian Facilities	Veteran's Memorial Trail (P1)	Lake County	STBG Chicago UZA	\$1,074,203	\$0	\$268,551	\$0	\$0	\$1,212,810	\$129,944	\$0	\$0	\$0	\$1,342,754	\$0	\$0	\$1,342,754	Yes
1902676	New Bridge	Veteran's Memorial Parkway Trail Bridge	Lake County	STBG Chicago UZA	\$1,571,717	\$0	\$747,293	\$0	\$0	\$2,094,590	\$224,420	\$0	\$0	\$0	\$2,319,010	\$0	\$0	\$2,319,010	Yes
2101129	Bridge Replacement	Bridge Replacement Colorado St over Deep River	Lake County	STBG Chicago UZA	\$836,000	\$0	\$605,501	\$0	\$0	\$1,441,501	\$0	\$0	\$0	\$0	\$0	\$1,441,501	\$0	\$1,441,501	Yes
1702831	Bridge Replacement	Lake County Bridge	Lake County	Local Bridge	\$0	\$0	\$1,765,000	\$305,000	\$80,000	\$1,200,000	\$180,000	\$385,000	\$1,380,000	\$0	\$0	\$0	\$0	\$1,765,000	Yes
1702830	Bridge Replacement	Lake County Bridge	Lake County	Local Bridge	\$0	\$0	\$1,766,600	\$306,600	\$80,000	\$1,380,000	\$0	\$306,600	\$80,000	\$1,380,000	\$0	\$0	\$0	\$1,766,600	Yes
1902819	Bridge Replacement	Bridge #45 Bridge Replacement	Lake County	Local Bridge	\$0	\$0	\$5,770,550	\$535,550	\$60,000	\$4,500,000	\$675,000	\$485,550	\$0	\$110,000	\$0	\$5,175,000	\$0	\$5,770,550	Yes
9980080	Existing Roadway Capacity Improvement	Added Travel Lanes at 45th Ave	Lake County	DEMO; STBG Chicago UZA	\$8,873,142	\$0	\$3,205,786	\$0	\$2,496,928	\$9,582,000	\$0	\$2,496,928	\$9,582,000	\$0	\$0	\$0	\$0	\$12,078,928	No
1173429	Pavement Reconstruction/Rehabilitation	Road reconstruction Central Ave & Fairview	Lake Station	STBG Chicago UZA	\$750,000	\$61,875	\$344,301	\$68,750	\$0	\$1,087,426	\$0	\$0	\$0	\$68,750	\$0	\$0	\$1,087,426	\$1,156,176	Yes
1802924	Bike/Pedestrian Facilities	ADA ramps & sidewalk installation/repair	Lowell	STBG Group III	\$2,321,839	\$0	\$580,459	\$735,410	\$440,000	\$1,501,642	\$225,246	\$735,410	\$440,000	\$0	\$1,726,888	\$0	\$0	\$2,902,298	Yes
1802920	Bike/Pedestrian Facilities	Freedom Trail	Lowell	STBG Group III	\$0	\$1,732,080	\$433,020	\$183,625	\$108,500	\$1,689,350	\$183,625	\$183,625	\$108,500	\$0	\$1,872,975	\$0	\$0	\$2,165,100	Yes
2100031	Intersection or Intersection Groups	Roundabouts at Mississippi & 79th-FUTURE PROJECT	Merrillville	STBG Chicago UZA	\$3,927,129	\$0	\$981,782	\$0	\$0	\$4,908,911	\$0	\$0	\$0	\$0	\$0	\$0	\$4,908,911	\$4,908,911	Yes
2100030	Intersection or Intersection Groups	Roundabout at Mississippi & 69th	Merrillville	STBG Chicago UZA	\$100,000	\$0	\$25,000	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000	Yes

TIP ID	Work Type	Project Title	Lead Agency	Funding Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
1901949	Bike/Pedestrian Facilities	Complete Streets / Broadway Sidewalks	Merrillville	TAP Chicago UZA	\$672,000	\$0	\$168,000	\$0	\$65,000	\$775,000	\$0	\$65,000	\$775,000	\$0	\$0	\$0	\$0	\$840,000	No
1901951	Bike/Pedestrian Facilities	Sidewalks in Merrill Heights neighborhood	Merrillville	TAP Chicago UZA	\$941,820	\$0	\$235,455	\$0	\$0	\$1,177,275	\$0	\$0	\$0	\$0	\$1,177,275	\$0	\$0	\$1,177,275	Yes
1173597	Bike/Pedestrian Facilities	Bicycle & Pedestrian Facilities at E-L/Pennsy Trail	Munster	TAP Chicago UZA	\$784,080	\$0	\$246,020	\$50,000	\$0	\$980,100	\$0	\$50,000	\$980,100	\$0	\$0	\$0	\$0	\$1,030,100	No
2100032	Pavement Reconstruction/Rehabilitation	Main St reconstruction	Munster	STBG Chicago UZA	\$5,352,593	\$0	\$1,338,148	\$397,500	\$0	\$6,293,241	\$0	\$0	\$0	\$397,500	\$0	\$6,293,241	\$0	\$6,690,741	Yes
2001100	Other Type Project	NIRPC Green Fleets Program	NIRPC	STBG Chicago UZA	\$756,000	\$0	\$189,000	\$0	\$0	\$945,000	\$0	\$0	\$0	\$0	\$0	\$472,500	\$472,500	\$945,000	Yes
2001100	Other Type Project	Road Safety Audits for Northwest Indiana	NIRPC	STBG Chicago UZA	\$310,000	\$0	\$0	\$310,000	\$0	\$0	\$0	\$0	\$0	\$77,500	\$77,500	\$77,500	\$77,500	\$310,000	Yes
2001100	Planning/Study	SSCC Green Fleets Air Quality Public Education	NIRPC	CMAQ Chicago UZA	\$1,440,000	\$0	\$360,000	\$0	\$0	\$1,800,000	\$0	\$450,000	\$450,000	\$450,000	\$450,000	\$0	\$0	\$1,800,000	No
2001100	Transit - Planning/Oversight	Planning / 2024 TIP Management Software	NIRPC	STBG Chicago UZA	\$56,275	\$0	\$14,069	\$0	\$0	\$70,344	\$0	\$0	\$0	\$0	\$70,344	\$0	\$0	\$70,344	No
2001100	Transit - Planning/Oversight	Planning / 2023 TIP Management Software	NIRPC	STBG Chicago UZA	\$54,636	\$0	\$13,659	\$0	\$0	\$68,295	\$0	\$0	\$0	\$68,295	\$0	\$0	\$0	\$68,295	No
2001100	Transit - Planning/Oversight	Planning / 2022 TIP Management Software	NIRPC	STBG Chicago UZA	\$53,045	\$0	\$13,261	\$0	\$0	\$66,306	\$0	\$0	\$66,306	\$0	\$0	\$0	\$0	\$66,306	No
2100131	Pavement Reconstruction/Rehabilitation	Road Reconstruction; From County Line Rd to Willowdale & Peach to Willowcreek	Portage	STBG Chicago UZA	\$778,472	\$0	\$194,618	\$473,090	\$500,000	\$0	\$0	\$0	\$973,090	\$0	\$0	\$0	\$0	\$973,090	Yes
1902124	Roadway Reconstruction/Rehabilitation	Crisman Rd Reconstruction	Portage	DEMO	\$2,846,282	\$0	\$711,570	\$334,000	\$0	\$3,223,852	\$0	\$334,000	\$3,223,852	\$0	\$0	\$0	\$0	\$3,557,852	Yes
1382010	Roadway Reconstruction/Rehabilitation	Roadway Improvement/Road Reconstruction (3R/4R Standards) at Samuelson Road	Portage	DEMO; STBG Chicago UZA	\$5,845,741	\$0	\$1,461,435	\$597,435	\$203,000	\$6,506,741	\$0	\$597,435	\$203,000	\$3,750,000	\$2,756,741	\$0	\$0	\$7,307,176	No
TIP ID	Work Type	Project Title	Lead Agency	Funding Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt

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1173430	Roadway Reconstruction/R rehabilitation	Road Reconstruction (3R/4R Standards) at Central Ave	Portage	DEMO; STBG Chicago UZA	\$5,136,085	\$0	\$3,360,000	\$2,589,835	\$500,000	\$5,406,250	\$0	\$2,239,835	\$2,506,250	\$3,750,000	\$0	\$0	\$0	\$8,496,085	No
1500419	Bike/Pedestrian Facilities	Multi-use paths / Bicycle & Pedestrian Facilities	Porter County	TAP Chicago UZA	\$1,600,000	\$0	\$400,000	\$250,000	\$0	\$1,750,000	\$0	\$0	\$250,000	\$0	\$1,750,000	\$0	\$0	\$2,000,000	Yes
1173594	Bike/Pedestrian Facilities	Bicycle & Pedestrian Facilities	Porter County	TAP Chicago UZA	\$1,675,027	\$0	\$718,757	\$300,000	\$0	\$1,869,450	\$224,334	\$300,000	\$0	\$2,093,784	\$0	\$0	\$0	\$2,393,784	Yes
2100109	Bridge - Other	Countywide Bridge Inspection	Porter County	Local Bridge	\$0	\$0	\$364,770	\$364,770	\$0	\$0	\$0	\$0	\$176,108	\$23,886	\$153,137	\$11,639	\$0	\$364,770	Yes
1802941	Bridge Replacement	Bridge Replacement	Porter County	Local Bridge	\$0	\$0	\$1,730,000	\$280,000	\$70,000	\$1,200,000	\$180,000	\$350,000	\$0	\$0	\$1,380,000	\$0	\$0	\$1,730,000	Yes
1702827	Bridge Replacement	Bridge Replacement	Porter County	Local Bridge	\$0	\$0	\$541,000	\$0	\$0	\$541,000	\$0	\$0	\$541,000	\$0	\$0	\$0	\$0	\$541,000	Yes
1702821	Bridge Replacement	Bridge Replacement	Porter County	Local Bridge	\$0	\$0	\$606,000	\$0	\$0	\$606,000	\$0	\$0	\$0	\$606,000	\$0	\$0	\$0	\$606,000	Yes
1702828	Bridge Replacement	Bridge Replacement	Porter County	Local Bridge	\$0	\$0	\$820,000	\$0	\$0	\$820,000	\$0	\$0	\$820,000	\$0	\$0	\$0	\$0	\$820,000	Yes
1802932	Bridge Replacement	Bridge Replacement	Porter County	Local Bridge	\$0	\$0	\$3,170,000	\$415,000	\$110,000	\$2,300,000	\$345,000	\$525,000	\$0	\$0	\$2,645,000	\$0	\$0	\$3,170,000	Yes
1902001	New Road Construction	Willowcreek Rd Extension SR 130 to 700 N	Porter County	STBG Chicago UZA	\$5,872,349	\$0	\$1,468,088	\$402,469	\$405,000	\$6,532,968	\$0	\$0	\$0	\$0	\$807,469	\$0	\$6,532,968	\$7,340,437	No
1382603	Existing Roadway Capacity Improvement	Quality of Place / Added Travel Lanes- Kennedy Ave (Phase 2)	Schererville	STBG Chicago UZA	\$8,258,707	\$0	\$2,064,677	\$0	\$75,000	\$10,248,384	\$0	\$0	\$75,000	\$0	\$10,248,384	\$0	\$0	\$10,323,384	No
1902000	Existing Roadway Capacity Improvement	Roadway Expansion Kennedy Ave	Schererville	STBG Chicago UZA	\$6,208,570	\$0	\$1,552,143	\$239,234	\$430,500	\$7,090,979	\$0	\$0	\$0	\$669,734	\$0	\$7,090,979	\$0	\$7,760,713	No
NIRPC 2700513	New Road Construction	Cline Ave Extension	St. John	STBG Chicago UZA	\$559,366	\$0	\$139,842	\$375,000	\$324,208	\$0	\$0	\$0	\$0	\$0	\$0	\$699,208	\$0	\$699,208	Yes
2101141	Bike/Pedestrian Facilities	Multi use trail from transit parking lot to downtown	Valparaiso	STBG Chicago UZA	\$2,036,404	\$0	\$519,101	\$157,875	\$0	\$2,397,630	\$0	\$0	\$0	\$157,875	\$0	\$0	\$2,397,630	\$2,555,505	Yes
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>Funding Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>

2101133	Intersection or Intersection Groups	Roundabout at SR 130 & CR 400N	Valparaiso	STBG Chicago UZA	\$142,896	\$0	\$142,896	\$285,792	\$0	\$0	\$0	\$0	\$0	\$285,792	\$0	\$0	\$0	\$285,792	Yes
1902686	Intersection or Intersection Groups	Roundabout; Valparaiso-Campbell & Lincoln Ave.	Valparaiso	CMAQ Chicago UZA	\$2,925,202	\$0	\$731,300	\$386,351	\$500,000	\$2,770,151	\$0	\$386,351	\$0	\$0	\$500,000	\$2,770,151	\$0	\$3,656,502	Yes
1702151	Other Type Project	Landscaping at US 30	Valparaiso	State Special	\$0	\$2,287,686	\$571,922	\$0	\$0	\$2,859,608	\$0	\$0	\$2,859,608	\$0	\$0	\$0	\$0	\$2,859,608	No
1702150	Other Type Project	Landscaping at US 30	Valparaiso	State Special	\$0	\$3,162,500	\$790,625	\$0	\$0	\$3,437,500	\$515,625	\$0	\$3,953,125	\$0	\$0	\$0	\$0	\$3,953,125	No
1901947	Bike/Pedestrian Facilities	Sidewalks along Randolph St	Winfield	TAP Chicago UZA	\$391,000	\$0	\$97,800	\$0	\$0	\$488,800	\$0	\$0	\$0	\$488,800	\$0	\$0	\$0	\$488,800	Yes

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Michigan City-La Porte Urbanized Area (UZA)

TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
1900831	Bike/Pedestrian Facilities	Chessie Trail 2 RR crossing	La Porte	TAP Mich City UZA	\$330,000	\$0	\$82,500	\$0	\$0	\$412,500	\$0	\$0	\$0	\$412,500	\$0	\$0	\$0	\$412,500	Yes
2101142	New Road Construction	North South Corridor	La Porte	STBG Chicago UZA	\$847,000	\$0	\$309,653	\$1,156,653	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,156,653	\$0	\$1,156,653	Yes
1601867	Bike/Pedestrian Facilities	Bicycle & Pedestrian Facilities at Chessie Trail II	La Porte	STBG Mich City UZA	\$1,460,000	\$0	\$365,000	\$425,000	\$200,000	\$1,200,000	\$0	\$625,000	\$1,200,000	\$0	\$0	\$0	\$0	\$1,825,000	No
1700760	Other Project Type	Road Preventive Maintenance	La Porte	STBG Mich City UZA	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	No
1700756	Bike/Pedestrian Facilities	Bike/Pedestrian Facilities	La Porte	STBG Mich City UZA	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	No
1902005	Bike/Pedestrian Facilities	Sidewalk repair/rehab/construction throughout city-2023	La Porte	TAP Mich City UZA	\$100,000	\$0	\$25,000	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000	Yes
1902007	Bike/Pedestrian Facilities	Sidewalk repair/rehab/construction throughout city-2024	La Porte	TAP Mich City UZA	\$100,000	\$0	\$25,000	\$0	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000	Yes
1902008	Pavement, Preventive Maintenance	Pavement Resurface/Rehabilitation throughout the city	La Porte	STBG Mich City UZA	\$250,000	\$0	\$62,500	\$0	\$0	\$312,500	\$0	\$0	\$0	\$0	\$312,500	\$0	\$0	\$312,500	Yes
1902006	Pavement, Preventive Maintenance	Pavement Resurface/Rehabilitation throughout the city-2023	La Porte	STBG Mich City UZA	\$117,000	\$0	\$29,250	\$0	\$0	\$146,250	\$0	\$0	\$0	\$146,250	\$0	\$0	\$0	\$146,250	Yes
1902002	Roadway Reconstruction/Rehabilitation	Pavement Rehabilitation 3R/4R Park St	La Porte	STBG Mich City UZA	\$882,800	\$0	\$220,700	\$97,500	\$146,000	\$860,000	\$0	\$97,500	\$146,000	\$860,000	\$0	\$0	\$0	\$1,103,500	Yes
2101143	Signal - Other	EVP installation	La Porte	STBG Chicago UZA	\$33,084	\$0	\$3,676	\$0	\$0	\$36,760	\$0	\$0	\$0	\$0	\$36,760	\$0	\$0	\$36,760	Yes
1902818	Bike/Pedestrian Facilities	Unincorporated Union Mills-Sidewalks and ramps	LaPorte County	STBG Group IV	\$557,400	\$0	\$139,350	\$119,500	\$119,250	\$400,000	\$58,000	\$119,500	\$0	\$119,250	\$0	\$458,000	\$0	\$696,750	Yes

TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
1902029	Bridge - Other	Bridge Inspection FY 21-24	LaPorte County	Local Bridge	\$0	\$0	\$405,809	\$405,809	\$0	\$0	\$0	\$208,343	\$7,990	\$181,168	\$8,308	\$0	\$0	\$405,809	Yes
1702833	Bridge Rehabilitation or Repair	Bridge #186	LaPorte County	Local Bridge	\$0	\$0	\$2,385,000	\$175,000	\$50,000	\$1,800,000	\$360,000	\$225,000	\$0	\$2,160,000	\$0	\$0	\$0	\$2,385,000	Yes
1902815	Bridge Replacement	00.60 S CR 1300 S Bridge Replacement	LaPorte County	Local Bridge	\$0	\$0	\$1,000,000	\$118,750	\$15,000	\$770,000	\$96,250	\$118,750	\$0	\$15,000	\$0	\$866,250	\$0	\$1,000,000	Yes
1702829	Intersection or Intersection Groups	Intersection Improvement	LaPorte County	Local Bridge	\$0	\$999,836	\$111,093	\$205,748	\$112,525	\$692,656	\$100,000	\$318,273	\$792,656	\$0	\$0	\$0	\$0	\$1,110,929	Yes
1801831	Bike/Pedestrian Facilities	Lincoln Trail Extension	LaPorte County	DEMO; STBG Mich City UZA	\$2,286,448	\$0	\$550,120	\$458,100	\$376,868	\$2,001,600	\$0	\$458,100	\$376,868	\$0	\$0	\$2,001,600	\$0	\$2,836,568	Yes
1592335	Bike/Pedestrian Facilities	Bicycle & Pedestrian Facilities at Marquette /Singing Sands Trail (LPCO)	LaPorte County	STBG Mich City UZA	\$1,166,857	\$0	\$291,716	\$129,548	\$372,275	\$956,750	\$0	\$501,823	\$0	\$956,750	\$0	\$0	\$0	\$1,458,573	No
1401027	Bridge Replacement	Bridge Replacement at Otis Rd, Bridge Replacement, Other Construction at Otis Rd	LaPorte County	DEMO	\$1,140,840	\$0	\$294,790	\$308,450	\$100,000	\$1,027,180	\$0	\$408,450	\$1,027,180	\$0	\$0	\$0	\$0	\$1,435,630	Yes
1902197	Sign - Safety Upgrade	Highway signs replacement/update	LaPorte County	HSIP Mich City UZA	\$173,025	\$0	\$19,225	\$32,250	\$0	\$160,000	\$0	\$32,250	\$160,000	\$0	\$0	\$0	\$0	\$192,250	Yes
1802785	Bike/Pedestrian Facilities	Singing Sand 1 RR crossing	Michigan City	Rail/Hwy Xings Sec 130; STBG Mich City UZA	\$1,049,200	\$0	\$150,800	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000	Yes
1902691	Bike/Pedestrian Facilities	On Road Trail; Liberty Trail	Michigan City	STBG Mich City UZA	\$533,200	\$0	\$133,300	\$0	\$46,500	\$620,000	\$0	\$0	\$46,500	\$0	\$620,000	\$0	\$0	\$666,500	Yes
2101148	Bike/Pedestrian Facilities	Singing Sands Trail Phase III-D	Michigan City	TAP Mich City UZA	\$109,255	\$0	\$27,314	\$0	\$136,569	\$0	\$0	\$0	\$0	\$0	\$136,569	\$0	\$0	\$136,569	Yes
2101147	Bike/Pedestrian Facilities	Singing Sands trail phase III-A-FUTURE PROJECT	Michigan City	TAP Mich City UZA	\$1,967,039	\$0	\$491,760	\$0	\$0	\$2,458,799	\$0	\$0	\$0	\$0	\$0	\$0	\$2,458,799	\$2,458,799	Yes
TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt

**Northwestern Indiana Regional Planning Commission 2022-2026 Transportation Improvement Program**

1902689	Roadway Reconstruction/Rehabilitation	Pavement Rehabilitation or Reconstruction; Barker Ave	Michigan City	STBG Mich City USA	\$320,000	\$0	\$80,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000	Yes
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## Indiana Department of Transportation Projects

TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
2000998	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation)	INDOT	State Funds	\$0	\$130,000	\$0	\$20,000	\$0	\$110,000	\$0	\$20,000	\$110,000	\$0	\$0	\$0	\$0	\$130,000	Yes
1900049	Auxiliary Lanes, Two-way Left Turn Lanes	Intersection Improvement Project	INDOT	State Funds	\$0	\$9,364,237	\$0	\$609,644	\$1,250,000	\$7,504,593	\$0	\$334,644	\$1,250,000	\$500,000	\$7,279,593	\$0	\$0	\$9,364,237	Yes
1900050	Auxiliary Lanes, Two-way Left Turn Lanes	Intersection Improvement Project	INDOT	State Funds	\$0	\$5,727,227	\$0	\$762,247	\$750,000	\$4,214,980	\$0	\$587,247	\$750,000	\$300,000	\$4,089,980	\$0	\$0	\$5,727,227	Yes
1702992	Auxiliary Lanes, Two-way Left Turn Lanes	Auxiliary Lanes, Two Way Left Turn Lanes	INDOT	State Funds	\$0	\$8,310,311	\$0	\$1,272,123	\$1,100,000	\$5,738,188	\$200,000	\$1,142,123	\$1,060,000	\$6,108,188	\$0	\$0	\$0	\$8,310,311	Yes
1702993	Auxiliary Lanes, Two-way Left Turn Lanes	Auxiliary Lanes, Two Way Left Turn Lanes	INDOT	State Funds	\$0	\$15,937,504	\$0	\$1,151,484	\$950,000	\$13,836,020	\$0	\$731,484	\$1,610,000	\$13,596,020	\$0	\$0	\$0	\$15,937,504	Yes
1700025	Auxiliary Lanes, Two-way Left Turn Lanes	Adding center left turn lane	INDOT	State Funds	\$0	\$4,450,116	\$0	\$0	\$0	\$4,450,116	\$0	\$0	\$4,450,116	\$0	\$0	\$0	\$0	\$4,450,116	No
1703002	Bridge Replacement	Bridge Replacement; LaPorte County	INDOT	State Funds	\$0	\$831,554	\$0	\$82,490	\$30,000	\$719,064	\$0	\$82,490	\$50,000	\$699,064	\$0	\$0	\$0	\$831,554	Yes
1703005	Bridge Replacement	Bridge Replacement; Porter County	INDOT	NHPP Non Interstate	\$147,200	\$2,877,369	\$0	\$209,000	\$40,000	\$2,775,569	\$0	\$184,000	\$65,000	\$2,775,569	\$0	\$0	\$0	\$3,024,569	Yes
1703009	Bridge Replacement	Bridge Replacement; Porter County	INDOT	State Funds	\$0	\$931,767	\$0	\$90,400	\$30,000	\$811,367	\$0	\$86,400	\$34,000	\$0	\$811,367	\$0	\$0	\$931,767	Yes
1703004	Bridge Replacement	Bridge Replacement; Lake County	INDOT	NHPP Non Interstate	\$70,400	\$1,334,444	\$0	\$88,000	\$40,000	\$1,276,844	\$0	\$88,000	\$60,000	\$1,256,844	\$0	\$0	\$0	\$1,404,844	Yes
1800257	Bridge Replacement	Bridge Replacement; Lake County	INDOT	NHPP Non Interstate	\$422,400	\$7,723,980	\$0	\$563,000	\$35,000	\$7,548,380	\$0	\$528,000	\$35,000	\$7,583,380	\$0	\$0	\$0	\$8,146,380	Yes
1703001	Bridge Replacement	Bridge Replacement; LaPorte County	INDOT	State Funds	\$0	\$1,799,732	\$0	\$103,040	\$35,000	\$1,661,692	\$0	\$93,040	\$65,000	\$1,641,692	\$0	\$0	\$0	\$1,799,732	Yes
1703011	Bridge Replacement	Bridge Replacement; Lake County	INDOT	NHPP Interstate/ NHPP Non Interstate	\$11,220,150	\$2,805,038	\$0	\$932,000	\$35,000	\$13,058,188	\$0	\$912,000	\$55,000	\$13,058,188	\$0	\$0	\$0	\$14,025,188	Yes



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TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
1703012	Bridge Replacement	Bridge Replacement; Lake County	INDOT	NHPP Non Interstate	\$981,518	\$245,380	\$0	\$100,000	\$0	\$1,126,898	\$0	\$80,000	\$20,000	\$1,126,898	\$0	\$0	\$0	\$1,226,898	Yes
2000787	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	NHPP Interstate	\$612,573	\$155,000	\$0	\$150,000	\$0	\$567,573	\$50,000	\$150,000	\$0	\$5,000	\$612,573	\$0	\$0	\$767,573	Yes
2000789	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Porter County	INDOT	NHPP Non Interstate	\$247,631	\$47,800	\$0	\$37,800	\$0	\$237,631	\$20,000	\$37,800	\$0	\$10,000	\$247,631	\$0	\$0	\$295,431	Yes
2000777	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	NHPP Interstate	\$801,181	\$205,000	\$0	\$200,000	\$0	\$756,181	\$50,000	\$200,000	\$0	\$5,000	\$801,181	\$0	\$0	\$1,006,181	Yes
2000213	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	NHPP Non Interstate	\$989,091	\$407,273	\$0	\$300,000	\$0	\$1,096,364	\$0	\$150,000	\$0	\$10,000	\$1,236,364	\$0	\$0	\$1,396,364	Yes
2000396	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	NHPP Non Interstate	\$442,254	\$180,000	\$0	\$175,000	\$0	\$397,254	\$50,000	\$175,000	\$0	\$5,000	\$442,254	\$0	\$0	\$622,254	Yes
2002038	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Porter County	INDOT	NHPP Non Interstate	\$2,083,459	\$520,865	\$0	\$400,000	\$0	\$2,204,324	\$0	\$0	\$400,000	\$10,000	\$10,000	\$2,184,324	\$0	\$2,604,324	Yes
2002039	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Porter County	INDOT	NHPP Non Interstate	\$1,021,810	\$200,000	\$0	\$200,000	\$0	\$1,021,810	\$0	\$0	\$200,000	\$5,000	\$5,000	\$1,011,810	\$0	\$1,221,810	Yes
2002079	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Porter County	INDOT	NHPP Non Interstate	\$2,055,094	\$513,773	\$0	\$500,000	\$0	\$2,068,867	\$0	\$0	\$500,000	\$10,000	\$10,000	\$2,048,867	\$0	\$2,568,867	Yes
2002080	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Porter County	INDOT	NHPP Non Interstate	\$899,986	\$200,000	\$0	\$200,000	\$0	\$899,986	\$0	\$0	\$200,000	\$5,000	\$5,000	\$889,986	\$0	\$1,099,986	Yes
2000819	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Porter County	INDOT	NHPP Non Interstate	\$1,103,618	\$399,604	\$0	\$168,700	\$0	\$1,334,522	\$0	\$83,700	\$0	\$40,000	\$1,379,522	\$0	\$0	\$1,503,222	Yes
2002121	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Lake County	INDOT	NHPP Interstate	\$1,860,108	\$300,000	\$0	\$300,000	\$0	\$1,860,108	\$0	\$0	\$300,000	\$155,000	\$5,000	\$1,700,108	\$0	\$2,160,108	Yes
2002347	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Lake County	INDOT	NHPP Interstate	\$1,602,119	\$250,000	\$0	\$250,000	\$0	\$1,602,119	\$0	\$0	\$250,000	\$5,000	\$5,000	\$1,592,119	\$0	\$1,852,119	Yes
2002344	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Porter County	INDOT	NHPP Interstate	\$835,773	\$190,693	\$0	\$200,000	\$0	\$826,466	\$0	\$0	\$200,000	\$5,000	\$5,000	\$816,466	\$0	\$1,026,466	Yes

TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
2000784	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	NHPP Interstate	\$1,041,820	\$255,000	\$0	\$250,000	\$0	\$996,820	\$50,000	\$250,000	\$0	\$5,000	\$1,041,820	\$0	\$0	\$1,296,820	Yes
2000778	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	NHPP Interstate	\$1,041,820	\$255,000	\$0	\$250,000	\$0	\$996,820	\$50,000	\$250,000	\$0	\$5,000	\$1,041,820	\$0	\$0	\$1,296,820	Yes
2000397	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	NHPP Non Interstate	\$384,143	\$276,036	\$0	\$225,000	\$0	\$435,179	\$0	\$175,000	\$0	\$5,000	\$480,179	\$0	\$0	\$660,179	Yes
2000825	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	NHPP Non Interstate	\$1,975,993	\$728,998	\$0	\$355,000	\$0	\$2,349,991	\$0	\$120,000	\$70,000	\$45,000	\$2,469,991	\$0	\$0	\$2,704,991	Yes
2000792	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	NHPP Non Interstate	\$376,866	\$67,600	\$0	\$57,600	\$0	\$356,866	\$30,000	\$57,600	\$0	\$10,000	\$376,866	\$0	\$0	\$444,466	Yes
2000214	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	NHPP Non Interstate	\$359,873	\$175,000	\$0	\$175,000	\$0	\$309,873	\$50,000	\$175,000	\$0	\$0	\$359,873	\$0	\$0	\$534,873	Yes
2000074	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$374,005	\$0	\$51,300	\$0	\$312,705	\$10,000	\$51,300	\$10,000	\$312,705	\$0	\$0	\$0	\$374,005	Yes
2000096	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$856,103	\$0	\$150,000	\$0	\$656,103	\$50,000	\$150,000	\$5,000	\$701,103	\$0	\$0	\$0	\$856,103	Yes
2000095	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$992,059	\$0	\$150,000	\$0	\$792,059	\$50,000	\$150,000	\$5,000	\$837,059	\$0	\$0	\$0	\$992,059	Yes
2000094	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$1,969,245	\$0	\$150,000	\$0	\$1,769,245	\$50,000	\$150,000	\$5,000	\$1,814,245	\$0	\$0	\$0	\$1,969,245	Yes
2000062	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$2,419,689	\$0	\$250,000	\$0	\$2,119,689	\$50,000	\$250,000	\$5,000	\$2,164,689	\$0	\$0	\$0	\$2,419,689	Yes
2000039	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$1,925,832	\$0	\$175,000	\$0	\$1,700,832	\$50,000	\$175,000	\$55,000	\$1,695,832	\$0	\$0	\$0	\$1,925,832	Yes
2000082	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$1,154,669	\$0	\$160,000	\$0	\$949,669	\$45,000	\$160,000	\$15,000	\$979,669	\$0	\$0	\$0	\$1,154,669	Yes
2000398	Bridge Rehabilitation or Repair	Bridge deck Overlay; Porter County	INDOT	NHPP Non Interstate	\$2,197,304	\$549,326	\$0	\$250,000	\$0	\$2,496,630	\$0	\$0	\$0	\$15,000	\$2,731,630	\$0	\$0	\$2,746,630	Yes

Northwestern Indiana Regional Planning Commission 2022-2026 Transportation Improvement Program

TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
2002120	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	NHPP Interstate	\$10,440,278	\$1,160,031	\$0	\$2,033,000	\$0	\$9,567,309	\$0	\$0	\$1,620,000	\$400,000	\$15,000	\$9,565,309	\$0	\$11,600,309	Yes
2000811	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Porter County	INDOT	NHPP Non Interstate	\$317,248	\$57,700	\$0	\$47,700	\$0	\$297,248	\$30,000	\$47,700	\$0	\$10,000	\$317,248	\$0	\$0	\$374,948	Yes
1500674	Bridge Rehabilitation or Repair	Bridge Deck Overlay; Lake County	INDOT	State Funds	\$0	\$11,467,052	\$0	\$232,000	\$0	\$11,235,052	\$0	\$75,000	\$0	\$11,392,052	\$0	\$0	\$0	\$11,467,052	No
1901377	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	State Funds	\$0	\$1,479,143	\$0	\$207,950	\$0	\$1,271,193	\$0	\$104,750	\$1,374,393	\$0	\$0	\$0	\$0	\$1,479,143	Yes
1901379	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$10,612,907	\$0	\$1,042,300	\$0	\$9,570,607	\$0	\$245,000	\$10,367,907	\$0	\$0	\$0	\$0	\$10,612,907	Yes
1901382	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	State Funds	\$0	\$3,338,301	\$0	\$286,000	\$0	\$3,052,301	\$0	\$122,000	\$3,216,301	\$0	\$0	\$0	\$0	\$3,338,301	Yes
1901389	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$3,492,293	\$0	\$597,750	\$0	\$2,894,543	\$0	\$294,650	\$3,197,643	\$0	\$0	\$0	\$0	\$3,492,293	Yes
2000852	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	NHPP Interstate	\$5,920,796	\$1,187,866	\$0	\$900,000	\$0	\$6,208,662	\$0	\$400,000	\$100,000	\$30,000	\$6,578,662	\$0	\$0	\$7,108,662	Yes
1703043	Bridge Rehabilitation or Repair	Bridge Superstructure Replacement; Lake County	INDOT	NHPP Non Interstate	\$76,800	\$2,844,986	\$0	\$141,000	\$78,000	\$2,702,786	\$0	\$96,000	\$118,000	\$2,707,786	\$0	\$0	\$0	\$2,921,786	Yes
1700296	Bridge Painting	Bridge Painting at I 94; Lake County	INDOT	NHPP Interstate	\$6,781,310	\$10,848	\$0	\$673,480	\$0	\$6,118,678	\$0	\$108,480	\$6,683,678	\$0	\$0	\$0	\$0	\$6,792,158	No
1296364	Bridge Painting	Bridge Painting Porter County	INDOT	State Funds	\$0	\$3,109,812	\$0	\$294,740	\$100,000	\$2,715,072	\$0	\$127,740	\$2,982,072	\$0	\$0	\$0	\$0	\$3,109,812	No
2001039	Bridge Painting	Bridge Painting Porter County	INDOT	State Funds	\$0	\$195,200	\$0	\$25,200	\$0	\$140,000	\$30,000	\$25,200	\$170,000	\$0	\$0	\$0	\$0	\$195,200	Yes
1800628	Bridge Painting	Bridge Painting Porter County	INDOT	NHPP Non Interstate	\$61,760	\$632,337	\$0	\$77,200	\$0	\$616,897	\$0	\$77,200	\$616,897	\$0	\$0	\$0	\$0	\$694,097	Yes
1901401	Bridge Painting	Bridge Painting Porter County	INDOT	State Funds	\$0	\$1,108,000	\$0	\$160,000	\$0	\$948,000	\$0	\$50,000	\$0	\$0	\$80,000	\$978,000	\$0	\$1,108,000	Yes

TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
2001572	Bridge Rehabilitation or Repair	Bridge rehabilitation; Lake County	INDOT	NHPP Interstate	\$270,000	\$30,000	\$0	\$50,000	\$0	\$250,000	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	Yes
1703000	Bridge Removal	Pedestrian bridge removal; Lake County	INDOT	NHPP Non Interstate	\$443,137	\$110,784	\$0	\$93,200	\$40,000	\$420,721	\$0	\$43,200	\$90,000	\$420,721	\$0	\$0	\$0	\$553,921	Yes
1900012	Bridge Replacement	District Bridge Project; Lake County	INDOT	State Funds	\$0	\$4,287,589	\$0	\$795,000	\$0	\$3,492,589	\$0	\$485,000	\$0	\$15,000	\$3,787,589	\$0	\$0	\$4,287,589	Yes
1900009	Bridge Replacement	District Bridge Project; Lake County	INDOT	State Funds	\$0	\$4,589,364	\$0	\$735,000	\$0	\$3,854,364	\$0	\$420,000	\$0	\$0	\$25,000	\$4,144,364	\$0	\$4,589,364	Yes
1701446	Bridge Replacement	Bridge Replacement; Porter County	INDOT	State Funds	\$0	\$2,520,313	\$0	\$0	\$0	\$2,520,313	\$0	\$0	\$2,520,313	\$0	\$0	\$0	\$0	\$2,520,313	Yes
2001042	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$1,219,000	\$0	\$169,000	\$0	\$940,000	\$110,000	\$169,000	\$1,050,000	\$0	\$0	\$0	\$0	\$1,219,000	Yes
2000138	Bridge Rehabilitation or Repair	District Bridge Project (Replacement); Porter County	INDOT	State Funds	\$0	\$168,195	\$0	\$19,800	\$0	\$123,395	\$25,000	\$19,800	\$5,000	\$143,395	\$0	\$0	\$0	\$168,195	Yes
2000051	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	State Funds	\$0	\$547,165	\$0	\$210,000	\$0	\$337,165	\$0	\$150,000	\$25,000	\$372,165	\$0	\$0	\$0	\$547,165	Yes
2000058	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	State Funds	\$0	\$179,931	\$0	\$20,000	\$0	\$149,931	\$10,000	\$20,000	\$10,000	\$149,931	\$0	\$0	\$0	\$179,931	Yes
2000045	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$2,065,457	\$0	\$320,000	\$0	\$1,745,457	\$0	\$180,000	\$120,000	\$1,765,457	\$0	\$0	\$0	\$2,065,457	Yes
2000040	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$221,034	\$0	\$28,800	\$0	\$182,234	\$10,000	\$28,800	\$10,000	\$182,234	\$0	\$0	\$0	\$221,034	Yes
2000042	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	State Funds	\$0	\$197,000	\$0	\$27,000	\$0	\$160,000	\$10,000	\$27,000	\$10,000	\$160,000	\$0	\$0	\$0	\$197,000	Yes
2000402	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	NHPP Non Interstate	\$386,327	\$195,000	\$0	\$120,000	\$0	\$411,327	\$50,000	\$120,000	\$70,000	\$5,000	\$386,327	\$0	\$0	\$581,327	Yes
2000449	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	NHPP Non Interstate	\$235,483	\$46,000	\$0	\$36,000	\$0	\$230,483	\$15,000	\$36,000	\$0	\$10,000	\$235,483	\$0	\$0	\$281,483	Yes

Northwestern Indiana Regional Planning Commission 2022-2026 Transportation Improvement Program

TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
2000683	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	NHPP Non Interstate	\$164,277	\$35,200	\$0	\$25,200	\$0	\$164,277	\$10,000	\$25,200	\$0	\$10,000	\$164,277	\$0	\$0	\$199,477	Yes
2000425	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Porter County	INDOT	NHPP Interstate	\$628,199	\$250,000	\$0	\$200,000	\$0	\$578,199	\$100,000	\$200,000	\$45,000	\$5,000	\$628,199	\$0	\$0	\$878,199	Yes
2000430	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Porter County	INDOT	NHPP Interstate	\$628,199	\$255,000	\$0	\$200,000	\$0	\$583,199	\$100,000	\$200,000	\$50,000	\$5,000	\$628,199	\$0	\$0	\$883,199	Yes
2000448	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	NHPP Non Interstate	\$290,604	\$55,000	\$0	\$45,000	\$0	\$285,604	\$15,000	\$45,000	\$0	\$10,000	\$290,604	\$0	\$0	\$345,604	Yes
2000770	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	NHPP Interstate	\$930,484	\$211,500	\$0	\$106,500	\$0	\$964,484	\$71,000	\$106,500	\$0	\$105,000	\$930,484	\$0	\$0	\$1,141,984	Yes
2000772	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	NHPP Interstate	\$852,350	\$160,000	\$0	\$105,000	\$0	\$837,350	\$70,000	\$105,000	\$0	\$55,000	\$852,350	\$0	\$0	\$1,012,350	Yes
2000411	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	NHPP Non Interstate	\$337,808	\$155,000	\$0	\$150,000	\$0	\$292,808	\$50,000	\$150,000	\$0	\$5,000	\$337,808	\$0	\$0	\$492,808	Yes
2000414	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	NHPP Interstate	\$3,053,114	\$674,235	\$0	\$300,000	\$0	\$3,427,349	\$0	\$200,000	\$55,000	\$80,000	\$3,392,349	\$0	\$0	\$3,727,349	Yes
2000416	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Porter County	INDOT	NHPP Interstate	\$902,033	\$260,000	\$0	\$200,000	\$0	\$937,033	\$25,000	\$200,000	\$55,000	\$5,000	\$902,033	\$0	\$0	\$1,162,033	Yes
2000419	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Porter County	INDOT	NHPP Interstate	\$818,952	\$205,000	\$0	\$200,000	\$0	\$798,952	\$25,000	\$200,000	\$0	\$5,000	\$818,952	\$0	\$0	\$1,023,952	Yes
2000421	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Porter County	INDOT	NHPP Interstate	\$763,817	\$205,000	\$0	\$200,000	\$0	\$743,817	\$25,000	\$200,000	\$0	\$5,000	\$763,817	\$0	\$0	\$968,817	Yes
2002122	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Lake County	INDOT	NHPP Interstate	\$782,623	\$200,000	\$0	\$200,000	\$0	\$707,623	\$75,000	\$0	\$200,000	\$5,000	\$0	\$777,623	\$0	\$982,623	Yes
2002123	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Lake County	INDOT	NHPP Interstate	\$782,623	\$200,000	\$0	\$200,000	\$0	\$707,623	\$75,000	\$0	\$200,000	\$5,000	\$0	\$777,623	\$0	\$982,623	Yes
2002146	Bridge Rehabilitation or Repair	Bridge Thin Deck Overlay in Lake County	INDOT	NHPP Interstate	\$1,100,525	\$129,000	\$0	\$129,000	\$0	\$1,014,525	\$86,000	\$0	\$129,000	\$100,000	\$0	\$1,000,525	\$0	\$1,229,525	Yes

TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
2002147	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Lake County	INDOT	NHPP Interstate	\$986,067	\$118,000	\$0	\$118,000	\$0	\$891,067	\$95,000	\$0	\$118,000	\$10,000	\$0	\$976,067	\$0	\$1,104,067	Yes
2002148	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Lake County	INDOT	NHPP Interstate	\$1,056,136	\$123,000	\$0	\$123,000	\$0	\$974,136	\$82,000	\$0	\$123,000	\$15,000	\$0	\$1,041,136	\$0	\$1,179,136	Yes
2001994	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Porter County	INDOT	NHPP Non Interstate	\$298,933	\$74,733	\$0	\$66,000	\$0	\$307,666	\$0	\$0	\$36,000	\$0	\$40,000	\$297,666	\$0	\$373,666	Yes
1901468	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	State Funds	\$0	\$1,983,736	\$0	\$234,500	\$0	\$1,749,236	\$0	\$81,500	\$1,902,236	\$0	\$0	\$0	\$0	\$1,983,736	Yes
2000758	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	NHPP Interstate	\$3,510,538	\$720,060	\$0	\$466,000	\$0	\$3,764,598	\$0	\$165,000	\$0	\$165,000	\$3,900,598	\$0	\$0	\$4,230,598	Yes
2000495	Pavement Reconstruction/Rehabilitation	District Pavement Project (Interstate); LaPorte County	INDOT	State Funds	\$0	\$12,862,285	\$0	\$300,000	\$0	\$12,562,285	\$0	\$250,000	\$10,000	\$12,602,285	\$0	\$0	\$0	\$12,862,285	Yes
2000492	Pavement Reconstruction/Rehabilitation	District Pavement Project (Interstate); Lake County	INDOT	State Funds	\$0	\$20,879,221	\$0	\$600,000	\$0	\$20,279,221	\$0	\$350,000	\$10,000	\$20,519,221	\$0	\$0	\$0	\$20,879,221	Yes
1901357	Pavement Reconstruction/Rehabilitation	District Pavement Project (Interstate); Lake County	INDOT	State Funds	\$0	\$15,801,598	\$0	\$2,393,000	\$0	\$13,408,598	\$0	\$1,421,000	\$14,380,598	\$0	\$0	\$0	\$0	\$15,801,598	Yes
1800067	Pavement Reconstruction/Rehabilitation	Concrete Pavement Restoration; Lake County	INDOT	NHPP Non Interstate	\$302,912	\$27,054,729	\$0	\$428,640	\$75,000	\$26,854,001	\$0	\$378,640	\$340,000	\$26,639,001	\$0	\$0	\$0	\$27,357,641	Yes
1901361	Pavement Reconstruction/Rehabilitation	District Pavement Project (Non-I); Lake County	INDOT	State Funds	\$0	\$7,942,441	\$0	\$1,108,250	\$20,000	\$6,814,191	\$0	\$693,850	\$7,248,591	\$0	\$0	\$0	\$0	\$7,942,441	Yes
2000529	Pavement Reconstruction/Rehabilitation	District Pavement Project (Non-I); Lake County	INDOT	State Funds	\$0	\$14,749,538	\$0	\$500,000	\$0	\$14,249,538	\$0	\$250,000	\$20,000	\$14,479,538	\$0	\$0	\$0	\$14,749,538	Yes
1900054	Pavement Reconstruction/Rehabilitation	District Pavement Project; Lake County	INDOT	NHPP Non Interstate	\$8,473,086	\$2,733,271	\$0	\$1,199,800	\$0	\$10,006,557	\$0	\$595,000	\$0	\$20,000	\$10,591,357	\$0	\$0	\$11,206,357	Yes
1900055	Pavement Reconstruction/Rehabilitation	District Pavement Project; Lake County	INDOT	NHPP Non Interstate	\$6,300,877	\$883,800	\$0	\$873,800	\$0	\$5,951,077	\$359,800	\$873,800	\$0	\$10,000	\$6,300,877	\$0	\$0	\$7,184,677	Yes
1900057	Pavement Reconstruction/Rehabilitation	District Pavement Project (Non-I); LaPorte County	INDOT	State Funds	\$0	\$9,567,066	\$0	\$1,494,300	\$0	\$8,072,766	\$0	\$1,154,300	\$0	\$10,000	\$8,402,766	\$0	\$0	\$9,567,066	Yes

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TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
2002312	Pavement Reconstruction/Rehabilitation	District Pavement Project (Non-I) in Lake County	INDOT	NHPP Non Interstate	\$4,727,731	\$1,181,933	\$0	\$350,000	\$100,000	\$5,459,664	\$0	\$0	\$370,000	\$235,000	\$155,000	\$5,149,664	\$0	\$5,909,664	Yes
2000499	Pavement, Preventive Maintenance	District Pavement Project (Non-I); LaPorte County	INDOT	State Funds	\$0	\$1,935,282	\$0	\$325,000	\$150,000	\$1,460,282	\$0	\$250,000	\$230,000	\$1,455,282	\$0	\$0	\$0	\$1,935,282	Yes
2000614	Pavement, Preventive Maintenance	District Pavement Project (Non-I); Porter County	INDOT	NHPP Non Interstate	\$561,528	\$355,982	\$0	\$242,600	\$0	\$674,910	\$0	\$153,000	\$0	\$5,000	\$759,510	\$0	\$0	\$917,510	Yes
1701523	Pavement, Preventive Maintenance	SR 2 paving project in Lowell	INDOT	State Funds	\$0	\$3,809,434	\$0	\$0	\$0	\$3,809,434	\$0	\$0	\$3,809,434	\$0	\$0	\$0	\$0	\$3,809,434	Yes
2001884	Pavement, Preventive Maintenance	District Pavement Project (Non-I) in Lake County	INDOT	NHPP Non Interstate	\$6,636,000	\$1,659,000	\$0	\$380,000	\$0	\$7,915,000	\$0	\$0	\$200,000	\$410,000	\$400,000	\$7,285,000	\$0	\$8,295,000	Yes
2000610	Pavement, Preventive Maintenance	District Pavement Project (Non-I); Porter County	INDOT	NHPP Non Interstate	\$1,566,463	\$689,616	\$0	\$349,000	\$0	\$1,907,079	\$0	\$289,000	\$0	\$9,000	\$1,958,079	\$0	\$0	\$2,256,079	Yes
1701521	Pavement, Preventive Maintenance	District Pavement Project (Non-I) in Porter County	INDOT	NHPP Non Interstate	\$225,677	\$0	\$0	\$0	\$0	\$225,677	\$0	\$0	\$0	\$0	\$0	\$225,677	\$0	\$225,677	Yes
2000613	Pavement, Preventive Maintenance	District Pavement Project (Non-I); LaPorte County	INDOT	NHPP Non Interstate	\$1,670,937	\$667,734	\$0	\$300,000	\$100,000	\$1,938,671	\$0	\$250,000	\$100,000	\$10,000	\$1,978,671	\$0	\$0	\$2,338,671	Yes
1901365	Pavement, Preventive Maintenance	District Pavement Project (Non-I); Porter County	INDOT	State Funds	\$0	\$7,675,016	\$0	\$1,073,500	\$0	\$6,601,516	\$0	\$848,500	\$6,826,516	\$0	\$0	\$0	\$0	\$7,675,016	Yes
1901364	Pavement, Preventive Maintenance	District Pavement Project (Non-I); Porter County	INDOT	State Funds	\$0	\$2,614,563	\$0	\$466,200	\$0	\$2,148,363	\$0	\$396,200	\$2,218,363	\$0	\$0	\$0	\$0	\$2,614,563	Yes
1901358	Pavement, Preventive Maintenance	District Pavement Project (Non-I); Lake County	INDOT	State Funds	\$0	\$1,970,434	\$0	\$348,000	\$0	\$1,622,434	\$0	\$256,500	\$1,713,934	\$0	\$0	\$0	\$0	\$1,970,434	Yes
1701532	Pavement, Preventive Maintenance	District Pavement Project (Non-I); Lake County	INDOT	State Funds	\$0	\$3,852,470	\$0	\$133,600	\$0	\$3,718,870	\$0	\$133,600	\$0	\$3,718,870	\$0	\$0	\$0	\$3,852,470	Yes
1602110	Pavement, Preventive Maintenance	HMA Overlay, Preventive Maintenance; Lake County	INDOT	State Funds	\$0	\$1,527,017	\$0	\$67,920	\$0	\$1,459,097	\$0	\$67,920	\$1,459,097	\$0	\$0	\$0	\$0	\$1,527,017	No
2000606	Pavement, Preventive Maintenance	District Pavement Project (Non-I); Porter County	INDOT	NHPP Non Interstate	\$2,994,144	\$1,368,536	\$0	\$667,000	\$0	\$3,695,680	\$0	\$553,000	\$50,000	\$17,000	\$3,742,680	\$0	\$0	\$4,362,680	Yes

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2000607	Pavement, Preventive Maintenance	District Pavement Project (Non-I); LaPorte County	INDOT	NHPP Non Interstate	\$10,562,759	\$4,866,690	\$0	\$2,066,000	\$0	\$13,363,449	\$0	\$1,669,000	\$200,000	\$357,000	\$13,203,449	\$0	\$0	\$15,429,449	Yes
2000609	Pavement, Preventive Maintenance	District Pavement Project (Non-I); LaPorte County	INDOT	NHPP Non Interstate	\$3,210,908	\$1,357,727	\$0	\$300,000	\$0	\$4,268,635	\$0	\$250,000	\$150,000	\$155,000	\$4,013,635	\$0	\$0	\$4,568,635	Yes
2000532	Pavement, Preventive Maintenance	District Pavement Project (Non-I); Lake County	INDOT	State Funds	\$0	\$2,990,789	\$0	\$350,000	\$20,000	\$2,620,789	\$0	\$300,000	\$20,000	\$2,670,789	\$0	\$0	\$0	\$2,990,789	Yes
2000534	Pavement, Preventive Maintenance	District Pavement Project (Non-I); Lake County	INDOT	State Funds	\$0	\$1,144,397	\$0	\$360,000	\$20,000	\$764,397	\$0	\$310,000	\$20,000	\$814,397	\$0	\$0	\$0	\$1,144,397	Yes
2000497	Pavement, Preventive Maintenance	District Pavement Project (Non-I); Lake County	INDOT	State Funds	\$0	\$5,349,500	\$0	\$300,000	\$60,000	\$4,989,500	\$0	\$250,000	\$70,000	\$5,029,500	\$0	\$0	\$0	\$5,349,500	Yes
1702996	Intersect. Improv. W/ Added Turn Lanes	Intersection Improvement; Porter County	INDOT	NHPP Non Interstate	\$4,492,980	\$1,123,245	\$0	\$520,000	\$100,000	\$4,996,225	\$0	\$440,000	\$180,000	\$4,996,225	\$0	\$0	\$0	\$5,616,225	Yes
1801376	Intersect. Improv. W/ Added Turn Lanes	Intersection Improvement; Porter County	INDOT	State Funds	\$0	\$3,700,023	\$0	\$1,260,000	\$640,000	\$1,800,023	\$0	\$1,260,000	\$100,000	\$2,340,023	\$0	\$0	\$0	\$3,700,023	No
1700021	Intersect. Improv. W/ Added Turn Lanes	Added Travel Lanes Project; LaPorter County	INDOT	State Funds	\$0	\$1,483,882	\$0	\$0	\$0	\$1,483,882	\$0	\$0	\$1,483,882	\$0	\$0	\$0	\$0	\$1,483,882	No
1500090	Intersect. Improv. W/ Added Turn Lanes	Intersect. Improv. W/ Added Turn Lanes at US 12, Lake County	INDOT	State Funds	\$0	\$1,831,068	\$0	\$123,000	\$190,225	\$1,517,843	\$0	\$590,225	\$1,240,843	\$0	\$0	\$0	\$0	\$1,831,068	No
1801868	Intersect. Improv. W/ Added Turn Lanes	Intersection improvement with added turn lanes; LaPorter County	INDOT	NHPP Non Interstate	\$1,088,000	\$272,000	\$0	\$210,000	\$100,000	\$1,050,000	\$0	\$260,000	\$1,100,000	\$0	\$0	\$0	\$0	\$1,360,000	Yes
1702988	Intersect. Improv. W/ Added Turn Lanes	District Intersection Improvement Project; Lake County	INDOT	NHPP Non Interstate	\$660,000	\$140,000	\$0	\$100,000	\$0	\$700,000	\$0	\$0	\$100,000	\$0	\$700,000	\$0	\$0	\$800,000	Yes
2000022	Intersect. Improv. W/ Added Turn Lanes	District Pavement Project (Non-I) in Lake County	INDOT	NHPP Non Interstate	\$655,000	\$100,000	\$0	\$100,000	\$0	\$655,000	\$0	\$0	\$100,000	\$0	\$5,000	\$650,000	\$0	\$755,000	Yes
1702995	Intersect. Improv. W/ Added Turn Lanes	Intersection Improvement with added Turn Lanes; Porter County	INDOT	NHPP Non Interstate	\$168,000	\$7,588,393	\$0	\$210,000	\$100,000	\$7,446,393	\$0	\$210,000	\$150,000	\$7,396,393	\$0	\$0	\$0	\$7,756,393	Yes
TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt



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1801869	Intersect. Improv. W/ Added Turn Lanes	Intersection Improvement with median U-Turn; LaPorte County	INDOT	NHPP Non Interstate	\$1,048,000	\$262,000	\$0	\$260,000	\$0	\$1,050,000	\$0	\$160,000	\$50,000	\$1,100,000	\$0	\$0	\$0	\$1,310,000	Yes
2000052	Intersection or Intersection Groups	Intersection Improvement Project in Lake County	INDOT	NHPP Interstate	\$1,755,000	\$195,000	\$0	\$150,000	\$0	\$1,800,000	\$0	\$0	\$150,000	\$120,000	\$0	\$1,680,000	\$0	\$1,950,000	Yes
1702994	Intersection or Intersection Groups	District Intersection Improvement Project in Lake County	INDOT	NHPP Non Interstate	\$2,900,298	\$340,000	\$0	\$340,000	\$80,000	\$2,820,298	\$0	\$0	\$340,000	\$530,000	\$0	\$2,370,298	\$0	\$3,240,298	Yes
1383615	Intersection or Intersection Groups	Intersection Improvement, Roundabout at SR 55 in Merrillville	INDOT	State Funds	\$0	\$3,058,486	\$0	\$290,000	\$500,000	\$2,268,486	\$0	\$620,000	\$2,438,486	\$0	\$0	\$0	\$0	\$3,058,486	No
1702989	Intersection or Intersection Groups	Intersection Improvement; Roundabout in Westville	INDOT	NHPP Non Interstate	\$1,055,040	\$323,760	\$0	\$164,800	\$20,000	\$1,194,000	\$0	\$164,800	\$40,000	\$1,174,000	\$0	\$0	\$0	\$1,378,800	Yes
1700022	Intersection or Intersection Groups	Intersection Improvement Project; Lake County	INDOT	State Funds	\$0	\$2,511,899	\$0	\$0	\$54,000	\$2,457,899	\$0	\$74,000	\$2,437,899	\$0	\$0	\$0	\$0	\$2,511,899	No
1600693	Intersection or Intersection Groups	Intersection Improvement; Roundabout in Hobart	INDOT	State Funds	\$0	\$1,658,058	\$0	\$0	\$0	\$1,658,058	\$0	\$0	\$1,658,058	\$0	\$0	\$0	\$0	\$1,658,058	No
1800861	Its Devices Maintenance Contracts	ITS Maintenance Contract	INDOT	State Funds	\$0	\$1,846,515	\$0	\$0	\$0	\$1,846,515	\$0	\$0	\$1,846,515	\$0	\$0	\$0	\$0	\$1,846,515	Yes
1800885	Its Traffic Management Systems	ITS Maintenance	INDOT	NHPP Interstate	\$270,000	\$30,000	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	Yes
1800881	Its Traffic Management Systems	ITS maintenance	INDOT	State Funds	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000	Yes
2002572	Its Traffic Management Systems	Traffic Management System Project	INDOT	State Funds	\$0	\$1,180,000	\$0	\$0	\$0	\$1,180,000	\$0	\$0	\$1,180,000	\$0	\$0	\$0	\$0	\$1,180,000	Yes
1800865	Its Traffic Management Systems	ITS devices replacement and maintenance	INDOT	State Funds	\$0	\$600,000	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	Yes
1901643	Its Traffic Management Systems	ITS Traffic Management	INDOT	NHPP Interstate	\$32,000,000	\$3,000,000	\$0	\$5,000,000	\$0	\$30,000,000	\$0	\$5,000,000	\$0	\$0	\$30,000,000	\$0	\$0	\$35,000,000	No
1900834	New Bridge	Bridge over Canadian National; Schererville	INDOT	State Funds	\$0	\$1,693,847	\$5,166,435	\$1,030,282	\$0	\$5,830,000	\$0	\$1,030,282	\$0	\$0	\$5,830,000	\$0	\$0	\$6,860,282	Yes
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>

1900833	New Bridge	Bridge over Norfolk Southern; Hammond	INDOT	State Funds	\$0	\$3,787,432	\$518,760	\$1,848,192	\$0	\$2,358,000	\$100,000	\$1,848,192	\$0	\$0	\$2,458,000	\$0	\$0	\$4,306,192	Yes
2002545	New Bridge	New Bridge Tipton / Park Street over RR crossing; City of LaPorte	INDOT	State Funds	\$0	\$369,600	\$77,800	\$0	\$0	\$389,000	\$58,400	\$0	\$0	\$447,400	\$0	\$0	\$0	\$447,400	Yes
1900835	New Bridge	New Bridge Tipton / Park Street over RR crossing.	INDOT	State Funds	\$0	\$3,427,793	\$272,200	\$2,134,893	\$0	\$1,361,000	\$204,100	\$981,493	\$0	\$2,718,500	\$0	\$0	\$0	\$3,699,993	Yes
1801906	New Bridge	New Bridge over Canadian National in Hobart	INDOT	State Funds	\$0	\$7,334,939	\$2,052,236	\$912,300	\$115,000	\$7,485,875	\$874,000	\$887,300	\$235,000	\$8,264,875	\$0	\$0	\$0	\$9,387,175	Yes
1801912	New Bridge	New Bridge Tipton / Park Street over RR crossing.	INDOT	State Funds	\$0	\$6,191,832	\$993,000	\$914,832	\$656,000	\$4,885,000	\$729,000	\$914,832	\$0	\$6,270,000	\$0	\$0	\$0	\$7,184,832	Yes
1801911	New Bridge	Bridge over Canadian National; Schererville	INDOT	State Funds	\$0	\$7,565,775	\$2,304,375	\$1,137,500	\$1,021,250	\$6,660,000	\$1,051,400	\$1,137,500	\$1,021,250	\$0	\$7,711,400	\$0	\$0	\$9,870,150	Yes
1801907	New Bridge	Bridge over Norfolk Southern; Hammond	INDOT	State Funds	\$0	\$5,008,130	\$6,547,170	\$887,300	\$463,000	\$9,705,000	\$500,000	\$887,300	\$463,000	\$0	\$10,205,000	\$0	\$0	\$11,555,300	Yes
1900832	New Bridge	New Bridge over Canadian National in Hobart	INDOT	State Funds	\$0	\$6,253,200	\$1,968,300	\$0	\$115,000	\$7,175,000	\$931,500	\$0	\$115,000	\$8,106,500	\$0	\$0	\$0	\$8,221,500	Yes
1802826	Other Type Project	Statewide on-call consultant contract	INDOT	State Funds	\$0	\$8,400,000	\$0	\$8,400,000	\$0	\$0	\$0	\$4,200,000	\$2,100,000	\$2,100,000	\$0	\$0	\$0	\$8,400,000	Yes
1592882	Other Type Project	District Small Structure Project; various locations	INDOT	State Funds	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000	Yes
2001885	Pavement Reconstruction/Rehabilitation	District Pavement Project (Non-I) in LaPorte County	INDOT	NHPP Non Interstate	\$7,191,710	\$1,797,927	\$0	\$750,000	\$200,000	\$8,039,637	\$0	\$0	\$750,000	\$200,000	\$0	\$8,039,637	\$0	\$8,989,637	Yes
1900186	Pavement Reconstruction/Rehabilitation	District Pavement Project in Gary	INDOT	NHPP Non Interstate	\$538,866	\$634,716	\$0	\$475,000	\$0	\$698,582	\$0	\$400,000	\$0	\$100,000	\$673,582	\$0	\$0	\$1,173,582	Yes
1900830	Railroad Crossing	N Clark Rd Local Trax in Gary	INDOT	s	\$0	\$18,004,620	\$3,866,600	\$1,639,220	\$6,046,000	\$12,843,000	\$1,343,000	\$1,639,220	\$6,046,000	\$0	\$14,186,000	\$0	\$0	\$21,871,220	Yes
1900485	Railroad Crossing	RR Crossing Improvements / Modernizations; Various Locations	INDOT	Rail/Hwy Xings Sec 130	\$1,134,000	\$126,000	\$0	\$60,000	\$0	\$1,200,000	\$0	\$60,000	\$0	\$1,200,000	\$0	\$0	\$0	\$1,260,000	Yes
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>

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1900489	Railroad Protection	Railroad crossing project in LaPorte County	INDOT	Rail/Hwy Xings Sec 130	\$342,000	\$38,000	\$0	\$0	\$0	\$380,000	\$0	\$0	\$0	\$380,000	\$0	\$0	\$0	\$380,000	Yes
2002529	Raised Pavement Markings, Refurbished	Raised Pavement Markings, Refurbished; Various Locations	INDOT	State Funds	\$0	\$680,000	\$0	\$10,000	\$0	\$670,000	\$0	\$10,000	\$670,000	\$0	\$0	\$0	\$0	\$680,000	Yes
2001051	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Porter County	INDOT	State Funds	\$0	\$106,200	\$0	\$16,200	\$0	\$90,000	\$0	\$16,200	\$90,000	\$0	\$0	\$0	\$0	\$106,200	Yes
2002346	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Lake County	INDOT	NHPP Interstate	\$1,796,021	\$449,005	\$0	\$694,000	\$0	\$1,551,026	\$0	\$0	\$347,000	\$15,000	\$0	\$1,883,026	\$0	\$2,245,026	Yes
1900031	Bridge Rehabilitation or Repair	District Bridge Project; Lake County	INDOT	State Funds	\$0	\$2,625,532	\$0	\$145,000	\$0	\$2,480,532	\$0	\$15,000	\$0	\$15,000	\$2,595,532	\$0	\$0	\$2,625,532	Yes
1900036	Bridge Rehabilitation or Repair	District Bridge Project; Porter County	INDOT	State Funds	\$0	\$2,900,532	\$0	\$405,000	\$0	\$2,495,532	\$0	\$185,000	\$0	\$30,000	\$2,685,532	\$0	\$0	\$2,900,532	Yes
1900037	Bridge Rehabilitation or Repair	District Bridge Project; Porter County	INDOT	NHPP Non Interstate	\$1,342,766	\$200,000	\$0	\$185,000	\$0	\$1,247,766	\$110,000	\$185,000	\$0	\$15,000	\$1,342,766	\$0	\$0	\$1,542,766	Yes
1900039	Bridge Rehabilitation or Repair	District Bridge Project; Lake County	INDOT	NHPP Interstate	\$10,257,581	\$1,479,731	\$0	\$1,200,000	\$0	\$10,537,312	\$0	\$260,000	\$0	\$80,000	\$11,397,312	\$0	\$0	\$11,737,312	Yes
1900040	Bridge Rehabilitation or Repair	District Bridge Project; Lake County	INDOT	NHPP Interstate	\$1,939,968	\$275,000	\$0	\$260,000	\$0	\$1,794,968	\$160,000	\$260,000	\$0	\$15,000	\$1,939,968	\$0	\$0	\$2,214,968	Yes
1900041	Bridge Rehabilitation or Repair	District Bridge Project; Lake County	INDOT	NHPP Interstate	\$1,939,968	\$275,000	\$0	\$260,000	\$0	\$1,794,968	\$160,000	\$260,000	\$0	\$15,000	\$1,939,968	\$0	\$0	\$2,214,968	Yes
1900042	Bridge Rehabilitation or Repair	District Bridge Project; Lake County	INDOT	NHPP Interstate	\$1,939,968	\$275,000	\$0	\$260,000	\$0	\$1,794,968	\$160,000	\$260,000	\$0	\$15,000	\$1,939,968	\$0	\$0	\$2,214,968	Yes
1900044	Bridge Rehabilitation or Repair	District Bridge Project; Lake County	INDOT	NHPP Interstate	\$1,818,720	\$255,000	\$0	\$245,000	\$0	\$1,678,720	\$150,000	\$245,000	\$0	\$10,000	\$1,818,720	\$0	\$0	\$2,073,720	Yes
1700088	Bridge Rehabilitation or Repair	District Bridge Project (Replacement); Lake County	INDOT	State Funds	\$0	\$1,011,392	\$0	\$0	\$0	\$1,011,392	\$0	\$50,000	\$961,392	\$0	\$0	\$0	\$0	\$1,011,392	Yes
1700094	Bridge Rehabilitation or Repair	District Bridge Project (Replacement); Lake County	INDOT	State Funds	\$0	\$1,045,652	\$0	\$0	\$0	\$1,045,652	\$0	\$50,000	\$995,652	\$0	\$0	\$0	\$0	\$1,045,652	Yes
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>

1700097	Bridge Rehabilitation or Repair	District Bridge Project (Replacement); Lake County	INDOT	State Funds	\$0	\$1,045,652	\$0	\$0	\$0	\$1,045,652	\$0	\$50,000	\$995,652	\$0	\$0	\$0	\$0	\$1,045,652	Yes
1700106	Bridge Rehabilitation or Repair	Replace superstructure; La Porte County	INDOT	State Funds	\$0	\$3,818,384	\$0	\$0	\$0	\$3,818,384	\$0	\$0	\$3,818,384	\$0	\$0	\$0	\$0	\$3,818,384	Yes
1900045	Bridge Rehabilitation or Repair	District Bridge Project; Lake County	INDOT	NHPP Interstate	\$1,818,720	\$255,000	\$0	\$245,000	\$0	\$1,678,720	\$150,000	\$245,000	\$0	\$10,000	\$1,818,720	\$0	\$0	\$2,073,720	Yes
1700087	Bridge Rehabilitation or Repair	District Bridge Project (Replacement); Lake County	INDOT	State Funds	\$0	\$3,998,340	\$0	\$0	\$0	\$3,998,340	\$0	\$50,000	\$3,948,340	\$0	\$0	\$0	\$0	\$3,998,340	Yes
1600500	Bridge Rehabilitation or Repair	Replace Superstructure at SR 249; Porter County	INDOT	State Funds	\$0	\$25,300,000	\$0	\$3,500,000	\$0	\$21,800,000	\$0	\$1,600,000	\$23,700,000	\$0	\$0	\$0	\$0	\$25,300,000	No
1902735	Other Type Project	Welcome Center Renovation/ Modernization; Laporte County	INDOT	State Funds	\$0	\$23,031,615	\$0	\$1,562,815	\$0	\$21,468,800	\$0	\$0	\$0	\$0	\$1,562,815	\$21,468,800	\$0	\$23,031,615	Yes
1601089	Shoulder Rehabilitation And Repair	Shoulder rehabilitation; LaPorte County	INDOT	State Funds	\$0	\$8,380,946	\$0	\$0	\$0	\$8,380,946	\$0	\$0	\$8,380,946	\$0	\$0	\$0	\$0	\$8,380,946	Yes
1900446	Small Structure - New	District Bridge Project; Lake County	INDOT	State Funds	\$0	\$760,223	\$0	\$195,000	\$0	\$520,223	\$45,000	\$195,000	\$0	\$10,000	\$555,223	\$0	\$0	\$760,223	Yes
2001045	Small Structure Maintenance or Repair	District Small Structure Project; Porter County	INDOT	State Funds	\$0	\$141,600	\$0	\$21,600	\$0	\$120,000	\$0	\$21,600	\$120,000	\$0	\$0	\$0	\$0	\$141,600	Yes
1701509	Small Structure Pipe Lining	District Small Structure Project; Lake County	INDOT	State Funds	\$0	\$1,735,517	\$0	\$0	\$0	\$1,735,517	\$0	\$0	\$1,735,517	\$0	\$0	\$0	\$0	\$1,735,517	Yes
2002295	Small Structure Pipe Lining	District Small Structure Project in LaPorte County	INDOT	NHPP Non Interstate	\$237,095	\$28,000	\$0	\$28,000	\$0	\$214,595	\$22,500	\$0	\$28,000	\$10,000	\$0	\$227,095	\$0	\$265,095	Yes
2001935	Small Structure Pipe Lining	District Small Structure Project in Porter County	INDOT	NHPP Non Interstate	\$284,324	\$71,081	\$0	\$60,000	\$0	\$295,405	\$0	\$0	\$60,000	\$0	\$0	\$295,405	\$0	\$355,405	Yes
2002299	Small Structure Replacement	District Small Structure Project in LaPorte County	INDOT	NHPP Non Interstate	\$302,133	\$75,533	\$0	\$80,000	\$20,000	\$277,666	\$0	\$0	\$80,000	\$20,000	\$10,000	\$267,666	\$0	\$377,666	Yes
2002298	Small Structure Replacement	District Small Structure Project in Lake County	INDOT	NHPP Non Interstate	\$818,012	\$204,503	\$0	\$200,000	\$0	\$822,515	\$0	\$0	\$100,000	\$65,000	\$0	\$857,515	\$0	\$1,022,515	Yes
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>
1900020	Small Structure Replacement	District Small Structure Project; Porter County	INDOT	NHPP Non Interstate	\$236,451	\$205,000	\$0	\$195,000	\$0	\$227,151	\$19,300	\$195,000	\$0	\$10,000	\$236,451	\$0	\$0	\$441,451	Yes

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1703038	Small Structure Replacement	Small Structure Replacement; Hobart	INDOT	NHPP Non Interstate	\$342,320	\$85,580	\$0	\$48,040	\$20,000	\$359,860	\$0	\$38,040	\$30,000	\$359,860	\$0	\$0	\$0	\$427,900	Yes
1900016	Small Structure Replacement	District Small Structure Project; Lake County	INDOT	State Funds	\$0	\$1,081,368	\$0	\$264,900	\$0	\$816,468	\$0	\$195,000	\$0	\$30,000	\$856,368	\$0	\$0	\$1,081,368	Yes
1900019	Small Structure Replacement	District Small Structure Project; Porter County	INDOT	State Funds	\$0	\$486,781	\$0	\$195,000	\$0	\$268,781	\$23,000	\$195,000	\$0	\$10,000	\$281,781	\$0	\$0	\$486,781	Yes
1800661	Small Structure Replacement	Small Structure Replacement; Michigan City	INDOT	NHPP Non Interstate	\$669,575	\$167,394	\$0	\$91,800	\$20,000	\$725,169	\$0	\$76,800	\$35,000	\$725,169	\$0	\$0	\$0	\$836,969	Yes
1900029	Small Structure Replacement	District Small Structure Project; LaPort County	INDOT	State Funds	\$0	\$709,586	\$0	\$195,000	\$0	\$473,486	\$41,100	\$195,000	\$0	\$10,000	\$504,586	\$0	\$0	\$709,586	Yes
1900028	Small Structure Replacement	District Small Structure Project; LaPort County	INDOT	State Funds	\$0	\$1,272,053	\$0	\$281,100	\$0	\$990,953	\$0	\$195,000	\$0	\$20,000	\$1,057,053	\$0	\$0	\$1,272,053	Yes
1902137	Small Structure Maintenance or Repair	Small Structure and Drains Construction; Various Locations	INDOT	State Funds	\$0	\$1,850,200	\$0	\$278,200	\$170,000	\$1,402,000	\$0	\$140,000	\$190,000	\$1,520,200	\$0	\$0	\$0	\$1,850,200	Yes
1902136	Small Structure Maintenance or Repair	Small Structure and Drains Construction; Various Locations	INDOT	State Funds	\$0	\$1,554,220	\$0	\$253,220	\$130,000	\$1,171,000	\$0	\$138,120	\$150,000	\$1,266,100	\$0	\$0	\$0	\$1,554,220	Yes
2002398	Small Structure Maintenance or Repair	District Small Structure Project in Jasper and Porter Counties	INDOT	NHPP Non Interstate	\$748,720	\$187,180	\$0	\$0	\$0	\$935,900	\$0	\$0	\$0	\$0	\$187,180	\$748,720	\$0	\$935,900	Yes
2000995	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Porter County	INDOT	State Funds	\$0	\$100,300	\$0	\$15,300	\$0	\$85,000	\$0	\$15,300	\$85,000	\$0	\$0	\$0	\$0	\$100,300	Yes
2001036	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Porter County	INDOT	State Funds	\$0	\$77,000	\$0	\$12,000	\$0	\$65,000	\$0	\$12,000	\$65,000	\$0	\$0	\$0	\$0	\$77,000	Yes
2002531	Traffic Signals Modernization	Traffic Signal Visibility Improvements; Various locations	INDOT	State Funds	\$0	\$710,000	\$0	\$10,000	\$0	\$700,000	\$0	\$10,000	\$700,000	\$0	\$0	\$0	\$0	\$710,000	Yes
2100030	Traffic Signals Modernization	FY24 Traffic Signal Modernization; Lake County	INDOT	State Funds	\$0	\$145,000	\$0	\$25,000	\$0	\$120,000	\$0	\$0	\$25,000	\$0	\$120,000	\$0	\$0	\$145,000	Yes
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>
2001808	Traffic Signals Modernization	Traffic Signals Modernization; Various Locations	INDOT	State Funds	\$0	\$2,456,500	\$0	\$121,500	\$0	\$2,335,000	\$0	\$21,500	\$110,000	\$2,325,000	\$0	\$0	\$0	\$2,456,500	Yes

2002534	Traffic, Other	District Traffic Project - Access Management; Various Locations	INDOT	State Funds	\$0	\$340,000	\$0	\$10,000	\$0	\$330,000	\$0	\$10,000	\$330,000	\$0	\$0	\$0	\$0	\$340,000	Yes
2002532	Intersection or Intersection Groups	Stop Control Warning Systems; Various Locations	INDOT	NHPP Non Interstate	\$410,000	\$0	\$0	\$10,000	\$0	\$400,000	\$0	\$10,000	\$400,000	\$0	\$0	\$0	\$0	\$410,000	Yes
1600701	Intersection or Intersection Groups	Intersection Improvement Project; Porter County	INDOT	State Funds	\$0	\$1,432,198	\$0	\$0	\$65,000	\$1,367,198	\$0	\$155,000	\$1,277,198	\$0	\$0	\$0	\$0	\$1,432,198	Yes

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**Transit**

TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
NIRPC 1600230	Transit - Complementary Paratransit	Transit/Operating / 2022 Comp Paratransit	E C Transit	FTA 5307 Chicago UZA	\$285,164	\$0	\$71,291	\$0	\$0	\$356,455	\$0	\$0	\$356,455	\$0	\$0	\$0	\$0	\$356,455	No
NIRPC 1600227	Transit - Complementary Paratransit	Transit/Operating / 2023 Comp Paratransit	E C Transit	FTA 5307 Chicago UZA	\$293,719	\$0	\$73,430	\$0	\$0	\$367,149	\$0	\$0	\$0	\$367,149	\$0	\$0	\$0	\$367,149	No
NIRPC 1600226	Transit - Complementary Paratransit	Transit/Operating / 2024 Comp Paratransit	E C Transit	FTA 5307 Chicago UZA	\$302,531	\$0	\$75,633	\$0	\$0	\$378,164	\$0	\$0	\$0	\$0	\$378,164	\$0	\$0	\$378,164	No
NIRPC 1600246	Transit - Operating	Transit/Operating / 2023 Operating Assistance	E C Transit	FTA 5307 Chicago UZA	\$192,030	\$0	\$192,030	\$0	\$0	\$384,060	\$0	\$0	\$0	\$384,060	\$0	\$0	\$0	\$384,060	No
NIRPC 2700527	Transit - Operating	Maintain Existing Route Service	E C Transit	FTA 5307 Chicago UZA	\$442,030	\$0	\$442,030	\$0	\$0	\$884,060	\$0	\$0	\$0	\$0	\$0	\$384,060	\$500,000	\$884,060	No
NIRPC 2700526	Transit - Operating	Complementary paratransit service	E C Transit	FTA 5307 Chicago UZA	\$584,858	\$0	\$154,000	\$0	\$0	\$738,858	\$0	\$0	\$0	\$0	\$0	\$353,858	\$385,000	\$738,858	No
NIRPC 1600247	Transit - Operating	Transit/Operating / 2024 Operating Assistance	E C Transit	FTA 5307 Chicago UZA	\$192,030	\$0	\$192,030	\$0	\$0	\$384,060	\$0	\$0	\$0	\$0	\$384,060	\$0	\$0	\$384,060	No
NIRPC 1600245	Transit - Operating	Transit/Operating / 2022 Operating Assistance	E C Transit	FTA 5307 Chicago UZA	\$192,030	\$0	\$192,030	\$0	\$0	\$384,060	\$0	\$0	\$384,060	\$0	\$0	\$0	\$0	\$384,060	No
NIRPC 1600357	Transit - Preventative Maintenance	Transit/Asset Management / 2022 Preventative Maint.	E C Transit	FTA 5307 Chicago UZA	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	No
NIRPC 1600358	Transit - Preventative Maintenance	Transit/Asset Management / 2023 Preventative Maint.	E C Transit	FTA 5339 Chicago UZA	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	No
NIRPC 2700528	Transit - Preventative Maintenance	Transit Asset Management/20 25-2026 Preventative Maintenance	E C Transit	FTA 5307 Chicago UZA	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000	No
NIRPC 1600359	Transit - Preventative Maintenance	Transit/Asset Management / 2024 Preventative Maint.	E C Transit	FTA 5307 Chicago UZA	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000	No
NIRPC 1600375	Transit - Capital	Transit/Customer Exp. / 2022 Trans. Facilities	GPTC	FTA 5307 Chicago UZA	\$40,000	\$0	\$10,000	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	No
NIRPC 1600376	Transit - Capital	Transit/Customer Exp. / 2024 Trans. Facilities	GPTC	FTA 5307 Chicago UZA	\$40,000	\$0	\$10,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	No

TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
NIRPC 2700536	Transit - Capital	simulator for driver training	GPTC	FTA 5307 Chicago UZA	\$296,000	\$0	\$74,000	\$0	\$0	\$370,000	\$0	\$0	\$0	\$0	\$0	\$370,000	\$0	\$370,000	No
NIRPC 2700537	Transit - Capital	Station Improvements	GPTC	FTA 5339 Chicago UZA	\$55,200	\$0	\$13,800	\$0	\$0	\$69,000	\$0	\$0	\$0	\$0	\$0	\$44,000	\$25,000	\$69,000	No
NIRPC 2700538	Transit - Capital	vehicle replacement- <b>FUTURE PROJECT</b>	GPTC	FTA 5307 Chicago UZA	\$84,000	\$0	\$21,000	\$0	\$0	\$105,000	\$0	\$0	\$0	\$0	\$0	\$0	\$105,000	\$105,000	No
NIRPC 1600224	Transit - Complementary Paratransit	Transit/Operating / 2023 Comp Paratransit	GPTC	FTA 5307 Chicago UZA	\$742,038	\$0	\$185,510	\$0	\$0	\$927,548	\$0	\$0	\$0	\$927,548	\$0	\$0	\$0	\$927,548	No
NIRPC 1600225	Transit - Complementary Paratransit	Transit/Operating / 2024 Comp Paratransit	GPTC	FTA 5307 Chicago UZA	\$779,140	\$0	\$194,785	\$0	\$0	\$973,925	\$0	\$0	\$0	\$0	\$973,925	\$0	\$0	\$973,925	No
NIRPC 1600223	Transit - Complementary Paratransit	Transit/Operating / 2022 Comp Paratransit	GPTC	FTA 5307 Chicago UZA	\$706,702	\$0	\$176,676	\$0	\$0	\$883,378	\$0	\$0	\$883,378	\$0	\$0	\$0	\$0	\$883,378	No
NIRPC 1600240	Transit - Operating	Transit/Operating / 2024 JARC	GPTC	FTA 5307 Chicago UZA	\$725,623	\$0	\$725,623	\$0	\$0	\$1,451,246	\$0	\$0	\$0	\$0	\$1,451,246	\$0	\$0	\$1,451,246	No
NIRPC 1600238	Transit - Operating	Transit/Operating / 2022 JARC	GPTC	FTA 5307 Chicago UZA	\$725,623	\$0	\$725,623	\$0	\$0	\$1,451,246	\$0	\$0	\$1,451,246	\$0	\$0	\$0	\$0	\$1,451,246	No
NIRPC 1600239	Transit - Operating	Transit/Operating / 2023 JARC	GPTC	FTA 5307 Chicago UZA	\$725,623	\$0	\$725,623	\$0	\$0	\$1,451,246	\$0	\$0	\$0	\$1,451,246	\$0	\$0	\$0	\$1,451,246	No
NIRPC 2700540	Transit - Operating	Operating Assistance	GPTC	FTA 5307 Chicago UZA	\$1,487,981	\$0	\$1,506,122	\$0	\$0	\$2,994,103	\$0	\$0	\$0	\$0	\$0	\$1,469,387	\$1,524,716	\$2,994,103	No
NIRPC 1600235	Transit - Operating	Transit/Operating / 2024 Operating Assistance	GPTC	FTA 5307 Chicago UZA	\$776,279	\$0	\$776,279	\$0	\$0	\$1,552,558	\$0	\$0	\$0	\$0	\$1,552,558	\$0	\$0	\$1,552,558	No
NIRPC 1600234	Transit - Operating	Transit/Operating / 2023 Operating Assistance	GPTC	FTA 5307 Chicago UZA	\$638,647	\$0	\$638,647	\$0	\$0	\$1,277,294	\$0	\$0	\$0	\$1,277,294	\$0	\$0	\$0	\$1,277,294	No
NIRPC 1600233	Transit - Operating	Transit/Operating / 2022 Operating Assistance	GPTC	FTA 5307 Chicago UZA	\$438,647	\$0	\$438,647	\$0	\$0	\$877,294	\$0	\$0	\$877,294	\$0	\$0	\$0	\$0	\$877,294	No
NIRPC 2700532	Transit - Operating	Transit Expansion - Hobart	GPTC	CMAQ Chicago UZA	\$8	\$0	\$2	\$0	\$0	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$0	\$10	No
NIRPC 2700542	Transit - Operating	Operating Assistance	GPTC	FTA 5307 Chicago UZA	\$909,626	\$0	\$1,325,592	\$0	\$0	\$2,235,218	\$0	\$0	\$0	\$0	\$0	\$893,260	\$1,341,958	\$2,235,218	No
NIRPC 2700539	Transit - Operating	Operating Assistance	GPTC	FTA 5307 Chicago UZA	\$1,057,381	\$0	\$1,057,381	\$0	\$0	\$2,114,762	\$0	\$0	\$0	\$0	\$0	\$1,051,240	\$1,063,522	\$2,114,762	No
TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt



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NIRPC 1600409	Transit - Planning/Oversight	Planning / 2024 Planning	GPTC	FTA 5307 Chicago UZA	\$97,241	\$0	\$24,310	\$0	\$0	\$121,551	\$0	\$0	\$0	\$0	\$121,551	\$0	\$0	\$121,551	No
NIRPC 2600478	Transit - Planning/Oversight	Planning / 2023 Planning	GPTC	FTA 5307 Chicago UZA	\$92,610	\$0	\$23,153	\$0	\$0	\$115,763	\$0	\$0	\$0	\$115,763	\$0	\$0	\$0	\$115,763	No
NIRPC 1600408	Transit - Planning/Oversight	Planning / 2022 Planning	GPTC	FTA 5307 Chicago UZA	\$238,200	\$0	\$59,550	\$0	\$0	\$297,750	\$0	\$0	\$297,750	\$0	\$0	\$0	\$0	\$297,750	No
NIRPC 2700533	Transit - Planning/Oversight	Transit Planning	GPTC	FTA 5307 Chicago UZA	\$160,000	\$0	\$40,000	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$200,000	No
NIRPC 1600343	Transit - Preventative Maintenance	Transit/Asset Management / 2023 Preventative Maint.	GPTC	FTA 5307 Chicago UZA	\$3,605,748	\$0	\$901,437	\$0	\$0	\$4,507,185	\$0	\$0	\$0	\$4,507,185	\$0	\$0	\$0	\$4,507,185	No
NIRPC 1600342	Transit - Preventative Maintenance	Transit/Asset Management / 2022 Preventative Maint.	GPTC	FTA 5307 Chicago UZA	\$3,605,748	\$0	\$901,437	\$0	\$0	\$4,507,185	\$0	\$0	\$4,507,185	\$0	\$0	\$0	\$0	\$4,507,185	No
NIRPC 2700541	Transit - Preventative Maintenance	Preventative Maintenance	GPTC	FTA 5307 Chicago UZA	\$7,211,496	\$0	\$1,825,410	\$0	\$0	\$9,036,906	\$0	\$0	\$0	\$0	\$0	\$4,529,721	\$4,507,185	\$9,036,906	No
NIRPC 1600344	Transit - Preventative Maintenance	Transit/Asset Management / 2024 Preventative Maint.	GPTC	FTA 5307 Chicago UZA	\$3,605,748	\$0	\$901,437	\$0	\$0	\$4,507,185	\$0	\$0	\$0	\$0	\$4,507,185	\$0	\$0	\$4,507,185	No
NIRPC 2700535	Transit - Vehicle Replacements	Vehicle Replacement	GPTC	FTA 5339 Chicago UZA	\$154,000	\$0	\$38,500	\$0	\$0	\$192,500	\$0	\$0	\$0	\$0	\$0	\$192,500	\$0	\$192,500	No
NIRPC 2700534	Transit - Vehicle Replacements	Vehicle replacement	GPTC	FTA 5307 Chicago UZA	\$4,360,000	\$0	\$1,090,000	\$0	\$0	\$5,450,000	\$0	\$0	\$0	\$0	\$0	\$2,825,000	\$2,625,000	\$5,450,000	No
NIRPC 1600415	Transit - Vehicle Replacements	Transit/Asset Management / 2023 Vehicle Replacement	GPTC	FTA 5339 Chicago UZA	\$1,080,000	\$0	\$270,000	\$0	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000	No
NIRPC 1600417	Transit - Vehicle Replacements	Transit/Asset Management / 2023 Vehicle Replacement	GPTC	FTA 5307 Chicago UZA	\$56,000	\$0	\$14,000	\$0	\$0	\$70,000	\$0	\$0	\$0	\$70,000	\$0	\$0	\$0	\$70,000	No
NIRPC 1600446	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Vehicle Replacement	GPTC	FTA 5339 Chicago UZA	\$1,080,000	\$0	\$270,000	\$0	\$0	\$1,350,000	\$0	\$0	\$0	\$0	\$1,350,000	\$0	\$0	\$1,350,000	No
NIRPC 1600416	Transit - Vehicle Replacements	Transit/Asset Management / 2023 Vehicle Replacement	GPTC	FTA 5307 Chicago UZA	\$230,000	\$0	\$57,500	\$0	\$0	\$287,500	\$0	\$0	\$0	\$287,500	\$0	\$0	\$0	\$287,500	No
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>

NIRPC 2700551	Transit - Capital	Support vehicles	NICTD	FTA 5337 St of Good Repair	\$1,093,081	\$0	\$273,270	\$0	\$0	\$1,366,351	\$0	\$0	\$0	\$0	\$0	\$603,891	\$762,460	\$1,366,351	Yes
NIRPC 2700553	Transit - Capital	Track Equipment	NICTD	FTA 5337 St of Good Repair	\$1,400,000	\$0	\$280,000	\$0	\$0	\$1,680,000	\$0	\$0	\$0	\$0	\$0	\$840,000	\$840,000	\$1,680,000	Yes
NIRPC 2600480	Transit - Capital	Transit / Security / 2022 Security Equip	NICTD	FTA 5307 Chicago UZA	\$25,000	\$0	\$25,000	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	No
NIRPC 1600293	Transit - Capital	Transit/Asset Management / 2022 Midlife Rebuild	NICTD	FTA 5337 St of Good Repair	\$320,000	\$0	\$80,000	\$0	\$0	\$400,000	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	No
NIRPC 1600294	Transit - Capital	Transit/Asset Management / 2023 Midlife Rebuild	NICTD	FTA 5337 St of Good Repair	\$1,123,600	\$0	\$280,900	\$0	\$0	\$1,404,500	\$0	\$0	\$0	\$1,404,500	\$0	\$0	\$0	\$1,404,500	No
NIRPC 1600295	Transit - Capital	Transit/Asset Management / 2024 Midlife Rebuild	NICTD	FTA 5337 St of Good Repair	\$1,123,600	\$0	\$280,900	\$0	\$0	\$1,404,500	\$0	\$0	\$0	\$0	\$1,404,500	\$0	\$0	\$1,404,500	No
NIRPC 1600296	Transit - Capital	Transit/Asset Management / 2022 Endlife Rebuild	NICTD	FTA 5337 St of Good Repair	\$803,600	\$0	\$200,900	\$0	\$0	\$1,004,500	\$0	\$0	\$1,004,500	\$0	\$0	\$0	\$0	\$1,004,500	No
NIRPC 1600297	Transit - Capital	Transit/Asset Management / 2023 Endlife Rebuild	NICTD	FTA 5337 St of Good Repair	\$4,556,400	\$0	\$1,139,100	\$0	\$0	\$5,695,500	\$0	\$0	\$0	\$5,695,500	\$0	\$0	\$0	\$5,695,500	No
NIRPC 1600298	Transit - Capital	Transit/Asset Management / 2024 Endlife Rebuild	NICTD	FTA 5337 St of Good Repair	\$4,556,400	\$0	\$1,139,100	\$0	\$0	\$5,695,500	\$0	\$0	\$0	\$0	\$5,695,500	\$0	\$0	\$5,695,500	No
NIRPC 1600301	Transit - Capital	Transit/Asset management / 2022 Rolling Stock	NICTD	FTA 5337 St of Good Repair	\$6,400,000	\$0	\$1,600,000	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000	No
NIRPC 1600302	Transit - Capital	Transit/Asset management / 2023 Rolling Stock	NICTD	FTA 5337 St of Good Repair	\$6,400,000	\$0	\$1,600,000	\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000	No
NIRPC 1600303	Transit - Capital	Transit/Asset management / 2024 Rolling Stock	NICTD	FTA 5337 St of Good Repair	\$6,400,000	\$0	\$1,600,000	\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000	No
NIRPC 1600313	Transit - Capital	Transit/Asset management / 2022 Replacement Rail	NICTD	FTA 5337 St of Good Repair	\$800,000	\$0	\$200,000	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	No
NIRPC 1600316	Transit - Capital	Transit/Asset management / 2022 Track Equipment	NICTD	FTA 5337 St of Good Repair	\$560,000	\$0	\$140,000	\$0	\$0	\$700,000	\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$700,000	No
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>
NIRPC 1600317	Transit - Capital	Transit/Asset management / 2023 Track Equipment	NICTD	FTA 5337 St of Good Repair	\$540,000	\$0	\$135,000	\$0	\$0	\$675,000	\$0	\$0	\$0	\$675,000	\$0	\$0	\$0	\$675,000	No

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NIRPC 1600318	Transit - Capital	Transit/Asset management / 2024 Track Equipment	NICTD	FTA 5337 St of Good Repair	\$600,000	\$0	\$150,000	\$0	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000	\$0	\$0	\$750,000	No
NIRPC 1600321	Transit - Capital	Transit/Asset management / 2022 Substation improvements	NICTD	FTA 5337 St of Good Repair	\$1,600,000	\$0	\$400,000	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	No
NIRPC 1600322	Transit - Capital	Transit/Asset management / 2023 Substation improvements	NICTD	FTA 5337 St of Good Repair	\$1,600,000	\$0	\$400,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	No
NIRPC 1600323	Transit - Capital	Transit/Asset management / 2024 Substation improvements	NICTD	FTA 5337 St of Good Repair	\$1,600,000	\$0	\$400,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	No
NIRPC 1600325	Transit - Capital	Transit/Asset management / 2022 Bidirectional signaling	NICTD	FTA 5337 St of Good Repair	\$2,625,354	\$0	\$656,339	\$0	\$0	\$3,281,693	\$0	\$0	\$3,281,693	\$0	\$0	\$0	\$0	\$3,281,693	No
NIRPC 1600326	Transit - Capital	Transit/Asset management / 2023 Bidirectional signaling	NICTD	FTA 5337 St of Good Repair	\$1,405,354	\$0	\$351,339	\$0	\$0	\$1,756,693	\$0	\$0	\$0	\$1,756,693	\$0	\$0	\$0	\$1,756,693	No
NIRPC 1600327	Transit - Capital	Transit/Asset management / 2024 Bidirectional signaling	NICTD	FTA 5337 St of Good Repair	\$1,552,554	\$0	\$388,139	\$0	\$0	\$1,940,693	\$0	\$0	\$0	\$0	\$1,940,693	\$0	\$0	\$1,940,693	No
NIRPC 1600329	Transit - Capital	Transit/Asset Management / 2022 Bridge Rehab	NICTD	FTA 5337 St of Good Repair	\$820,000	\$0	\$205,000	\$0	\$0	\$1,025,000	\$0	\$0	\$1,025,000	\$0	\$0	\$0	\$0	\$1,025,000	No
NIRPC 1600330	Transit - Capital	Transit/Asset Management / 2023 Bridge Rehab	NICTD	FTA 5337 St of Good Repair	\$1,920,000	\$0	\$480,000	\$0	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000	No
NIRPC 1600331	Transit - Capital	Transit/Asset Management / 2024 Bridge Rehab	NICTD	FTA 5337 St of Good Repair	\$1,420,000	\$0	\$355,000	\$0	\$0	\$1,775,000	\$0	\$0	\$0	\$0	\$1,775,000	\$0	\$0	\$1,775,000	No
NIRPC 1600332	Transit - Capital	Transit/Asset Management / 2022 Track Improvements	NICTD	FTA 5337 St of Good Repair	\$1,680,000	\$0	\$420,000	\$0	\$0	\$2,100,000	\$0	\$0	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000	No
NIRPC 1600333	Transit - Capital	Transit/Asset Management / 2022 Track Improvements	NICTD	FTA 5337 St of Good Repair	\$1,920,000	\$0	\$480,000	\$0	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000	No
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>
NIRPC 1600334	Transit - Capital	Transit/Asset Management / 2024 Track Improvements	NICTD	FTA 5337 St of Good Repair	\$600,000	\$0	\$150,000	\$0	\$0	\$750,000	\$0	\$0	\$0	\$0	\$750,000	\$0	\$0	\$750,000	No

NIRPC 1600335	Transit - Capital	Transit/Asset Management / 2023 Signal Catenary Upgrades	NICTD	FTA 5337 St of Good Repair	\$1,200,000	\$0	\$300,000	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	No
NIRPC 1600336	Transit - Capital	Transit/Asset Management / 2024 Signal Catenary Upgrades	NICTD	FTA 5337 St of Good Repair	\$1,200,000	\$0	\$300,000	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	No
NIRPC 1600337	Transit - Capital	Transit/Asset Management / 2024 PTC Routers & Servers	NICTD	FTA 5337 St of Good Repair	\$400,000	\$0	\$100,000	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000	No
NIRPC 1600339	Transit - Capital	Transit/Asset Management / 2022 MED Improvement	NICTD	FTA 5337 St of Good Repair	\$4,556,400	\$0	\$1,139,100	\$0	\$0	\$5,695,500	\$0	\$0	\$5,695,500	\$0	\$0	\$0	\$0	\$5,695,500	No
NIRPC 1600372	Transit - Capital	Transit/Asset management / 2024 Maint. Equipment	NICTD	FTA 5337 St of Good Repair	\$208,000	\$0	\$52,000	\$0	\$0	\$260,000	\$0	\$0	\$0	\$260,000	\$0	\$0	\$0	\$260,000	No
NIRPC 2700549	Transit - Capital	Rolling Stock Acquisition	NICTD	FTA 5337 St of Good Repair	\$12,800,000	\$0	\$3,200,000	\$0	\$0	\$16,000,000	\$0	\$0	\$0	\$0	\$8,000,000	\$8,000,000	\$16,000,000	Yes	
NIRPC 2700552	Transit - Operating	West Lake Extension	NICTD	Federal Special	\$16,469,470	\$0	\$12,861,586	\$0	\$0	\$29,331,056	\$0	\$0	\$0	\$0	\$14,665,528	\$14,665,528	\$29,331,056	Yes	
NIRPC 2700560	Transit - Planning/Oversight	Track Engineering	NICTD	FTA 5337 St of Good Repair	\$800,000	\$0	\$200,000	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	Yes	
NIRPC 2700555	Transit - Preventative Maintenance	Facility Improvements	NICTD	FTA 5337 St of Good Repair	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	Yes	
NIRPC 2700556	Transit - Preventative Maintenance	Police cameras	NICTD	FTA 5337 St of Good Repair	\$80,000	\$0	\$20,000	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	Yes	
NIRPC 2700557	Transit - Preventative Maintenance	Bridge rehabilitation/repairs-FUTURE PROJECT	NICTD	FTA 5337 St of Good Repair	\$1,600,000	\$0	\$400,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	Yes	
NIRPC 2700558	Transit - Preventative Maintenance	Software Replacement/Upgrades-FUTURE PROJECT	NICTD	FTA 5337 St of Good Repair	\$160,000	\$0	\$40,000	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000	Yes	
NIRPC 2700559	Transit - Preventative Maintenance	Shop Equipment	NICTD	FTA 5337 St of Good Repair	\$1,520,000	\$0	\$380,000	\$0	\$0	\$1,900,000	\$0	\$0	\$0	\$0	\$1,900,000	\$0	\$1,900,000	Yes	
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>
NIRPC 2700554	Transit - Preventative Maintenance	Signal/Catenary Upgrades	NICTD	FTA 5337 St of Good Repair	\$2,400,000	\$0	\$600,000	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$3,000,000	Yes
NIRPC 2700550	Transit - Preventative Maintenance	Substation Improvements	NICTD	FTA 5337 St of Good Repair	\$4,000,000	\$0	\$1,000,000	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$5,000,000	Yes

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NIRPC 1600308	Transit - Preventative Maintenance	Transit/Asset management / 2024 Maintenance Overhaul	NICTD	FTA 5307 Chicago UZA	\$5,588,738	\$0	\$1,397,185	\$0	\$0	\$6,985,923	\$0	\$0	\$0	\$0	\$6,985,923	\$0	\$0	\$6,985,923	No
NIRPC 2700547	Transit - Preventative Maintenance	MED Improvement Project	NICTD	FTA 5337 St of Good Repair	\$1,600,000	\$0	\$400,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000	Yes	
NIRPC 2700546	Transit - Preventative Maintenance	Railcar End of Life Overhaul	NICTD	FTA 5337 St of Good Repair	\$10,400,000	\$0	\$2,600,000	\$0	\$0	\$13,000,000	\$0	\$0	\$0	\$0	\$6,000,000	\$7,000,000	\$13,000,000	Yes	
NIRPC 2700545	Transit - Preventative Maintenance	Maintenance Overhaul	NICTD	FTA 5307 Chicago UZA	\$12,376,229	\$0	\$3,339,086	\$0	\$0	\$15,715,315	\$0	\$0	\$0	\$0	\$7,284,951	\$8,430,364	\$15,715,315	Yes	
NIRPC 2700548	Transit - Preventative Maintenance	Railcar Mid-Life Overhaul	NICTD	FTA 5337 St of Good Repair	\$1,600,000	\$0	\$400,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000	Yes	
NIRPC 1600307	Transit - Preventative Maintenance	Transit/Asset management / 2023 Maintenance Overhaul	NICTD	FTA 5307 Chicago UZA	\$5,588,738	\$0	\$1,397,185	\$0	\$0	\$6,985,923	\$0	\$0	\$0	\$6,985,923	\$0	\$0	\$6,985,923	No	
NIRPC 1600306	Transit - Preventative Maintenance	Transit/Asset management / 2022 Maintenance Overhaul	NICTD	FTA 5307 Chicago UZA	\$5,588,738	\$0	\$1,397,185	\$0	\$0	\$6,985,923	\$0	\$0	\$6,985,923	\$0	\$0	\$0	\$6,985,923	No	
NIRPC 1600442	Transit - Vehicle Replacements	Transit/Asset Management / 2023 Support Vehicles	NICTD	FTA 5337 St of Good Repair	\$450,160	\$0	\$112,540	\$0	\$0	\$562,700	\$0	\$0	\$0	\$562,700	\$0	\$0	\$0	\$562,700	No
NIRPC 1600443	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Support Vehicles	NICTD	FTA 5337 St of Good Repair	\$450,160	\$0	\$112,540	\$0	\$0	\$562,700	\$0	\$0	\$0	\$0	\$562,700	\$0	\$0	\$562,700	No
NIRPC 1600441	Transit - Vehicle Replacements	Transit/Asset Management / 2022 Support Vehicles	NICTD	FTA 5337 St of Good Repair	\$450,160	\$0	\$112,540	\$0	\$0	\$562,700	\$0	\$0	\$562,700	\$0	\$0	\$0	\$0	\$562,700	No
NIRPC 1600281	Transit - Capital	Transit/Operating / 2022 Operational Support Equipment	NIRPC	FTA 5307 Chicago UZA	\$65,753	\$0	\$16,438	\$0	\$0	\$82,191	\$0	\$0	\$82,191	\$0	\$0	\$0	\$0	\$82,191	No
NIRPC 1600282	Transit - Capital	Transit/Operating / 2023 Operational Support Equipment	NIRPC	FTA 5307 Chicago UZA	\$66,641	\$0	\$16,660	\$0	\$0	\$83,301	\$0	\$0	\$0	\$83,301	\$0	\$0	\$0	\$83,301	No
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>
NIRPC 1600285	Transit - Capital	Transit/Operating / 2023 Operational Support Equipment	NIRPC	FTA 5307 Chicago UZA	\$9,952	\$0	\$2,488	\$0	\$0	\$12,440	\$0	\$0	\$0	\$12,440	\$0	\$0	\$0	\$12,440	No

NIRPC 1600283	Transit - Capital	Transit/Operating / 2024 Operational Support Equipment	NIRPC	FTA 5307 Chicago UZA	\$72,493	\$0	\$18,123	\$0	\$0	\$90,616	\$0	\$0	\$0	\$0	\$90,616	\$0	\$0	\$90,616	No	
NIRPC 1600405	Transit - Planning/Oversight	Planning / 2024 Transit Oversight	NIRPC	FTA 5307 Chicago UZA	\$345,600	\$0	\$86,400	\$0	\$0	\$432,000	\$0	\$0	\$0	\$0	\$432,000	\$0	\$0	\$432,000	No	
NIRPC 1600403	Transit - Planning/Oversight	Planning / 2022 Transit Oversight	NIRPC	FTA 5307 Chicago UZA	\$325,600	\$0	\$81,400	\$0	\$0	\$407,000	\$0	\$0	\$407,000	\$0	\$0	\$0	\$0	\$407,000	No	
NIRPC 1600404	Transit - Planning/Oversight	Planning / 2023 Transit Oversight	NIRPC	FTA 5307 Chicago UZA	\$335,200	\$0	\$83,800	\$0	\$0	\$419,000	\$0	\$0	\$0	\$419,000	\$0	\$0	\$0	\$419,000	No	
NIRPC 1600252	Transit - Operating	Transit/Operating / 2024 Operating Assistance	North Township	FTA 5307 Chicago UZA	\$259,175	\$0	\$259,175	\$0	\$0	\$518,350	\$0	\$0	\$0	\$0	\$518,350	\$0	\$0	\$518,350	No	
NIRPC 1600251	Transit - Operating	Transit/Operating / 2023 Operating Assistance	North Township	FTA 5307 Chicago UZA	\$259,175	\$0	\$259,175	\$0	\$0	\$518,350	\$0	\$0	\$0	\$518,350	\$0	\$0	\$0	\$518,350	No	
NIRPC 2700561	Transit - Operating	Operating Assistance	North Township	FTA 5307 Chicago UZA	\$531,175	\$0	\$544,000	\$0	\$0	\$1,075,175	\$0	\$0	\$0	\$0	\$0	\$531,175	\$544,000	\$1,075,175	No	
NIRPC 1600250	Transit - Operating	Transit/Operating / 2022 Operating Assistance	North Township	FTA 5307 Chicago UZA	\$259,175	\$0	\$259,175	\$0	\$0	\$518,350	\$0	\$0	\$518,350	\$0	\$0	\$0	\$0	\$0	\$518,350	No
NIRPC 1600363	Transit - Preventative Maintenance	Transit/Asset Management / 2023 Preventative Maint.	North Township	FTA 5307 Chicago UZA	\$43,200	\$0	\$10,800	\$0	\$0	\$54,000	\$0	\$0	\$0	\$54,000	\$0	\$0	\$0	\$54,000	No	
NIRPC 1600364	Transit - Preventative Maintenance	Transit/Asset Management / 2024 Preventative Maint.	North Township	FTA 5307 Chicago UZA	\$43,200	\$0	\$10,800	\$0	\$0	\$54,000	\$0	\$0	\$0	\$0	\$54,000	\$0	\$0	\$54,000	No	
NIRPC 1600362	Transit - Preventative Maintenance	Transit/Asset Management / 2022 Preventative Maint.	North Township	FTA 5307 Chicago UZA	\$43,200	\$0	\$10,800	\$0	\$0	\$54,000	\$0	\$0	\$54,000	\$0	\$0	\$0	\$0	\$54,000	No	
NIRPC 2700562	Transit - Preventative Maintenance	Preventative Maintenance	North Township	FTA 5307 Chicago UZA	\$86,400	\$0	\$21,600	\$0	\$0	\$108,000	\$0	\$0	\$0	\$0	\$0	\$54,000	\$54,000	\$108,000	No	
NIRPC 1600435	Transit - Vehicle Replacements	Transit/Asset Management / 2023 Vehicle Replacement	North Township	FTA 5310 Chicago UZA	\$64,176	\$0	\$16,044	\$0	\$0	\$80,220	\$0	\$0	\$0	\$80,220	\$0	\$0	\$0	\$80,220	No	
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>	
NIRPC 2700563	Transit - Vehicle Replacements	Vehicle Replacement	North Township	FTA 5339 Chicago UZA	\$138,760	\$0	\$34,690	\$0	\$0	\$173,450	\$0	\$0	\$0	\$0	\$0	\$86,725	\$86,725	\$173,450	No	
NIRPC 1600436	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Vehicle Replacement	North Township	FTA 5310 Chicago UZA	\$67,380	\$0	\$16,845	\$0	\$0	\$84,225	\$0	\$0	\$0	\$0	\$84,225	\$0	\$0	\$84,225	No	

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NIRPC 1600424	Transit - Vehicle Replacements	Transit/Asset Management / 2022 Vehicle Replacement	North Township	FTA 5307 Chicago UZA	\$61,120	\$0	\$15,280	\$0	\$0	\$76,400	\$0	\$0	\$76,400	\$0	\$0	\$0	\$0	\$76,400	No
NIRPC 2700564	Transit - Operating	Preventative Maintenance	OE	FTA 5307 Chicago UZA	\$208,000	\$0	\$52,800	\$0	\$0	\$260,800	\$0	\$0	\$0	\$0	\$128,800	\$132,000	\$260,800	No	
NIRPC 1600369	Transit - Preventative Maintenance	Transit/Asset Management / 2024 Preventative Maint.	OE	FTA 5307 Chicago UZA	\$102,400	\$0	\$25,600	\$0	\$0	\$128,000	\$0	\$0	\$0	\$128,000	\$0	\$0	\$128,000	No	
NIRPC 1600368	Transit - Preventative Maintenance	Transit/Asset Management / 2023 Preventative Maint.	OE	FTA 5307 Chicago UZA	\$102,400	\$0	\$25,600	\$0	\$0	\$128,000	\$0	\$0	\$128,000	\$0	\$0	\$0	\$128,000	No	
NIRPC 1600367	Transit - Preventative Maintenance	Transit/Asset Management / 2022 Preventative Maint.	OE	FTA 5307 Chicago UZA	\$102,400	\$0	\$25,600	\$0	\$0	\$128,000	\$0	\$0	\$128,000	\$0	\$0	\$0	\$128,000	No	
NIRPC 1600438	Transit - Vehicle Replacements	Transit/Asset Management / 2023 Vehicle Replacement	OE	FTA 5310 Chicago UZA	\$158,720	\$0	\$39,680	\$0	\$0	\$198,400	\$0	\$0	\$198,400	\$0	\$0	\$0	\$198,400	No	
NIRPC 1600427	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Vehicle Replacement	OE	FTA 5307 Chicago UZA	\$161,840	\$0	\$40,460	\$0	\$0	\$202,300	\$0	\$0	\$0	\$202,300	\$0	\$0	\$202,300	No	
NIRPC 2700565	Transit - Vehicle Replacements	Vehicle Replacements	OE	FTA 5310 Chicago UZA	\$350,000	\$0	\$87,500	\$0	\$0	\$437,500	\$0	\$0	\$0	\$0	\$218,750	\$218,750	\$437,500	No	
NIRPC 1600426	Transit - Vehicle Replacements	Transit/Asset Management / 2022 Vehicle Replacement	OE	FTA 5307 Chicago UZA	\$155,600	\$0	\$38,900	\$0	\$0	\$194,500	\$0	\$0	\$194,500	\$0	\$0	\$0	\$194,500	No	
NIRPC 1600241	Transit - Operating	Transit/Operating / 2022 Operating Assistance	PCACS	FTA 5307 Chicago UZA	\$75,000	\$0	\$75,000	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000	No	
NIRPC 1600385	Transit - Operating	Transit/Expansion / 2023 Operations Expansion	PCACS	FTA 5310 Chicago UZA	\$25,000	\$0	\$25,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	No	
NIRPC 1600386	Transit - Operating	Transit/Expansion / 2024 Operations Expansion	PCACS	FTA 5310 Chicago UZA	\$25,000	\$0	\$25,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	No	
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>
NIRPC 2700569	Transit - Operating	Operating Assistance	PCACS	FTA 5310 Chicago UZA	\$105,000	\$0	\$105,000	\$0	\$0	\$210,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$110,000	\$210,000	No
NIRPC 1600384	Transit - Operating	Transit/Expansion / 2022 Operations Expansion	PCACS	FTA 5310 Chicago UZA	\$25,000	\$0	\$25,000	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	No

NIRPC 2700568	Transit - Operating	Operating Assistance	PCACS	FTA 5307 Chicago UZA	\$245,000	\$0	\$330,000	\$0	\$0	\$575,000	\$0	\$0	\$0	\$0	\$0	\$235,000	\$340,000	\$575,000	No
NIRPC 1600242	Transit - Operating	Transit/Operating / 2023 Operating Assistance	PCACS	FTA 5307 Chicago UZA	\$75,000	\$0	\$75,000	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000	No
NIRPC 1600255	Transit - Operating	Transit/Operating / 2024 Operating Assistance	PCACS	FTA 5310 Chicago UZA	\$75,000	\$0	\$75,000	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000	No
NIRPC 2700567	Transit - Operating	Preventative Maintenance	PCACS	FTA 5307 Chicago UZA	\$80,000	\$0	\$20,000	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$100,000	No
NIRPC 1600354	Transit - Preventative Maintenance	Transit/Asset Management / 2024 Preventative Maint.	PCACS	FTA 5307 Chicago UZA	\$40,000	\$0	\$10,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	No
NIRPC 1600353	Transit - Preventative Maintenance	Transit/Asset Management / 2023 Preventative Maint.	PCACS	FTA 5307 Chicago UZA	\$40,000	\$0	\$10,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000	No
NIRPC 1600352	Transit - Preventative Maintenance	Transit/Asset Management / 2022 Preventative Maint.	PCACS	FTA 5307 Chicago UZA	\$40,000	\$0	\$10,000	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	No
NIRPC 1600431	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Vehicle Replacement	PCACS	FTA 5310 Chicago UZA	\$112,000	\$0	\$28,000	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$140,000	No
NIRPC 2700566	Transit - Vehicle Replacements	Vehicle Replacement	PCACS	FTA 5339 Chicago UZA	\$241,000	\$0	\$60,250	\$0	\$0	\$301,250	\$0	\$0	\$0	\$0	\$0	\$150,000	\$151,250	\$301,250	No
NIRPC 1600445	Transit - Vehicle Replacements	Transit/Asset Management / 2022 Vehicle Replacement	PCACS	FTA 5310 Chicago UZA	\$112,000	\$0	\$28,000	\$0	\$0	\$140,000	\$0	\$0	\$140,000	\$0	\$0	\$0	\$0	\$140,000	No
NIRPC 1600430	Transit - Vehicle Replacements	Transit/Asset Management / 2023 Vehicle Replacement	PCACS	FTA 5310 Chicago UZA	\$224,000	\$0	\$56,000	\$0	\$0	\$280,000	\$0	\$0	\$0	\$280,000	\$0	\$0	\$0	\$280,000	No
NIRPC 1600393	Transit - Capital	Transit/Expansion / 2024 Operations Expansion	SLCCS	FTA 5307 Chicago UZA	\$134,000	\$0	\$33,600	\$0	\$0	\$167,600	\$0	\$0	\$0	\$0	\$167,600	\$0	\$0	\$167,600	No
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>
NIRPC 1600259	Transit - Operating	Operating/Transit / 2023 Operating Assistance	SLCCS	FTA 5310 Chicago UZA	\$200,000	\$0	\$200,000	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000	No
NIRPC 1600260	Transit - Operating	Operating/Transit / 2024 Operating Assistance	SLCCS	FTA 5310 Chicago UZA	\$200,000	\$0	\$200,000	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000	No
NIRPC 1600262	Transit - Operating	Operating/Transit / 2022 ADA Operating Assistance	SLCCS	FTA 5310 Chicago UZA	\$125,000	\$0	\$125,000	\$0	\$0	\$250,000	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	No



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NIRPC 1600263	Transit - Operating	Operating/Transit / 2023 ADA Operating Assistance	SLCCS	FTA 5310 Chicago UZA	\$125,000	\$0	\$125,000	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	No
NIRPC 1600264	Transit - Operating	Operating/Transit / 2024 ADA Operating Assistance	SLCCS	FTA 5310 Chicago UZA	\$125,000	\$0	\$125,000	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	No
NIRPC 2700531	Transit - Operating	Operating Assistance for Enhanced Mobility	SLCCS	FTA 5310 Chicago UZA	\$500,788	\$0	\$500,788	\$0	\$0	\$1,001,576	\$0	\$0	\$0	\$0	\$0	\$500,788	\$500,788	\$1,001,576	No
NIRPC 1600258	Transit - Operating	Operating/Transit / 2022 Operating Assistance	SLCCS	FTA 5310 Chicago UZA	\$200,000	\$0	\$200,000	\$0	\$0	\$400,000	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000	No
NIRPC 2700530	Transit - Operating	Operating Assistance	SLCCS	FTA 5307 Chicago UZA	\$450,395	\$0	\$500,790	\$0	\$0	\$951,185	\$0	\$0	\$0	\$0	\$0	\$450,395	\$500,790	\$951,185	No
NIRPC 1600391	Transit - Operating	Transit/Expansion / 2024 Operations Expansion	SLCCS	FTA 5310 Chicago UZA	\$12,500	\$0	\$12,500	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000	No
NIRPC 1600390	Transit - Operating	Transit/Expansion / 2023 Operations Expansion	SLCCS	FTA 5310 Chicago UZA	\$12,500	\$0	\$12,500	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000	No
NIRPC 1600389	Transit - Operating	Transit/Expansion / 2022 Operations Expansion	SLCCS	FTA 5310 Chicago UZA	\$12,500	\$0	\$12,500	\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000	No
NIRPC 2700529	Transit - Preventative Maintenance	Maintain Fleet of Vehicles	SLCCS	FTA 5307 Chicago UZA	\$211,654	\$0	\$55,276	\$0	\$0	\$266,930	\$0	\$0	\$0	\$0	\$0	\$128,740	\$138,190	\$266,930	No
NIRPC 1600349	Transit - Preventative Maintenance	Transit/Asset Management / 2021 Preventative Maint.	SLCCS	FTA 5307 Chicago UZA	\$101,102	\$0	\$25,276	\$0	\$0	\$126,378	\$0	\$0	\$0	\$0	\$126,378	\$0	\$0	\$126,378	No
NIRPC 1600348	Transit - Preventative Maintenance	Transit/Asset Management / 2023 Preventative Maint.	SLCCS	FTA 5307 Chicago UZA	\$101,102	\$0	\$25,276	\$0	\$0	\$126,378	\$0	\$0	\$0	\$126,378	\$0	\$0	\$0	\$126,378	No
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>
NIRPC 1600347	Transit - Preventative Maintenance	Transit/Asset Management / 2022 Preventative Maint.	SLCCS	FTA 5307 Chicago UZA	\$101,102	\$0	\$25,276	\$0	\$0	\$126,378	\$0	\$0	\$126,378	\$0	\$0	\$0	\$0	\$126,378	No
NIRPC 1600423	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Vehicle Replacement	SLCCS	FTA 5307 Chicago UZA	\$272,272	\$0	\$68,068	\$0	\$0	\$340,340	\$0	\$0	\$0	\$0	\$340,340	\$0	\$0	\$340,340	No
NIRPC 1600421	Transit - Vehicle Replacements	Transit/Asset Management / 2022 Vehicle Replacement	SLCCS	FTA 5307 Chicago UZA	\$246,960	\$0	\$61,740	\$0	\$0	\$308,700	\$0	\$0	\$308,700	\$0	\$0	\$0	\$0	\$308,700	No

NIRPC 1600422	Transit - Vehicle Replacements	Transit/Asset Management / 2023 Vehicle Replacement	SLCCS	FTA 5307 Chicago UZA	\$388,963	\$0	\$97,241	\$0	\$0	\$486,204	\$0	\$0	\$0	\$486,204	\$0	\$0	\$0	\$486,204	No
NIRPC 1600275	Transit - Capital	Transit/Operating / 2023 Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$475,834	\$0	\$1,011,146	\$0	\$0	\$1,486,980	\$0	\$0	\$0	\$1,486,980	\$0	\$0	\$0	\$1,486,980	No
NIRPC 1600276	Transit - Capital	Transit/Operating / 2024 Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$475,834	\$0	\$1,011,146	\$0	\$0	\$1,486,980	\$0	\$0	\$0	\$0	\$1,486,980	\$0	\$0	\$1,486,980	No
NIRPC 1600274	Transit - Capital	Transit/Operating / 2022 Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$475,834	\$0	\$1,011,146	\$0	\$0	\$1,486,980	\$0	\$0	\$1,486,980	\$0	\$0	\$0	\$0	\$1,486,980	No
NIRPC 1600270	Transit - Capital	Transit/Operating / 2024 Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$549,247	\$0	\$1,167,148	\$0	\$0	\$1,716,395	\$0	\$0	\$0	\$0	\$1,716,395	\$0	\$0	\$1,716,395	No
NIRPC 1600269	Transit - Capital	Transit/Operating / 2023 Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$549,247	\$0	\$1,167,148	\$0	\$0	\$1,716,395	\$0	\$0	\$0	\$1,716,395	\$0	\$0	\$0	\$1,716,395	No
NIRPC 1600268	Transit - Capital	Transit/Operating / 2022 Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$549,247	\$0	\$1,167,148	\$0	\$0	\$1,716,395	\$0	\$0	\$1,716,395	\$0	\$0	\$0	\$0	\$1,716,395	No
NIRPC 1600266	Transit - Capital	Transit/Operating / 2024 Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$358,688	\$0	\$291,312	\$0	\$0	\$650,000	\$0	\$0	\$0	\$0	\$650,000	\$0	\$0	\$650,000	No
NIRPC 1600265	Transit - Capital	Transit/Operating / 2023 Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$358,688	\$0	\$291,312	\$0	\$0	\$650,000	\$0	\$0	\$0	\$650,000	\$0	\$0	\$0	\$650,000	No
NIRPC 2700522	Transit - Operating	Capital Cost of Contracting V-Line	Valparaiso Transit	FTA 5307 Chicago UZA	\$746,000	\$0	\$1,585,250	\$0	\$0	\$2,331,250	\$0	\$0	\$0	\$0	\$0	\$1,165,625	\$1,165,625	\$2,331,250	No
NIRPC 2700523	Transit - Operating	Chicago Dash - Capital Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$1,186,697	\$0	\$2,579,920	\$0	\$0	\$3,766,617	\$0	\$0	\$0	\$0	\$0	\$1,839,207	\$1,927,410	\$3,766,617	No
NIRPC 2700524	Transit - Operating	South Shore Connect Capital Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$121,600	\$0	\$258,400	\$0	\$0	\$380,000	\$0	\$0	\$0	\$0	\$0	\$190,000	\$190,000	\$380,000	No
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>
NIRPC 1600452	Transit - Operating	Valparaiso Transit Transit Operations Expansion	Valparaiso Transit	CMAQ Chicago UZA	\$1,266,000	\$0	\$316,500	\$0	\$0	\$1,582,500	\$0	\$0	\$527,500	\$527,500	\$527,500	\$0	\$0	\$1,582,500	No
NIRPC 2700525	Transit - Vehicle Replacements	South Shore Connect Bus replacement	Valparaiso Transit	FTA 5339 Chicago UZA	\$156,800	\$0	\$39,800	\$0	\$0	\$196,600	\$0	\$0	\$0	\$0	\$0	\$196,600	\$0	\$196,600	No
NIRPC 2600495	Transit - Capital	Transit / Asset Management / 2022 Vehicle Replacements	MC Transit	STBG Mich City Transfer to FTA	\$420,000	\$0	\$102,500	\$0	\$0	\$522,500	\$0	\$0	\$522,500	\$0	\$0	\$0	\$0	\$522,500	Yes
NIRPC 2600496	Transit - Capital	Transit / Asset Management / 2024 Vehicle Replacements	MC Transit	STBG Mich City Transfer to FTA	\$256,000	\$0	\$64,000	\$0	\$0	\$320,000	\$0	\$0	\$0	\$0	\$320,000	\$0	\$0	\$320,000	Yes

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NIRPC 2700543	Transit - Operating	Operating Assistance	MC Transit	FTA 5307 Mich City UZA	\$1,462,736	\$0	\$1,462,736	\$0	\$0	\$2,925,472	\$0	\$0	\$0	\$0	\$0	\$1,462,736	\$1,462,736	\$2,925,472	Yes
NIRPC 2600494	Transit - Operating	Transit / Operating Assistance / 2024	MC Transit	FTA 5307 Mich City UZA	\$812,513	\$0	\$812,513	\$0	\$0	\$1,625,026	\$0	\$0	\$0	\$1,625,026	\$0	\$0	\$1,625,026	Yes	
NIRPC 2600493	Transit - Operating	Transit / Operating Assistance / 2023	MC Transit	FTA 5307 Mich City UZA	\$787,500	\$0	\$787,500	\$0	\$0	\$1,575,000	\$0	\$0	\$1,575,000	\$0	\$0	\$0	\$1,575,000	Yes	
NIRPC 2600492	Transit - Operating	Transit / Operating Assistance / 2022	MC Transit	FTA 5307 Mich City UZA	\$787,500	\$0	\$787,500	\$0	\$0	\$1,575,000	\$0	\$0	\$1,575,000	\$0	\$0	\$0	\$1,575,000	Yes	
NIRPC 2700520	Transit - Vehicle Replacements	Michigan City Transit vehicle replacement	MC Transit	STBG Mich City Transfer to FTA	\$280,000	\$0	\$70,000	\$0	\$0	\$350,000	\$0	\$0	\$0	\$350,000	\$0	\$0	\$350,000	Yes	
NIRPC 2600501	Transit - Capital	Transit / Asset Management / 2022 Vehicle Replacements	TransPorte (LaPorte)	STBG Mich City Transfer to FTA	\$229,600	\$0	\$57,400	\$0	\$0	\$287,000	\$0	\$0	\$287,000	\$0	\$0	\$0	\$287,000	Yes	
NIRPC 2600502	Transit - Capital	Transit / Asset Management / 2024 Vehicle Replacements	TransPorte (LaPorte)	STBG Mich City Transfer to FTA	\$161,600	\$0	\$40,400	\$0	\$0	\$202,000	\$0	\$0	\$0	\$202,000	\$0	\$0	\$202,000	Yes	
NIRPC 2600500	Transit - Operating	Transit / Operating Assistance / 2024	TransPorte (LaPorte)	FTA 5310 Mich City UZA	\$292,868	\$0	\$419,456	\$0	\$0	\$712,324	\$0	\$0	\$0	\$712,324	\$0	\$0	\$712,324	Yes	
NIRPC 2700544	Transit - Operating	Operating Assistance	TransPorte (LaPorte)	FTA 5307 Mich City UZA	\$519,290	\$0	\$519,290	\$0	\$0	\$1,038,580	\$0	\$0	\$0	\$0	\$519,290	\$519,290	\$1,038,580	Yes	
NIRPC 2600499	Transit - Operating	Transit / Operating Assistance / 2023	TransPorte (LaPorte)	FTA 5310 Mich City UZA	\$285,885	\$0	\$412,472	\$0	\$0	\$698,357	\$0	\$0	\$0	\$698,357	\$0	\$0	\$698,357	Yes	
<b>TIP ID</b>	<b>Work Type</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>FED Fund Type</b>	<b>FED</b>	<b>STATE</b>	<b>LOC</b>	<b>PE</b>	<b>RW</b>	<b>CN</b>	<b>CE</b>	<b>Funding in Prior Years</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total Project Costs</b>	<b>Air Quality Exempt</b>
NIRPC 2600498	Transit - Operating	Transit / Operating Assistance / 2022	TransPorte (LaPorte)	FTA 5307 Mich City UZA	\$279,038	\$0	\$405,626	\$0	\$0	\$684,664	\$0	\$0	\$684,664	\$0	\$0	\$0	\$0	\$684,664	Yes
NIRPC 2700519	Transit - Vehicle Replacements	La Porte Transporte replacement busses	TransPorte (LaPorte)	STBG Mich City UZA	\$176,000	\$0	\$44,000	\$0	\$0	\$220,000	\$0	\$0	\$0	\$0	\$0	\$110,000	\$110,000	\$220,000	Yes

## 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 receives \$10 in funding requests in the call for projects for TIPs. 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 a critical path in the *NWI 2050 Plan*. 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. This chart includes funds that have been loaned to other MPOs and are being paid back at a later date.

FHWA	2022 Chicago UZA					2022 Michigan City UZA				
	2022	2023	2024	2025	2026	2022	2023	2024	2025	2026
<b>CMAQ available</b>	\$3,737,552	\$3,737,552	\$3,737,552	\$3,737,552	\$3,737,552	\$629,937	\$629,937	\$629,937	\$629,937	\$629,937
<b>CMAQ programmed</b>	\$2,937,207	\$3,649,934	\$4,281,475	\$2,594,121	\$378,000	\$37,200	\$0	\$496,000	\$88,000	\$88,000
<b>HSIP available</b>	\$3,558,443	\$3,558,433	\$3,558,433	\$3,558,433	\$3,558,433	\$328,892	\$328,892	\$328,892	\$328,892	\$328,892
<b>HSIP programmed</b>	\$2,100,000	\$3,074,503	\$972,500	\$1,742,310	\$77,500	\$144,000	\$688,000	\$422,339	\$0	\$0
<b>STBG available</b>	\$10,207,049	\$12,745,975	\$16,008,700	\$12,383,070	\$12,383,070	\$1,263,555	\$1,250,255	\$1,256,197	\$1,256,197	\$1,256,197
<b>STBG programmed</b>	\$11,310,785	\$10,188,244	\$17,452,445	\$13,516,003	\$17,209,492	\$2,264,335	\$1,532,398	\$1,231,781	\$847,000	\$1,967,039
<b>TA available</b>	\$1,058,353	\$1,058,353	\$1,058,353	\$1,058,353	\$1,058,353	\$103,004	\$103,004	\$103,004	\$103,004	\$103,004
<b>TA programmed</b>	\$1,745,080	\$2,199,935	\$1,005,080	\$3,058,353	\$1,918,104	\$0	\$100,000	\$100,000	\$1,315,120	\$0
<b>Total available</b>	\$18,561,397	\$20,737,408	\$24,464,591	\$20,737,408	\$2,737,408	\$2,325,388	\$2,282,416	\$2,316,653	\$2,250,120	\$2,250,120
<b>(+/-)</b>	+\$366,762	+\$1,625,332	+\$753,091	-\$173,379	+1,154,312	-\$158,349	-\$70,278	\$0	\$0	+\$195,081

## Air quality conformity

As required by the Section 176(c) of the Clean Air Act and 40 CFR Parts 51 and 93, the 2022-2026 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 2022-2026 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 2022-2026 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)

## **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.



**RESOLUTION 21-11**

**A RESOLUTION OF THE NORTHWESTERN INDIANA  
REGIONAL PLANNING COMMISSION ADOPTING THE  
FY 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAMS FOR LAKE,  
PORTER, AND LAPORTE COUNTIES, INDIANA  
April 15, 2021**

**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 FY 2022-2026 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*; and

**WHEREAS**, the FY 2022-2026 Transportation Improvement Program is an implementation of the *NWI 2050 Plan*, is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

**WHEREAS**, the FY 2022-2026 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 users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and



**Northwestern Indiana Regional Planning Commission 2022-2026 Transportation Improvement Program**

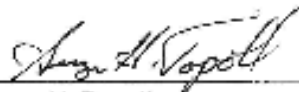
**WHEREAS**, the draft of FY 2022-2026 Transportation Improvement Program was reviewed by the Air Quality Conformity Task Force's Interagency Consultation Group (ICG); and

**WHEREAS**, the adoption of the FY 2022-2026 Transportation Improvement Program is subjected to public comment in the manner prescribed by the 2019 Public Participation Plan with no comments received; and


**WHEREAS**, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission to adopt the FY 2022-2026 Transportation Improvement Program.

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby adopts the FY 2022-2026 Transportation Improvement Program by adding the new program as an attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteen day of April, 2021.

  
\_\_\_\_\_  
George H. Topoll  
Chairperson

ATTEST:

  
\_\_\_\_\_  
Richard Hardaway  
Secretary

## **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 2022-2026 Transportation Improvement Program (TIP)

Northwestern Indiana Regional Planning Commission

April 15, 2020

Adoption of the 2022-2026 Transportation Improvement Program was released for a 30-day public comment period which began on March 5, 2020 and will end April 8, 2021. The draft TIP, including the projects submitted were made available at [www.nirpc.org](http://www.nirpc.org). No comments from the public were received during the comment period on the proposed amendments.



## Public Comment Report

Air Quality Conformity Determination Report for Amendment #2 to NWI 2050  
and 2022-2026 Transportation Improvement Program (TIP)

Amendment #2 to NWI 2050

Northwestern Indiana Regional Planning Commission

Executive Board/Full Commission Meeting

April 15, 2021

The Air Quality Conformity Determination Report for Amendment #2 to the *NWI 2050* plan and the 2022-2026 Transportation Improvement Program and Amendment #2 to the *NWI 2050* plan itself were released for a 30-day public comment period which began on March 9, 2021 and ended April 8, 2021. The documents were made available at [www.nirpc.org](http://www.nirpc.org). No comments from the public were received during this comment period on the documents. NIRPC has not received technical comments from INDOT or FHWA for these documents.

## 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 .**

*(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 .**

*(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 .**

*(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 . Additionally, each project that is regionally significant is noted as such on its more descriptive table in the "Investments" section of the TIP which starts on page .**

*(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 . 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 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 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.*

*(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 .**

*(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 .**