

# Coordinated Transit Plan

## Program Management Plan

*Requests for alternate formats: please contact NIRPC at (219) 763-6060 or [nirpc@nirpc.org](mailto:nirpc@nirpc.org). Individuals with hear impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333*

## Executive summary

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

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

The transit system in Northwestern Indiana can also be made more efficient by coordinating services between providers. A constant problem among operators is retention of staff, limitations with vehicle availability, and access to local funds. By consolidating aspects of an operator's services, sharing staff, and sharing vehicles; the regional transit system can grow beyond existing funding limitations. Other coordination methods should also be considered like working with medical professionals or human service providers to build efficiencies, such as coordinated multi-user dispatching, contributions to local match, data-sharing, trainings, and others.



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

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

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

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

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

Not every resident of Northwestern Indiana has the same transportation needs. Individuals who have been historically left behind in terms of transportation investments should be prioritized when considering how to grow and expand transit. These groups include people who are elderly, people with disabilities, people who are low-income, people who are ethnic minorities, and veterans. Increasing access between these priority population groups and critical locations area priority. Critical locations include: grocery stores, job centers, educational institutions, medical facilities, shopping districts, and other recreational areas. Inclusion of quality-of-life destinations can be just as important to an individual who relies on transit as the commonly-identified locations like hospitals or grocery stores. The ultimate aim of Northwestern Indiana’s transit

*As part of the Coordinated Transit Plan, engagement was solicited using a variety of methods. Outreach efforts included:*

- 98 “out and about” visits to human service agencies.
- Ridership survey with 278 responses
- 3 Public meetings

system should not be merely to connect individuals to necessary services – the desired culmination of our planning effort should be freedom of movement and equity across all modes of transportation.

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



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

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## Introduction

The role of Northwestern Indiana Regional Planning Commission (NIRPC) as a designated recipient for Section 5310 Mobility of Seniors and Individuals with Disabilities funding is to increase transportation options for people with disabilities and the elderly through the coordination of efforts and resources of public transit agencies, in Lake and Porter Counties, human services agencies and private providers of public transportation services. This effort is made in concurrence with the 2018 Coordinated Transit Plan, Northwestern Indiana's Coordinated Public Transit-Human Services Plan

NIRPC has and will continue to encourage coordination through direct stakeholder involvement, sharing of information and best practices, promoting referrals among agencies, and coordinating efforts to secure local, state and federal funds to provide these services. Effort will be made to avoid duplication of service and to address gaps in service by encouraging coordination of existing resources and cooperative efforts to secure additional resources.

Effort will be made to ensure that projects funded through the Section 5310 Mobility of Seniors and Individuals with Disabilities program are sustainable, even if funding becomes unavailable at a future date. Project selection for 5310 projects (and many other transit projects) is designed to meet the needs identified in the 2018 Coordinated Transit Plan.

## Roles and Responsibilities

NIRPC is responsible for notifying eligible local entities of the available funding, developing and administering a competitive selection process, reviewing applications, verifying applicant

eligibility, developing and forwarding an annual Program of Projects (POP), developing a Program Management Plan, certifying that grant distribution is fair and equitable, and certifying that all projects are derived from the Coordinated Transit Plan.

Additionally, NIRPC serves as the direct recipient for seven public transit operators in Northwestern Indiana:

- City of LaPorte (TransPorte)
- City of Valparaiso (V-Line and ChicaGo Dash)
- East Chicago Transit
- North Township Dial-a-Ride
- Opportunity Enterprises
- Porter County Aging and Community Services
- Lake County Community Services (Formerly Southlake County Community Services)

As the direct recipient, NIRPC is responsible for the oversight of these seven providers as recipients of federal funds, including 5310 funding. While oversight responsibilities rely with NIRPC; programming and policy related to each of the transit operator's routes are the responsibility of the operator. This includes applying for funding programs that utilize 5310 funding.

Northwestern Indiana also includes three direct recipients:

- Gary Public Transit Corporation
- Michigan City Transit
- Northern Indiana Commuter Transportation District

Direct recipients are responsible for their own oversight, identifying investment priorities, and setting policies for their own systems.

Extensive outreach was conducted to public transit providers, private providers of public transportation, human

services agencies and the public. In order to establish long-term goals and objectives of the Section 5310 program, NIRPC has been the lead agency on the development of the 2018 Coordinated Transit Plan. The 2018 Coordinated Transit Plan was approved by the Technical Planning Committee and the NIRPC Commission. The Commission will remain involved and will approve a five-year program of projects derived from the competitive selection process, bi-annually.

The annual program of projects and competitive selection process is a part of NIRPC's ongoing short-term planning effort: Transportation Improvement Program or TIP. Notice of funding availability (NOFA) is made available bi-annually (every other year) for every available federal funding program, including Section 5310.

## **Coordination**

The competitive selection process for Section 5310 projects, as well as any other project, emphasizes the need for coordination. Applicants will receive priority if they can demonstrate the partnerships and coordinative efforts projects will take during the implementation process.

## **Eligible Recipients**

Eligible recipients of 5310 funding within the Chicago UZA must already be a direct or subrecipient of FTA funds. Current non-recipients may receive 5310 funding by partnering with a current recipient of FTA funding.

## **Local Share and Local Funding Requirements**

NIRPC will follow federal guidelines for determining eligible local matching share. The local policy will be no more restrictive than the federal policy. During the application process, applicants will be required to specifically identify the source of match funds. The applicant is responsible for securing the match commitment. NIRPC will verify that the proposed match is eligible under federal policy and is within the scope of the proposed project.

## **Administration, Planning and Technical Assistance**

NIRPC is the Designated Recipient of the Section 5310 Program. NIRPC has not allocated any Section 5310 funding that is available for administration, planning and technical assistance for the development of the Coordinated Transit Plan. Nor will it use 5310 funds to administer the competitive selection process, publish the Program of Projects and provide oversight. NIRPC provides ongoing technical assistance in addition to these services through funding made available through other sources, namely 5307 and 5309.

## **Private Sector Participation**

Private providers of public transportation services were actively invited to participate in the coordinated planning process through timely public notice that was placed in the local newspapers announcing all public involvement meetings and through direct invitation to those meetings. Representatives of several private providers attended public meetings.

Private providers will be encouraged to continue their involvement and to develop or participate in project applications if they so desire. Providers who are part of the NIRPC's contact



list will be notified of all phases of the process. New private transportation providers will be added to that list as they are identified. Private providers are encouraged to partner with existing FTA recipients in order to receive funding.

## Project Selection Criteria

Funds will be fairly and equitably distributed through a competitive selection process. Project selection criteria have been developed based on the guidance provided in the FAST Act and the priorities identified in the Coordinated Transit Plan. The process will be open and transparent and every effort will be made to reach multiple agencies that provide services to the primary target populations, assuring equity of access to the benefits of the grant program among eligible groups, as required by Title VI of the Civil Rights Act.

A detailed application outlining the development of strong, competitive project applications has been developed. Assistance in developing strong proposals will be offered to all applicants. Project applications will be submitted to NIRPC, which will rank the projects based on criteria such as, but not limited to, impact of project and people served, with emphasis on coordination and on consistency with the 2018 Coordinated Transit Plan and with NIRPC's NWI 2050 Plan. Projects will be ranked on a competitive basis depending on the strength of the proposals. Funds will be distributed to adequately fund the highest ranked project first, and as many of the other high-ranking projects as possible, in order of their ranking.

## Project Development and Approval

A five-year Transportation Improvement Program (TIP) for 2020-2024 has been developed in tandem with the *NWI 2050 Plan*. The TIP represents the fiscally-constrained list of federally-aided transportation projects scheduled for implementation in

Lake, Porter and LaPorte Counties and represents the short-range investment portfolio for this plan.

Projects are solicited for the TIP by NIRPC every two years through a Notice of Funding Availability (NOFA). Previous NOFA cycles were periodic and unpredictable, focusing on a specific funding category and selected independently of other funding avenues. Although somewhat straightforward in approach, this process did not link programs fully with the regional priorities highlighted in previous long-range plans.

To effectively match funding with priorities, better identify desired outcomes, and quantify performance benefits, an enhanced programming approach was needed. This approach was introduced and implemented during the latest NOFA cycle from September 2018 to January of 2019. The enhanced approach first identified specific investment programs based on the 77 project types that are federally eligible for funding from FHWA and FTA funds. This exercise represented the first time all federal transportation funding categories allocated to NWI were considered during a single NOFA cycle. Based on the type of eligible projects, thirteen investment programs were identified, and applications for funding were developed accordingly.

# Targeting Funds

How do you spend \$2.5 billion over the 30 years?  
Carefully, methodically, and with a lot of input –  
21 meetings and approximately 60 hours of deliberation.

➔ NIRPC's enhanced programming approach matches NWI's regional priorities with available federal funding sources by prioritizing specific project types and targeting those projects with funding. Section 5310 funds are targeted in two investment programs; Transit / Customer Experience, and Transit / Expansion. Strategies from the Coordinated Transit Plan are used to prioritize projects applying for 5310 funding in these categories.



These thirteen programs were then assigned to one of the five NIRPC committees in place at the time of this document, using a 1-100 scoring system. The committees scored project types from assigned programs according to their direct and indirect impacts on each of the sixteen critical paths identified in the plan. This represented 80% of the final score. Additional scoring was assigned for the project type's direct and indirect impact on the "possible futures" identified in the *NWI 2050 Plan*, (12% of its final score) and an investment difficulty factor

(8% of its final score). The easier a project type was to implement, the higher its priority.

From this robust exercise, each project type targeted a logical funding amount based on a three-tiered priority system. Those projects selected in Tier 1 were given priority in their assigned program category, and thus received the most allocated funding. For the 2020-2024 TIP NOFA process, almost all Tier 1 projects were targeted for funding and 35% of Tier 2 projects were targeted for funding when the NOFA was initiated. Due to

limited funds no Tier 3 projects were targeted for federal funds as part of this NOFA. However, some legacy projects with pre-construction phases included in the prior TIP were prioritized for continued funding to see those projects through to completion. Funding to sustain our existing transportation system (such as improvements to roadways) was heavily weighted within this new approach.

With the funding targets established, NIPRC committees were then charged with assigning project selection criteria for each program. These criteria were divided between nine categories, and these categories assigned a point value based on the importance to the program. All program categories equaled 100 points.

With the funding targets and evaluation criteria established, the NOFA was published following Executive Board approval sought at the November, 2018 meeting. Applications tailored to the thirteen funding programs were offered, and even if funding was not available or targeted to all programs, all project types remained eligible for federal funding, and such applications were considered if funds remained available. Each application was self-scored by the applicant, reviewed by NIPRC staff for proper adherence to the instructions, and then scored by NIPRC staff. The NIPRC committees resolved any outstanding conflicts between the self-score of the project applicant and score given to the application by NIPRC staff.

The majority of the thirteen investment programs are not relevant to this document. However, two investment programs were targeted for Section 5310 funding investment: Transit / Customer Experience and Transit / Expansion Program. Available 5310 funds are targeted to these two investment categories. The project types and investment programs made available for Section 5310 funding were based from the feedback of the 2018 Coordinated Transit Plan. If there are funds remaining in the two investment categories, then the remaining funding may be used to fill capital and operational needs elsewhere in the system, so long as the type of capital purchase or service is supportive of the Section 5310 funding requirements. This includes the required split of 5310 funding categories. These categories include a split of 55% of the funds be used for planning, plan-related activities, operations, and meeting the needs of seniors and individuals with disabilities. The other 45% may be spent on capital or operating projects that meet the needs of seniors and individuals with disabilities.

Applications relevant to these programs directly referenced the Coordinated Transit Plan and received additional priority for partnerships made or planning goals from the plan that could be achieved through project implementation. Application documents for both program categories have been included as an appendix.

## Investment Categories and Project Types

### Transit / Customer Experience

Attracting a diverse population to the region, in addition to improving our economic standing, requires investments which improve the traveling experience. Projects that advance this goal include improving comfort and safety at transit stops, accessibility for the disabled, better passenger facilities, and new signage. A United NWI, one of the four visions of the *NWI 2050 Plan*, provides a transit network which is accessible and reliable.

Project Type	Description	Score Tier	Targeted for Funding	Funding Source
Mobility management / information technology systems	Funding to improvement mobility management and technology, such as GTFS	Tier 1	Yes	Section 5310
Wheelchair lifts, ramps, and securement devices	Funding to make old vehicles accessible (new vehicles must be purchased accessible)	Tier 1	No, but eligible	Not targeted for funding
Vehicles for accessible taxi, ride share, or vanpool	Funding to purchase vehicles to increase access to transit system	Tier 1	No, but eligible	Not targeted for funding
Travel training	Funding to train individuals on how to use transit	Tier 1	No, but eligible	Not targeted for funding
Transit passenger facilities	Funding for projects that improve waiting facilities for transit riders (bus stops/stations)	Tier 2	Yes	TA; Section 5337
Volunteer driver programs	Funding to offset the cost associated with volunteer driver programs	Tier 2	No, but eligible	Not targeted for funding
Improve signage / wayfinding	Funding for projects that help customers find their way to transit services	Tier 2	No, but eligible	Not targeted for funding

## Transit / Expansion Program

A Vibrant NWI involves ensuring transportation options for all residents of the region. An expanded transit network remains a prime objective towards this goal. Current plans to expand the South Shore Line represents a strong example, but providing both fixed and on-demand bus service to more residents should parallel these efforts, both in geographical service area and span of service throughout the day. This includes projects enhancing the reach of existing providers with new vehicles and operating assistance.

<b>Project Type</b>	<b>Description</b>	<b>Score Tier</b>	<b>Targeted for Funding</b>	<b>Funding Source</b>
Incremental cost of providing same day service/door-to-door	funding to reduce time required to request and reserve an on-demand ride	Tier 1	Yes	Section 5310
New fixed guideway systems (including BRT)	Projects that expand the transit system through fixed guideways including BRT	Tier 1	No, but eligible	Not targeted for funding
Operating assistance for new transit service	Funding for the operations and expansion of new transit services	Tier 1	Yes	CMAQ
Transit vehicles for expansion of service	Funding to purchase new vehicles to expand service (locations or hours)	Tier 1	No, but eligible	Not targeted for funding
Transit passenger facilities	Funding for projects that improve waiting facilities for transit riders (bus stops / stations)	Tier 2	Yes	Not targeted for funding
Ferry boats, terminals, and approach roads for ferries	Projects that buy boats, build terminals and connect terminals to roadway network	Tier 3	No, but eligible	Not targeted for funding

## Performance Measures

The following performance measures are an excerpt from the *NWI 2050 Plan*. The following performance measures are related to ongoing Section 5310-related efforts in the region, but only represent a small portion of the total amount of measures tracked by NIRPC.

- Number of People within Fixed-Route Transit Service Areas (¼ mile for Bus, ½ Mile for Commuter Bus and Commuter Rail)
- Population in Environmental Justice Areas within Transit Service Areas
- Jobs within transit service areas of fixed-route transit
- Number of Trips Made by Shared Mobility Services

## Civil Rights

NIRPC meets the requirements of the applicable federal rules and regulations found at FTA Circular 4702.1 for Title VI; Circular 4704.1 for EEO; 49CFR Part 26 for DBE; 49CFR Part 18, and Circular 4220.1 for procurement; and other related requirements as identified in “Other Provisions” as evidenced by successful triennial reviews of the designated recipient and biennial reviews of the sub-recipients.

NIRPC will comply with federal regulations that no person in the United States shall, on the ground of race, color, sex, age, creed, disability, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program from employment or activity for which it receives federal financial assistance either directly or indirectly

from the federal departments, and other federal, state and local government sources as well as any and all national, regional, and local private funds; and hereby gives assurance that it will in all phases and levels of program and activities, act affirmatively to achieve equal opportunities for participation by actively seeking out qualified people for due consideration for availability and job opportunities and encouraging the involvement of the socially and/or physically disadvantaged population in all phases of the program.

NIRPC, as designated recipient on behalf of seven subrecipients, routinely certifies to FTA that it meets all of the program management requirements as specified in all of the applicable FTA circulars. NIRPC oversight staff collects the individual operators’ Title VI documents for inclusion in the NIRPC submittal. Assistance to minority applicants is provided on an as-requested basis. Potential new providers of public transit are provided with information on the regional plan priorities, federal grants management process, eligibility requirements, financial capacity documentation, and availability of federal funds. All of the currently funded operators of public transit in northwest Indiana serve concentrations of either minorities, elderly, low-income and/or disability communities.

## Section 504 and ADA Reporting

Section 504 of the 1973 Rehabilitation Act requires recipients of FTA funds to make special efforts to provide transportation that is accessible to individuals with disabilities. The Americans with Disabilities Act (ADA) requires that equivalent services are provided to meet the needs of individuals with disabilities.

NIRPC will monitor subrecipient compliance with Section 504 and ADA requirements by apprising them of their responsibilities, requiring the appropriate certifications and assurances, reviewing their service hours and other operating characteristics to ensure that accessible and equivalent service is being provided, and collecting other documentation of compliance as part of site visits.

NIRPC will require demographic information, including disability status of riders in required quarterly project reports. Subrecipients will be asked to report all project measures in a manner to include both a disability and an ethnic breakdown of the population served. A process will be developed to solicit any complaints based on perceived discrimination based on disability status. Since the compliance monitor's first annual review (2007) none of the operators has been found to be out of compliance or lost federal funding.

## Designated Recipient Program Management

NIRPC adheres to FTA Circular 5010 – Grant Management Guidelines; 49USC Chapter 53; CFR 49 Part 18; FTA Circular 9030.1 and FTA Circular 4220.1 in the conduct of its sub-recipient oversight. Sub-grantee management and oversight is conducted by a full-time staff position with support from staff in procurement, planning, and financial management. On-site inspections of sub-grantees and vehicles are conducted annually for compliance with Title VI, ADA and FTA program management requirements. Sub-grantees are required to report quarterly for financial management and program monitoring purposes.

NIRPC has an established accounting and reporting system that meets or exceeds FTA requirements for financial management. In

addition, all subrecipients must assure NIRPC that each has fiscal control and accounting procedures that will permit preparation of the required reports as well as a level of expenditures adequate to establish that such funds are used consistent with the rules and requirements of the program. These systems will also allow for the accurate, current, and complete disclosure of all financially assisted activities, the establishment and maintenance of accounting records which are supported by source documents and which adequately identify the source and application of funds provided, the effective control and accountability of cash, real and personal property, and other assets, the comparison of actual expenditures with budgeted amounts, allowing for the development of performance or productivity data and unit cost information, where appropriate; the application of OMB cost principles, agency program regulations, and the terms of subrecipient's grant agreement to determine the reasonableness, allowability, and allocation of costs; and a procedure for minimizing the time elapsing between the receipt of Federal funds and local disbursement.

## Procurement

All systems and procedures for financial management are in compliance with 49 CFR 18 and 19 the "Common Rule" and FTA Circular 4220.1.E Third Party Contracting Requirements and Circular 5010.1C for Grant Management. Subrecipients must submit all required certifications and assurances prior to contract signature and annually thereafter. In regards to "Buy America:" applicants will comply with 49 USC 5323(j), 49 CFR Part 661, and any other implementing guidance issued by FTA.

## **Pre-Award and Post Delivery Audits**

Applicants will execute an assurance signifying their intent to conduct pre-award and post-delivery audits of any vehicles purchased with FTA funds.

## **Interim Bus Testing, 49 CFR, Part 665**

Applicants must certify their compliance with the federal regulation before accepting any new bus models purchased or leased with FTA funds.

## **Drug Free Work Place Requirements**

NIRPC is in compliance with the Drug Free Work Place requirements and annually reconfirms its compliance as required by the Drug Free Workplace Act of 1988.

## **Drug and Alcohol Testing**

Applicants must implement the provisions of the Omnibus Transportation Employee Testing Act of 1991, which requires drug and alcohol testing of safety sensitive employees. Subrecipients will certify their compliance annually and submit to the NIRPC an administrative summary of the previous year's drug and alcohol testing activities.

## **Debarment and Suspension**

Applicants are required to execute the debarment and suspension second tier certification.

## **Restrictions on Lobbying**

Applicants are required to execute the restrictions on lobbying certification. NIRPC will monitor conformance with Federal Restrictions on Lobbying through on-site compliance review questions. In addition, the NIRPC will review all applicable procurement documents for the presence of the Lobbying Certification. Lobbying restrictions apply to grants, contracts, and cooperative agreements involving \$100,000 or more (Section 319 of Public Law 101-121).

## **Miscellaneous Requirements**

Section 5333(b). Requires the applicant to comply with applicable labor requirements and protective provisions for employees of surface transportation providers. Title 49 U.S.C. 5333(b) requires that the interests of employees affected by assistance under most FTA programs shall be protected under arrangements the Secretary of Labor concludes are fair and equitable.

Charter Rule. FTA applicants are prohibited from providing any charter service using FTA funded equipment or facilities if there is at least one private charter service operator willing and able to provide that service that the applicant is proposing to provide. There are seven exceptions that are explained in the rule, 49 CFR PART 604.

Commercial Driver's License. All drivers of vehicles designed to transport more than 16 persons (including the driver) must have a commercial driver's license (CDL).

Lease versus Buy Considerations. Capital funds may be used to lease capital assets from another party in cases where it is determined that leasing would be more cost effective than either purchasing or constructing the asset. Cost effectiveness comparisons must be conducted in accordance with 49 CFR Part 639.



Evaluation of Floodplain (if applicable, capital transit facilities only). Applicants must conduct analysis of flood hazards if construction is within a floodplain.

Real Estate Acquisition and Relocation (if applicable, capital transit facilities only). Applicants must meet federal requirements for acquisition and relocation of private residents and businesses.

FTA Safety Jurisdiction. Failure to correct any condition FTA believes "creates a serious hazard of death or injury" will result in loss of federal assistance.

## Appendix A: Applications

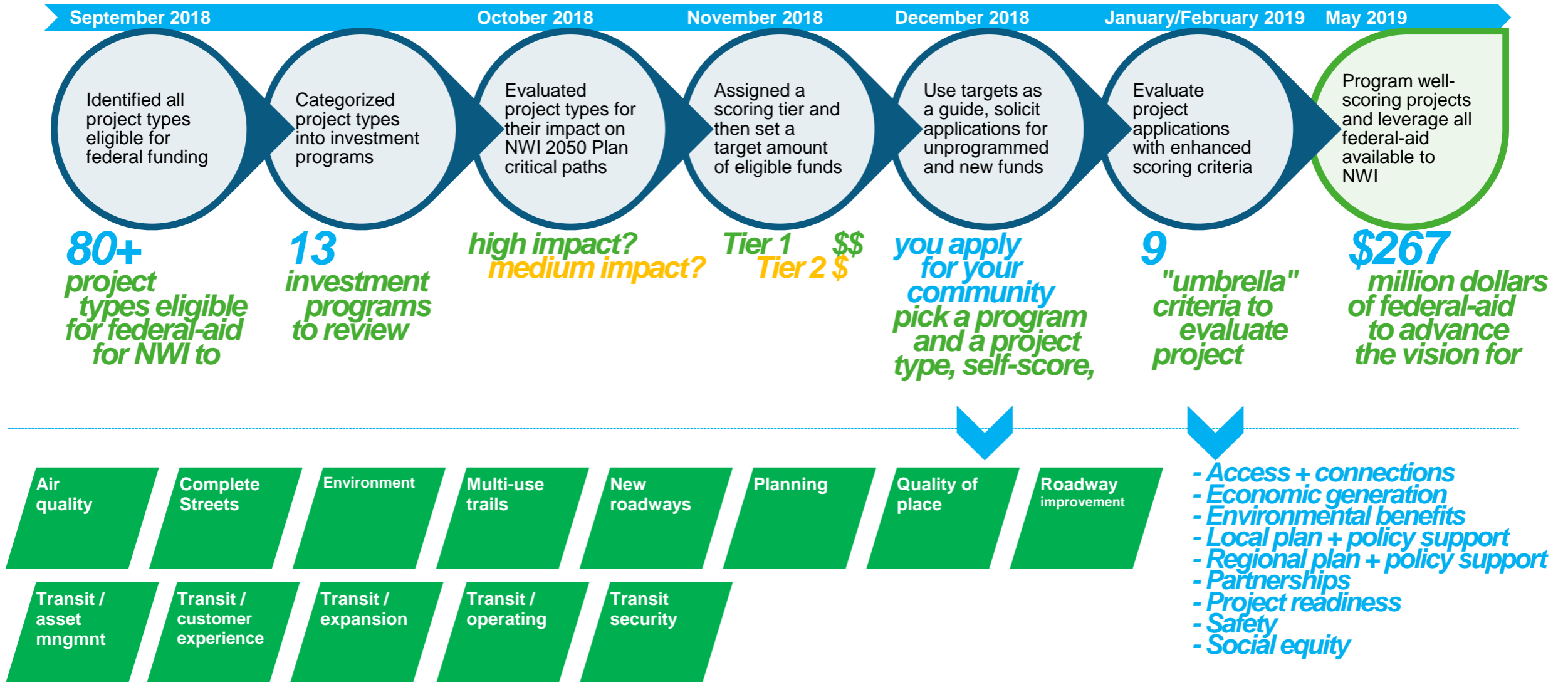


**Northwestern  
Indiana  
Regional  
Planning  
Commission**

**2020-2024 Transportation Improvement Program**

**Notice of Funds Available | *due January 11, 2019***

Overview of 2020-2024 Transportation Improvement Program programming approach



Name of municipality or transit operator:		Project location ▶		Lake County	Porter County	LaPorte County
Name of applicant on behalf of municipality or transit operator:		Phone # ▶		Urbanized area? (y/n)		0
Key milestones ▼		Email ▶		Begin ▼		End ▼
Friday, November 23, 2018		Application for funding open		Road/trail name/other identifier ▼		0
Thursday, November 29, 2018		NIRPC and INDOT meet to discuss INDOT five-year program		0		0
Early December		INDOT provides final list of state projects for inclusion in TIP		Project information summary ▼		
Tuesday, December 11, 2018		Optional application workshop at NIRPC		Primary program funds requested from ▶		
December 12, 2018 - January 4, 2019		Optional pre-application scoping meetings with NIRPC		Primary project type ▶		
Friday, January 11, 2019		Applications for funding due		Project description ▼		
January 14 - 29, 2019		Internal review of projects by NIRPC		Project funding summary ▼		
February 5 - 12, 2019		Projects reviewed, scored and fiscally constrained by Committees		CN cost estimate		
Friday, February 15, 2019		Draft TIP due to INDOT		\$ - Overmatch?		
January 29 - March 5, 2019		Air quality conformity modeling		\$ - Regionally significant?		
Tuesday, March 12, 2019		Final draft reviewed by TPC; window for iteration/revisions if necessary		\$ - Funding flex to FTA?		
April 1 - 30, 2019		30-day public comment period		Project scoring summary ▼		
Thursday, May 16, 2019		Anticipated vote to adopt TIP by Commission		Self		
Instructions for this application ▼		1) Input requested information in all cells that have a blue box around the cell; see example to the right ▶		NIRPC		
2) Most cells are locked to protect formulas and data validation. Cells with yellow boxes are for NIRPC use, or will auto calculate; see example to the right ▶		3) Be sure to confirm the project location is eligible for federal-aid; most FHWA project types and funding sources require the location to be on a federally-aid eligible roadway (see Maps tab)		Final		
4) Please provide as specific information as possible, especially for project cost estimation, project scope, project limits, and if any capacity will be added to roadways		5) Review all tabs for important information for your application, including funding source availability and eligibility requirements to assist in scoping your project application (see Funding overview tab)		Access and connections		
5) Review all tabs for important information for your application, including funding source availability and eligibility requirements to assist in scoping your project application (see Funding overview tab)		6) Review program and project types descriptions and decide on what program and project type you would like to apply for (see Program info tab)		0		
6) Review program and project types descriptions and decide on what program and project type you would like to apply for (see Program info tab)		7) Input all required information for your project application on the program specific tab and email completed application to <a href="mailto:cbradksy@nirpc.org">cbradksy@nirpc.org</a> with all required attachments no later than Friday 1/11/2019		0		
7) Input all required information for your project application on the program specific tab and email completed application to <a href="mailto:cbradksy@nirpc.org">cbradksy@nirpc.org</a> with all required attachments no later than Friday 1/11/2019		8) If you have any questions, please do not hesitate to contact us, or join us for the optional application workshop on Tuesday December 11th at 1pm, or arrange for a pre-application meeting before Friday January 4, 2019		0		
8) If you have any questions, please do not hesitate to contact us, or join us for the optional application workshop on Tuesday December 11th at 1pm, or arrange for a pre-application meeting before Friday January 4, 2019		9) Join us for a peer review of all projects in the beginning of February to support your project application		0		
9) Join us for a peer review of all projects in the beginning of February to support your project application				Total of 100 possible ▶		
				Other important project information ▼		
				Project will need CMAQ eligibility determination (y/n) ▶		
				Project will need HSIP eligibility determination (y/n) ▶		

**Programming rules for projects funded with FHWA derived funds in the 2020-2024 Transportation Improvement Program:**

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

- 1:** Sponsor must provide a guarantee that their match will be available for each phase and year of the project. Sponsors are encouraged to identify funding sources (public and private) that will be used for the sponsor's match. This may include innovative financing techniques to ensure success for the project.
- 2:** The sponsor must have a current ADA transition and Title VI plan on file with NIRPC. Further, if a project will advance progress on implementing the sponsor's ADA transition plan, provide a description on what progress will be made.
- 3:** Complete Streets policy and guidelines should be followed wherever possible. If the policy cannot be met, a reasonable explanation must be given in the application explaining why.
- 4:** Preliminary Engineering (PE) and Right of Way (ROW) phases will be limited to a combined total of 7.5% of the estimated construction estimate. These funds will be initially set aside for every project, but the project sponsor may elect not to receive the funds. If sponsor elects not to use funds for PE or ROW, the funds will be programmed for other projects.  
The PE phase must start within the fiscal year in which that phase is programmed. This may be paid entirely by the sponsor or with federal funds including the sponsor's matching funds. If the sponsor cannot show that this phase has begun within this time frame, the letting date for the project will be assessed with a high risk rating, and if the letting date is not met, the entire project may lose its funding. The intent is for the sponsor to begin the project and work towards the targeted letting date, so that all programmed funds are obligated and not lapsed back to INDOT. FHWA guidelines must be followed for PE. See <https://www.fhwa.dot.gov/federalaid/150311.cfm>.
- 5:** 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.
- 6:** The application must include a map at sufficient enough scale to clearly identify beginning and ending points of the project. Sponsors are encouraged to include photographs or other visuals (on either 8 ½ x 11, 8 ½ x 14, or 11 x 17 paper) to identify the scope of work required and to help explain the project to the reviewers.
- 7:** The project must let in the fiscal year that it is programmed. Only one exception will be allowed for the letting: 1) The letting will be allowed to move to the next available year that there is available funding within the existing five-year TIP. The practice of pushing projects outside of the five-year TIP will cease. 2) If after a project is allowed to move within the five-year TIP, and the letting still cannot be made, the project will be eliminated from the TIP, losing commitment. Future work must wait until the next NOFA and the project will be required compete for future funding. Federal funds spent will be required to be paid back to FHWA by the sponsor, if construction does not occur within ten years.
- 8:** A project will not be allowed to change its scope in such a way that it appears to be an entirely different project. Exceptions will be allowed for: 1) Changes in the project's limits, upon approval of the Transportation Resources Oversight Committee (TROC). 2) Downsizing the scope, or phasing the project provided the overall funding request does not increase. 3) Once a project is awarded, the funds programmed to that project shall remain with that project for the year in which it is programmed. If the project is eliminated or suspended by the Sponsor, the funds will be reprogrammed.
- 9:** 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.
- 10:** During construction, Change Orders will be limited to 10% of the CN letting amount or \$100,000, whichever is less. The maximum amount set aside for all change orders is capped at 1.75% of the total funding available in that fiscal year.
- 11:** 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.
- 12:** A risk factor will be assigned to each fiscal year to assist in absorbing any unexpected project cost increases or other uncertainties. If those funds are not needed by any project, they will be reprogrammed in the next NOFA: First year in TIP – 0%; second year in TIP – 1%; third year in TIP – 1.5%; fourth year in TIP – 2%; and fifth year in TIP – 2.5%

**Programming rules for projects funded with FTA derived funds in the 2020-2024 Transportation Improvement Program:**

*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.*

- 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. A carryover balance equal to half of a year's worth of operating expenses will be maintained regionally for stop-gap funding purposes should an federal appropriation be unexpectedly reduced.
- 
- 8: If an operator has reduced or eliminated service in one part of their service area and has applied for an expansion in another part of their service area, the operator may be asked to provide a demonstration of how the saved revenue from the reduced service has been redistributed to the rest of their service area. Additionally, the operator may be asked to include documentation on how the new expansion will differ than the service that needed to be cut.

**Overview of available funds:**

Northwestern Indiana receives funding from the Federal Highway and Transit Administrations to fund surface transportation improvements in Lake, LaPorte, and Porter Counties. NIRPC, as the Metropolitan Planning Organization for the three county region, is charged with programming the funds into a Transportation Improvement Program (TIP) in compliance with federal regulations and consistency with the air quality conforming long-range plan for the region. The 2020-2024 TIP is scheduled to be adopted by the Commission in May 2019 and will be consistent with the air quality conforming NWI 2050 Plan under concurrent development. The conformity determination is estimated to be completed by early March 2019 before the TIP and NWI 2050 Plan are released for public comment on April 1, 2019 for a 30-day public comment period.

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. On this page and the next is an estimate of how much is available for programming for the 2020-2024 TIP. 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.

**Estimated funding from the Federal Transit Administration for the 2020 - 2024 Transportation Improvement Program:**

	Chicago UZA				MC UZA	
	5307	5310	5337	5339	5307	
<b>2017 carry over funds</b>						
Estimated annual allocation:	\$ -	\$ 448,745	\$ -	\$ -	\$ -	<i>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.</i>
Already obligated from prior TIP:	\$ -	\$ 189,981	\$ -	\$ -	\$ -	
Estimated available for programming:	\$ -	\$ 258,764	\$ -	\$ -	\$ -	
<b>2018 carry over funds</b>						
Estimated annual allocation:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
Already obligated from prior TIP:	\$ 12,137,785	\$ -	\$ -	\$ 93,350	\$ 952,760	
Estimated available for programming:	\$ -	\$ 448,745	\$ 17,439,717	\$ 503,878	\$ -	
<b>2019 carry over funds</b>						
Estimated annual allocation:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
Already programmed from prior TIP:	\$ 3,677,614	\$ -	\$ 17,439,717	\$ -	\$ 552,200	
Estimated available for programming:	\$ 8,460,171	\$ 448,745	\$ -	\$ 597,228	\$ 400,560	
<b>2020</b>						
Estimated annual allocation:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
Already programmed from prior TIP:	\$ -	\$ -	\$ -	\$ -	\$ -	
Estimated available for programming:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
<b>2021</b>						
Estimated annual allocation:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
Already programmed from prior TIP:	\$ -	\$ -	\$ -	\$ -	\$ -	
Estimated available for programming:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
<b>2022</b>						
Estimated annual allocation:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
Estimated available for programming:	\$ -	\$ -	\$ -	\$ -	\$ -	
Estimated available for programming:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
<b>2023</b>						
Estimated annual allocation:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
Estimated available for programming:	\$ -	\$ -	\$ -	\$ -	\$ -	
Estimated available for programming:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
<b>2024</b>						
Estimated annual allocation:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
Estimated available for programming:	\$ -	\$ -	\$ -	\$ -	\$ -	
Estimated available for programming:	\$ 12,137,785	\$ 448,745	\$ 17,439,717	\$ 597,228	\$ 952,760	
<i>Total available</i>	\$ 69,149,096	\$ 3,399,979	\$ 104,638,302	\$ 4,087,246	\$ 5,164,360	\$ 186,438,983



Estimated funding from the Federal Highway Administration for the 2020 - 2024 Transportation Improvement Program:

	Chicago UZA				Michigan City UZA				
	STBG	CMAQ	HSIP	TA	STBG	CMAQ	HSIP	TA	
<b>2020</b>									<i>Funds provided to Northwestern Indiana 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. The 2020-2024 TIP programming approach has been designed to get NWI towards a better practice of programming only what is available in a given fiscal year and cease the practice of borrowing from one source to pay for another.</i>
Estimated annual allocation:	\$ 11,951,486	\$ 3,708,491	\$ 3,636,386	\$ 984,647	\$ 2,901,841	\$ 614,152	\$ 397,174	\$ 95,830	
Already programmed from prior TIP:	\$ 14,910,760	\$ 2,670,240	\$ 2,282,850	\$ 247,200	\$ 3,979,373				
Set aside for change orders:	3.14% \$ 375,000	\$ 116,361	\$ 114,098	\$ 30,895	1.07% \$ 31,000	\$ 19,270	\$ 12,462	\$ 3,007	
<b>Est. avail. after fund source deficits:</b>	<b>Fully programmed</b>				<b>Fully programmed</b>				
<b>2021</b>									
Estimated annual allocation:	\$ 11,951,486	\$ 3,607,239	\$ 2,901,536	\$ 984,647	\$ 1,142,937	\$ 614,152	\$ 397,174	\$ 95,830	
Already programmed from prior TIP:	\$ 12,729,857	\$ 3,553,934	\$ -	\$ 1,495,560	\$ 811,809	\$ -	\$ -	\$ -	
Set aside for change orders:	0.00% \$ 375,000	\$ -	\$ -	\$ -	1.75% \$ 20,001	\$ -	\$ -	\$ -	
Set aside for risk:	1.00% \$ -	\$ 36,072	\$ 29,015	\$ -	1.00% \$ 11,429	\$ 6,142	\$ 3,972	\$ 958	
<b>Est. avail. after fund source deficits:</b>	<b>In deficit</b>	<b>Programmed</b>	<b>\$ 1,225,469</b>	<b>In deficit</b>	<b>\$ 299,697</b>	<b>\$ 608,010</b>	<b>\$ 393,202</b>	<b>\$ 94,872</b>	
<b>2022</b>									
Estimated annual allocation:	\$ 11,951,000	\$ 3,607,000	\$ 2,270,000	\$ 985,000	\$ 1,142,937	\$ 614,152	\$ 397,174	\$ 95,830	
Already programmed from prior TIP:	\$ 11,774,400	\$ -	\$ 1,138,500	\$ 984,080	\$ 1,460,000	\$ -	\$ -	\$ -	
Set aside for change orders:	1.75% \$ 209,143	\$ -	\$ -	\$ -	1.75% \$ 20,001	\$ 10,748	\$ 6,951	\$ 1,677	
Set aside for risk:	1.50% \$ -	\$ 54,105	\$ 34,050	\$ 14,775	1.50% \$ 17,144	\$ 9,212	\$ 5,958	\$ 1,437	
<b>Est. avail. after fund source deficits:</b>	<b>In deficit</b>	<b>\$ 3,506,498</b>	<b>\$ 1,097,450</b>	<b>In deficit</b>	<b>In deficit</b>	<b>\$ 239,984</b>	<b>\$ 384,266</b>	<b>\$ 92,716</b>	
<b>2023</b>									
Estimated annual allocation:	\$ 11,951,000	\$ 3,607,000	\$ 2,270,000	\$ 985,000	\$ 1,142,937	\$ 614,152	\$ 397,174	\$ 95,830	
Already programmed from prior TIP:	\$ 15,437,274	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Set aside for change orders:	1.75% \$ 209,143	\$ -	\$ -	\$ -	1.75% \$ 20,001	\$ 10,748	\$ 6,951	\$ 1,677	
Set aside for risk:	2.00% \$ -	\$ 72,140	\$ 45,400	\$ 19,700	2.00% \$ 22,859	\$ 12,283	\$ 7,943	\$ 1,917	
<b>Est. avail. after fund source deficits:</b>	<b>In deficit</b>	<b>\$ 804,744</b>	<b>\$ 2,224,600</b>	<b>Cover deficit</b>	<b>\$ 1,100,077</b>	<b>\$ 591,121</b>	<b>\$ 382,280</b>	<b>\$ 92,236</b>	
<b>2024</b>									
Estimated annual allocation:	\$ 11,951,000	\$ 3,607,000	\$ 2,270,000	\$ 985,000	\$ 1,142,937	\$ 614,152	\$ 397,174	\$ 95,830	
Already programmed from prior TIP:	\$ 9,598,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Set aside for change orders:	1.75% \$ 209,143	\$ -	\$ -	\$ -	1.75% \$ 20,001	\$ 10,748	\$ 6,951	\$ 1,677	
Set aside for risk:	2.50% \$ 298,775	\$ 90,175	\$ 56,750	\$ 24,625	2.50% \$ 28,573	\$ 15,354	\$ 9,929	\$ 2,396	
<b>Estimated available for programming:</b>	<b>\$ 1,844,376</b>	<b>\$ 3,516,825</b>	<b>\$ 2,213,250</b>	<b>\$ 960,375</b>	<b>\$ 1,094,362</b>	<b>\$ 588,051</b>	<b>\$ 380,294</b>	<b>\$ 91,757</b>	



## Funding source descriptions

**Surface Transportation Block Grant (STBG)**

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.

**More information:** <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

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.

**Congestion Mitigation Air Quality (CMAQ)**

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.

**More information:** <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>

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:

**Highway Safety Improvement Program (HSIP)**

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).

**More information:** <https://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm>

Projects awarded with HSIP require a 10% match by the project sponsor for all project phases. Project applicants should reference high crash locations in Northwestern Indiana and also reference INDOT's SHSP here: <https://www.in.gov/indot/files/shsp.pdf>

**Transportation Alternatives (TA)**

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.

**More information:**

<https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

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.

**5307 | Urbanized Area Formula Grants**

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.

**More information:**

<https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

Projects awarded with 5307 for capital require a 20% match by the project sponsor. For operations there is a 50% match required and operational funds are limited based on UZA population and number of vehicles 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**

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.

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

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**

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

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

Projects awarded with 5337 require a 20% match by the project sponsor.

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

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.

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

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.









**Critical paths to achieve the four visions of the NWI 2050 Plan**

The 2020-2024 Transportation Improvement Program programming approach aligns with the NWI 2050 Plan and federally required performance-based-planning regulations contained within the FAST Act. Transportation project types were identified in federal law, and each type was scored by NIRPC topical committees for their positive impacts on the sixteen critical paths to achieving the four vision statements identified in the NWI 2050 Plan. Funding targets were then identified for as many well scoring project types as possible, given available resources. Below are the sixteen critical paths. Each of the sixteen critical paths has associated performance metrics, including those required by federal law.



**NWI 2050 vision statements**

**NWI 2050 plan focus areas**

Critical paths to achieving NWI's 2050 vision	 <b>Connected NWI /</b> <i>NWI's people have accessible, safe, and equal opportunities for working, playing, living and learning.</i>	 <b>Renewed NWI /</b> <i>NWI's urban and rural centers are places people want to come to and live in, and our environment is safe and healthy.</i>	 <b>United NWI /</b> <i>NWI's diversity is celebrated, and we work together as a community across racial, ethnic, political and cultural lines for the mutual benefit of the region.</i>	 <b>Vibrant NWI /</b> <i>NWI's economy is thriving, our people are well educated, growth is planned, and natural and agricultural areas are valued and protected.</i>
 <b>Economy + Place /</b> <i>Focusing on NWI's economy and quality of place</i>	Update land development policies and strategies to emphasize accessibility between people and opportunities.	Maximize growth in existing centers to enhance civic and economic life and to protect natural areas and farmland.	Collaborate regionally to welcome a diversity of people and talent to achieve mixed and balanced growth.	Promote initiatives and policies to ensure healthy living, sustainability, quality of life, and prosperity.
 <b>Environment /</b> <i>Focusing on NWI's environmental quality</i>	Connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.	Clean and protect the air, land, water, and natural habitats to sustain and enhance the environment's safety and health for all.	Build region-wide coalitions to advance environmental sustainability for the benefit of future generations.	Endorse innovative energy and environmental strategies to achieve a balance that protects diverse and unique ecological treasures while fostering a sustainable economy.
 <b>Mobility /</b> <i>Focusing on NWI's transportation choices</i>	Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.	Improve roadway, bicycle, sidewalk, and transit networks to revitalize existing urban and rural centers and enhance equity.	Prioritize transformative investments to elevate the position of the region and to attract a diversity of residents and high-quality economic opportunities.	Adopt technological innovation that enhances the safe and fluid movement of people and goods to enable a flourishing economy.
 <b>People + Leaders /</b> <i>Focusing on NWI's people and community leaders</i>	Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.	Focus educational and workforce development initiatives on expanding skills that the modern economy requires.	Foster better communications, cooperation and coordination to bring people together across the lines that divide us.	Embrace a dynamic, diversified and sustainable economy that attracts and retains talent, enhances quality of life, and increases personal and household income.



**Investment programs for the 2020 - 2024 TIP**

Seventy-seven project types were identified as eligible for FHWA or FTA funds. Each of the project types were organized into one of thirteen investment programs. Each of the investment programs was assigned to one of NIRPC's topical committees. Each of the project types were scored for their direct and indirect impacts on the NWI 2050 Plan critical paths to achieve the visions for Northwestern Indiana. Below are the thirteen investment programs (ranked by the average score of the project types that make up the program), and the highest scoring project types that have been assigned funding targets. The funding targets are not fixed and funds may be reallocated based on the number of applications received to each program. Project applicants may also apply for project types that did not receive a funding target, as all project types technically remain eligible under federal law, but targeted project types will be funded first. All funding decisions are subject to final approval of the Commission. The Commission may elect to reprioritize funding targets at its discretion and make awards to projects that are eligible under federal and state guidelines. All project applications will be self-scored by applicants, receive a preliminary score through internal deliberation by NIRPC staff, and then receive a final score by the assigned Topical Committee. The Technical Planning Committee will review scores and recommend a portfolio of fiscally constrained projects to ultimately fund in the 2020-2024 TIP.

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required?
Transit / operating	Transit Operators Roundtable	<b>Complementary paratransit service to fixed route service</b> <i>Description: funding for service for users who cannot use fixed routes due to disability</i>	Tier 1	Yes	5307	No
		<b>Operating assistance</b> <i>Description: funding to assist with the operations for transit systems</i>	Tier 1	Yes	5307	No
		<b>Operational support equipment / computer hard/software</b> <i>Description: funding to support the purchase of equipment related to operations of transit</i>	Tier 1	Yes	5307	No
Multi-use paths	Ped, Pedal, & Paddle	<b>Off-road trails</b> <i>Description: construction of non-recreational trails</i>	Tier 1	Yes	STBG	No
Transit / asset management	Transit Operators Roundtable	<b>Capital investment in existing fixed guideway systems</b> <i>Description: projects that keep fixed guideway systems in a state of good repair</i>	Tier 1	Yes	5337	No
		<b>Fixed guideway rolling stock (new or existing)</b> <i>Description: funding for the purchase of new or replacement rolling stock</i>	Tier 1	Yes	5337	No
		<b>Preventative maintenance</b> <i>Description: funding to keep existing transit vehicles or equipment in a state of good repair</i>	Tier 1	Yes	5307	No
		<b>Transit maintenance facilities</b> <i>Description: funding to keep transit maintenance facilities in a state of good repair</i>	Tier 1	Yes	5307, 5337	No
		<b>Transit vehicle replacement (existing and subject to TAMP)</b> <i>Description: funding to replace existing transit vehicles according to transit asset mngnt plan</i>	Tier 1	Yes	5307, 5339	No
Air quality	Environmental Policy and Management Committee	<b>Alternative fuel infrastructure</b> <i>Description: electric or natural gas fuel infrastructure</i>	Tier 1	Yes	CMAQ	Yes, air quality benefit calculation
		<b>Vehicle emission reduction (new or modification)</b> <i>Description: funds to assist with procuring or retrofitting vehicles to reduce emissions</i>	Tier 1	Yes	CMAQ	Yes, air quality benefit calculation
		<b>Advanced truck stop electrification</b> <i>Description: electrification of truck stop parking to reduce/eliminate idling</i>	Tier 2	No, but eligible		
		<b>Air quality education</b> <i>Description: Pprogram to increase awareness and knowledge of pollution in order to reduced emissions</i>	Tier 2	Yes	CMAQ	Yes, air quality benefit calculation

Program name	Topical committee assigned to review	Project types in program	Score tier	Targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required?
Complete streets	Ped, Pedal, & Paddle	<b>Transportation projects for ADA compliance w/ universal design</b> <i>Description: projects that address ADA transition plans along federally-aided roadways</i>	Tier 1	Yes	STBG	Yes, address ADA transition plan
		<b>Bicycle/pedestrian signals</b> <i>Description: HAWK, pedestrian count downs, etc. along federally-aided roadways</i>	Tier 1	Yes	TA	No
		<b>On-road trails</b> <i>Description: bicycle lanes/cycle tracks along federally-aided roadways as a standalone project</i>	Tier 1	Yes	STBG	No
		<b>Sidewalks</b> <i>Description: sidewalks along federally-aided roadways as a standalone project</i>	Tier 1	Yes	STBG	No
		<b>Safe Routes to School infrastructure projects</b> <i>Description: projects around school zones (can be off federally-aid roads, but only near K-8 schools)</i>	Tier 1	Yes	TA	No
		<b>Bicycle infrastructure</b> <i>Description: bicycle racks, signage, &amp; ancillary treatments to support cycling</i>	Tier 1	Yes	TA	No
		<b>Safe Routes to School non-infrastructure projects</b> <i>Description: funds to support Safe Routes to School educational or planning activities</i>	Tier 1	Yes	TA	No
		<b>Safe Routes to School coordinator</b> <i>Description: funds to support staff person to organize SRTS planning activities</i>	Tier 2	Yes	TA	No
		<b>Construct / install / maintain of signs at bike/ped xings in school zone</b> <i>Description: bike and pedestrians crossings in school zones along FA roadways</i>	Tier 2	No, but eligible		
		<b>Lighting</b> <i>Description: lighting on trails as a standalone project</i>	Tier 3	No, but eligible		
		Transit / customer experience	Transit Operators Roundtable	<b>Mobility management / information technology systems</b> <i>Description: funding to improvement mobility management and technology (GTFS)</i>	Tier 1	Yes
<b>Wheelchair lifts, ramps, and securement devices</b> <i>Description: funding to make vehicles ADA compliant</i>	Tier 1			No, but eligible		
<b>Vehicles for accessible taxi, ride share, or vanpool</b> <i>Description: funding to purchase vehicles to increase access to transit system</i>	Tier 1			No, but eligible		
<b>Travel training</b> <i>Description: funding to train individuals on how to use transit</i>	Tier 1			No, but eligible		
<b>Transit passenger facilities</b> <i>Description: projects that improve the waiting facilities for transit riders (bus stops/stations)</i>	Tier 2			Yes	TA, 5337	No
<b>Volunteer driver programs</b> <i>Description: funding to offset the cost associated with volunteer driver programs</i>	Tier 2			No, but eligible		
<b>Improve signage / wayfinding</b> <i>Description: projects that help customers find their way to transit services</i>	Tier 2			No, but eligible		

Program name	Topical committee assigned to review	Project types in program	Score tier	Targeted for funding in 2020-2024?	Funding source targeted?	Additional eligibility determination required?
Transit / expansion	Transit Operators Roundtable	<b>Incremental cost of providing same day service/door-to-door</b> <i>Description: funding to reduce time required to request and reserve an on-demand ride</i>	Tier 1	Yes	5310	Yes, address CHSTP
		<b>New fixed guideway systems (including BRT)</b> <i>Description: projects that expand the transit system through fixed guideways including BRT</i>	Tier 1	No, but eligible		
		<b>Operating assistance for new transit service</b> <i>Description: funding for the operations and expansion of new transit services</i>	Tier 1	Yes	CMAQ	Yes, air quality benefit calculation
		<b>Transit vehicles for expansion of service</b> <i>Description: funding to purchase new vehicles to expand service (locations or hours)</i>	Tier 1	No, but eligible		
		<b>Ferry boats, terminals, and approach roads for ferries</b> <i>Description: projects that buy boats, build terminals and connect terminals to roadway network</i>	Tier 3	No, but eligible		
Planning	Land Use Committee	<b>Creating Livable Communities or TOD planning program</b> <i>Description: funds to conduct transportation and land use planning/linkages across all modes</i>	Tier 1	Yes	STBG	Yes, located in CLC or TOD area
	Transit Operators	<b>Transit planning and administrative oversight</b> <i>Description: funding to plan and oversee transit</i>	Tier 1	Yes	5307	No
	Technical Planning	<b>Transportation planning (general)</b> <i>Description: funds to conduct transportation planning across all modes</i>	Tier 1	No, but eligible		
	Environmental	<b>Development of regional environmental protection plans</b> <i>Description: planning funds to address environmental protection and transportation linkages</i>	Tier 1	No, but eligible		
	Surface Transportation Committee	<b>Data collection / software / equip. or devel./implement of PbP system</b> <i>Description: funding to assist with performance-based planning</i>	Tier 3	No, but eligible		
		<b>Safety data collection / analysis and improvement of data</b> <i>Description: funds to assist in the collection of safety data and analysis of the data</i>	Tier 3	No, but eligible		
		<b>Transportation safety planning or road safety audits</b> <i>Description: funds to specifically conduct transportation safety planning or road safety audits</i>	Tier 3	No, but eligible		
Environment	Environmental Policy and Management Committee	<b>Stormwater management / control / prevention</b> <i>Description: funds to reduce stormwater as a standalone project</i>	Tier 1	Yes	TA	No
		<b>Contrib. to restore / enhance / create habitats/wetlands or mitigation bank</b> <i>Description: improve habitats + wetlands as a standalone project or bank land for mitigation</i>	Tier 2	No, but eligible		
		<b>Vegetation management in ROWs</b> <i>Description: funds to assist in the management of vegetation along FA roadways</i>	Tier 2	Yes	TA	No
		<b>Vehicle related wildlife mortality reduction</b> <i>Description: treatments to reduce the death of wildlife and improve safety for vehicles</i>	Tier 2	No, but eligible		
		<b>Archeological activities for mitigation</b> <i>Description: funds to assist with archeological activities in construction</i>	Tier 3	No, but eligible		

Program name	Topical committee assigned to review	Project types in program	Score tier	Targeted for new funding in 2020-	Funding source targeted?	Additional eligibility determination required?		
Quality of place	Land Use Committee	<b>Traffic calming</b> <i>Description: treatments that reduce travel speed and improve ped/bike comfort</i>	Tier 1	Yes	HSIP	Yes, through INDOT		
		<b>Divided highway conversion to boulevards</b> <i>Description: projects to improve the livability of FA arterial roadways</i>	Tier 1	No, but eligible				
		<b>Inventory / control / removal of outdoor advertising</b> <i>Description: funds to reduce billboards/signage to improve beauty along FA roadways</i>	Tier 2	No, but eligible				
		<b>Historic preserve of historic transportation facilities</b> <i>Description: funds to preserve historic transportation facilities</i>	Tier 2	No, but eligible				
		<b>Roadway expansion</b> <i>Description: widening of roadways to address congestion</i>	Tier 3	No, but eligible				
		<b>Turnouts / overlooks</b> <i>Description: projects that provide for parking at scenic locations</i>	Tier 3	No, but eligible				
		Roadway improvements	Surface Transportation Committee	<b>Intersection safety improvements</b> <i>Description: projects that attempt to reduce safety issues at intersections</i>	Tier 1	Yes	HSIP	Yes, through INDOT
				<b>Intelligent Transportation Systems</b> <i>Description: projects that use technology to increase efficiency of transportation system (usually a state level initiative)</i>	Tier 2	No, but eligible		
<b>Pavement rehabilitation or reconstruction</b> <i>Description: projects that rehabilitate or reconstruct FA roads</i>	Tier 2			Yes	STBG	No		
<b>Railway-highway grade crossings</b> <i>Description: projects that address safety issues at railroad crossings</i>	Tier 2			Yes	HSIP	Yes, through INDOT		
<b>Intersection congestion improvements</b> <i>Description: projects that attempt to reduce congestion at bottleneck locations</i>	Tier 2			Yes	CMAQ	Yes, air quality benefit calculation		
<b>Traffic monitoring / management / control</b> <i>Description: funding for the monitoring and management of traffic (usually a state level initiative)</i>	Tier 2			No, but eligible				
<b>Bridge replacement, rehabilitation or reconstruction</b> <i>Description: projects that rehabilitate or reconstruct bridges on FA roads</i>	Tier 2			Yes	STBG	No		
<b>Emergency communications equipment / priority control systems</b> <i>Description: funds to implement projects for emergency communication + signal preemption</i>	Tier 2			No, but eligible				
<b>Travel demand management strategies / programs</b> <i>Description: funds that assist with reducing the demand for travel and congestion</i>	Tier 2			No, but eligible				
<b>Construction and operational improvements on high-risk rural roads</b> <i>Description: projects on federally-aided rural roads that improve safety</i>	Tier 3			No, but eligible				
<b>Safety devices/control, rumbles, skid resist., or remove obstacles at crash loc.</b> <i>Description: standalone projects to improve safety w/ specific treatments on FA roadways</i>	Tier 3			No, but eligible				
<b>Congestion pricing development / implementation</b> <i>Description: funds that can assist with starting a congestion pricing scheme</i>	Tier 3			No, but eligible				

Program name	Topical committee assigned to review	Project types in program	Score tier	Targeted for new funding in 2020-	Funding source targeted?	Additional eligibility determination required?
Roadway improvements <i>continued</i>	Surface Transportation Committee	<b>Highway signs for retroreflectivity</b> <i>Description: standalone projects that increase visibility of roadway signs</i>	Tier 3	No, but eligible		
		<b>Pavement and shoulder widening to remedy unsafe conditions</b> <i>Description: projects that add width to address unsafe conditions with road narrowness</i>	Tier 3	No, but eligible		
		<b>Fringe and corridor parking facilities / programs</b> <i>Description: construction of parking lots for car/vanpooling and transit kiss &amp; rides</i>	Tier 3	No, but eligible		
		<b>Protection for bridges including inspections</b> <i>Description: funding to assist with the inspection of bridges</i>	Tier 3	No, but eligible		
		<b>Conduct model traffic enforcement activity at rail/highway crossing</b> <i>Description: funds to promote enforcement at rail/hwy crossings (usually a state level initiative)</i>	Tier 3	No, but eligible		
		<b>Promote/educate highway safety matters + project to enforce law</b> <i>Description: funds to promote or educate roadway safety (usually a state level initiative)</i>	Tier 3	No, but eligible		
		<b>Transit security</b> <i>Description: funding required to be spent to improve the safety and security of transit</i>	Tier 1	Yes	5307, 5337	No
New roadways	Surface Transportation Committee	<b>New bridge / roadway / tunnel construction</b> <i>Description: new roadways, bridges, or tunnels</i>	Tier 3	No, but eligible		
		<b>Surface transport infrastructure to facilitate port "linkages"</b> <i>Description: new roadways connect port facilities to existing transportation system</i>	Tier 3	No, but eligible		
		<b>New truck parking facilities</b> <i>Description: new parking specifically for trucks</i>	Tier 3	No, but eligible		
		<b>Construction of minor collectors in same corridor as NHS route</b> <i>Description: construct service lanes along arterial roads; NHS owned by INDOT</i>	Tier 3	No, but eligible		



Project type funding targets by year								
Lake and Porter Counties	Project type	Targeted funding source	Full annual target	2020 available target	2021 available target	2022 available target	2023 available target	2024 available target
<b>Transit / operating</b>	Complementary paratransit to fixed route service	5307	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000
	Operating assistance	5307	\$ 3,680,000	\$ 3,680,000	\$ 3,680,000	\$ 3,680,000	\$ 3,680,000	\$ 3,680,000
	Operational support equipment / computer hard/software	5307	\$ 240,000	\$ 240,000	\$ 240,000	\$ 240,000	\$ 240,000	\$ 240,000
<b>Multi-use trails</b>	Multi-use trails	STBG	\$ 2,750,000	STBG utilized by existing projects from 2018-2021 TIP				\$ 1,800,000
<b>Transit / asset management</b>	Capital investment in existing fixed guideway systems	5337	\$ 11,161,417	\$ 11,161,417	\$ 11,161,417	\$ 11,161,417	\$ 11,161,417	\$ 11,161,417
	Fixed guideway rolling stock (new or existing)	5337	\$ 5,929,503	\$ 5,929,503	\$ 5,929,503	\$ 5,929,503	\$ 5,929,503	\$ 5,929,503
	Preventative maintenance	5307	\$ 5,287,785	\$ 5,287,785	\$ 5,287,785	\$ 5,287,785	\$ 5,287,785	\$ 5,287,785
	Vehicle replacement (existing and subject to TAMP)	5307, 5339	\$ 1,597,560	\$ 1,597,560	\$ 1,597,560	\$ 1,597,560	\$ 1,597,560	\$ 1,597,560
	Maintenance facilities	5307, 5337	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
<b>Air quality</b>	Alternative fuel infrastructure	CMAQ	\$ 290,000	CMAQ utilized by existing projects		\$ 290,000	CMAQ utilized	
	Transit vehicle emission reduction (new or mod.)	CMAQ	\$ 800,000	CMAQ utilized by existing projects		\$ 800,000	CMAQ utilized	
	Air quality education	CMAQ	\$ 360,000	CMAQ utilized by existing projects		\$ 360,000	\$ 360,000	\$ 360,000
<b>Complete Streets</b>	Transportation projects for ADA compliance w/ UD	STBG	\$ 450,000	STBG utilized by existing projects from 2018-2021 TIP				
	Bicycle/pedestrian signals	TA	\$ 150,000	TA utilized by existing projects from 2018-2021 TIP				\$ 150,000
	On-road trails (bicycle lanes or cycle tracks)	STBG	\$ 370,000	STBG utilized by existing projects from 2018-2021 TIP				
	Sidewalks	STBG	\$ 370,000	STBG utilized by existing projects from 2018-2021 TIP				
	Safe Routes to School infrastructure projects	TA	\$ 250,000	TA utilized by existing projects from 2018-2021 TIP				\$ 250,000
	Bicycle infrastructure (signage, bicycle racks, etc.)	TA	\$ 25,000	TA utilized by existing projects from 2018-2021 TIP				\$ 25,000
	Safe Routes to School non-infrastructure projects	TA	\$ 50,500	TA utilized by existing projects from 2018-2021 TIP				\$ 50,500
	Safe Routes to School Coordinator	TA	\$ 50,500	TA utilized by existing projects from 2018-2021 TIP				\$ 50,500
<b>Transit / customer experience</b>	Mobility management / information technology systems	5310	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
	Transit passenger facilities	TA, 5337	\$ 274,397	\$174,397 in 5337	\$174,397 in 5337	\$174,397 in 5337	\$174,397 in 5337	\$ 274,397
<b>Transit / expansion</b>	Incremental cost of same day service or door-to-door	5310	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
	Operating assistance for new transit service	CMAQ	\$ 450,000	CMAQ utilized by existing projects		\$ 450,000	\$ 450,000	\$ 450,000
<b>Planning</b>	Creating Livable Communities or TOD planning program	STBG	\$ 125,000	STBG utilized by existing projects from 2018-2021 TIP				
	Transit planning and administrative oversight	5307	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000
<b>Environment</b>	Stormwater management / control / prevention	TA	\$ 300,000	TA utilized by existing projects from 2018-2021 TIP				\$ 300,000
	Vegetation management in ROWs	TA	\$ 150,000	TA utilized by existing projects from 2018-2021 TIP				\$ 34,000
<b>Quality of place</b>	Traffic calming	HSIP	\$ 750,000	HSIP utilized	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000
<b>Transit security</b>	Transit security	5307, 5337	\$ 299,397	\$ 299,397	\$ 299,397	\$ 299,397	\$ 299,397	\$ 299,397
<b>Roadway improvements</b>	Intersection safety improvements	HSIP	\$ 1,625,000	HSIP utilized	\$ 475,000	\$ 347,450	\$ 1,500,000	\$ 1,450,000
	Pavement rehabilitation or reconstruction	STBG	\$ 7,050,000	STBG utilized by existing projects from 2018-2021 TIP				
	Railway-highway grade crossings	HSIP	\$ 525,000	HSIP utilized by existing projects from 2018-2021 TIP				
	Intersection congestion improvements	CMAQ	\$ 1,700,000	CMAQ utilized by existing projects		\$ 1,600,000	CMAQ utilized	\$ 1,600,000
	Bridge replacement, rehabilitation or reconstruction	STBG	\$ 836,500	STBG utilized by existing projects from 2018-2021 TIP				

Project type funding targets by year								
LaPorte County	Project type	Targeted funding source	Full annual target	2020 available target	2021 available target	2022 available target	2023 available target	2024 available target
<b>Transit / operating</b>	Complementary paratransit to fixed route service	5307	\$ 951,500	\$940,000 in 5307	\$11,500 in STBG; \$940,000 in 5307	\$940,000 in STBG	\$11,500 in STBG; \$940,000 in 5307	\$11,500 in STBG; \$940,000 in 5307
	Operating assistance	5307						
	Operational support equipment / computer hard/software	STBG						
<b>Multi-use trails</b>	Multi-use trails	STBG	\$ 350,000	STBG utilized	\$ 288,500	STBG utilized	\$ 350,000	\$ 350,000
<b>Transit / asset management</b>	Preventative maintenance	5307	\$ 230,000	CMAQ/STBG utilized by existing projects	\$160,000 in CMAQ	\$160,000 in CMAQ	\$70,000 in STBG; \$160,000 in CMAQ	\$70,000 in STBG; \$160,000 in CMAQ
	Vehicle replacement (existing and subject to TAMP)	CMAQ, STBG						
	Maintenance facilities	STBG						
<b>Air quality</b>	Alternative fuel infrastructure	CMAQ	\$ 450,000	CMAQ utilized by existing projects	\$ 450,000	\$ 80,000	\$ 431,000	\$ 428,000
	Transit vehicle emission reduction (new or mod.)	CMAQ						
	Air quality education	CMAQ						
<b>Complete Streets</b>	Transportation projects for ADA compliance w/ UD	STBG	\$ 300,000	STBG/TA utilized by existing projects from 2018-2021 TIP	\$95,000 in TA	\$92,000 in TA	\$200,000 in STBG; \$92,000 in TA	\$200,000 in STBG; \$91,750 in TA
	Bicycle/pedestrian signals	TA						
	On-road trails (bicycle lanes or cycle tracks)	STBG						
	Sidewalks	STBG						
	Safe Routes to School infrastructure projects	TA						
	Bicycle infrastructure (signage, bicycle racks, etc.)	TA						
	Safe Routes to School non-infrastructure projects	TA						
	Safe Routes to School Coordinator	TA						
<b>Transit / customer experience</b>	Transit passenger facilities	TA	No target	Not targeted for funding				
<b>Transit / expansion</b>	Operating assistance for new transit service	CMAQ	No target	Not targeted for funding				
<b>Planning</b>	Creating Livable Communities or TOD planning program	STBG	\$ 50,000	STBG utilized by existing projects			\$ 50,000	\$ 50,000
<b>Environment</b>	Stormwater management / control / prevention	TA	No target	Not targeted for funding				
	Vegetation management in ROWs	TA						
<b>Quality of place</b>	Traffic calming	HSIP	No target	Not targeted for funding				
<b>Transit security</b>	Transit security	5307	\$ 9,528	\$ 9,528	\$ 9,528	\$ 9,528	\$ 9,528	\$ 9,528
<b>Roadway improvements</b>	Intersection safety improvements	HSIP	\$ 1,160,000	CMAQ/HSIP/STBG utilized by existing projects from 2018-2021 TIP	\$393,000 in HSIP	\$384,000 in HSIP	\$418,500 in STBG; \$382,000 in HSIP	\$412,750 in STBG; \$380,000 in HSIP
	Pavement rehabilitation or reconstruction	STBG						
	Railway-highway grade crossings	HSIP						
	Intersection congestion improvements	CMAQ						
	Bridge replacement, rehabilitation or reconstruction	STBG						

<b>Name of municipality or transit operator:</b>	0	Lake County	Porter County	LaPorte County
<b>Name of applicant on behalf of municipality or transit operator:</b>	0			

**Environment program application** (see program + project types tab for more info)

<b>Below are the project types for this program</b>	<b>Tier</b>
Mobility management / information technology systems	1
Wheelchair lifts, ramps, and securement devices	1
Vehicles for accessible taxi, ride share, or vanpool	1
Travel training	1
Transit passenger facilities	2
Transit passenger facilities	2
Volunteer driver programs	2

**Choose a project type for this application ▼**

**Financial information about project:**

	Total in \$	Max. fed share	Min. fed share	Your match
<b>Step 1</b>	<b>Total estimated cost of construction</b> How much do you propose contributing to the construction costs? ▲			
	\$ -	\$ -	\$ -	\$ -
	If you elect to match more than the minimum required this will be considered overmatch for scoring purposes ▲			
	According to your match entry you are over/under matched by ▶ \$ -			
<b>Step 2</b>	<b>For PE/ROW you may use federal aid up to ▶</b> \$ - \$ - \$ -			
	How much do you propose requesting in PE/ROW? ▲ Add'l overmatch ▲			
	If you elect to pay for PE/ROW with local funds that amount will be considered overmatch for scoring purposes ▲			
<b>Step 3</b>	You have elected to match your construction costs at the rate of ▶			#DIV/0!
	You have elected to request PE/ROW funds at the rate of ▶			#DIV/0!
	Your total match for scoring purposes is ▶			#DIV/0!

**General project information:**

Will this project add roadway capacity? (y/n) ▶  If yes, explain ▶

Will this project seek to flex funds from FHWA to FTA? (y/n) ▶

Please describe what your project seeks to accomplish, be descriptive ▼

Road/trail name/other identifier ▼ Urbanized area? (y/n) ▶

Begin  End  Other notes ▼

Name of municipality or transit operator:	0	Lake County	Porter County	LaPorte County
Name of applicant on behalf of municipality or transit operator:	0			

Access + connections		Self	NIRPC	FINAL
<b>Q1</b>	<p>Does the proposed project utilize Universal Design Standards? If so how? Please contact mbarloga@nirpc.org if you need assistance with this question.</p> <p>Yes - 10 points</p> <p>No - 0 points</p>			
Economic generation		Self	NIRPC	FINAL
<b>Q2</b>	<p>Does the proposed project connect to a "Main Center," as identified in the Creating Livable Communities plan? If so where? Please reference the Main Centers map. Please contact ebrahim@nirpc.org if you need assistance with this question.</p> <p>Yes - 3 points</p> <p>No - 0 points</p>			
<b>Q3</b>	<p>Does the proposed project connect to another job center outside of a "Livable Center?" If so where? Please reference the Main Centers map. Please contact ebrahim@nirpc.org if you need assistance with this question.</p> <p>Yes - 2 points</p> <p>No - 0 points</p>			
Environmental benefits		Self	NIRPC	FINAL
<b>Q4</b>	<p>Does the proposed project utilize green infrastructure techniques, or another method of reducing carbon emissions or water quality preservation? If so, what? Please contact mbarloga@nirpc.org if you need assistance with this question.</p> <p>Yes - 5 points</p> <p>No - 0 points</p>			
Local plan + policy support		Self	NIRPC	FINAL
<b>Q5</b>	<p>Is there a feasibility study for implementing the project? Please contact jwinters@nirpc.org if you need assistance with this question.</p> <p>Yes - 5 points</p> <p>No - 0 points</p>			
<b>Q6</b>	<p>Is the proposed project compatible, directly referenced, or supportive of a local ADA transition plan? If so, how? Please contact jwinters@nirpc.org if you need assistance.</p> <p>Yes - 5 points</p> <p>No - 0 points</p>			
<b>Q7</b>	<p>Is the project referenced in a corresponding Title VI Plan? If so, how? Please contact jwinters@nirpc.org if you need assistance with this question.</p> <p>Yes - 5 points</p> <p>No - 0 points</p>			
Region plan + policy support		Self	NIRPC	FINAL
<b>Q8</b>	<p>Is the proposed project supported by a strategy in the Coordinated Transit Plan? If so which strategy(ies)? Please contact jwinters@nirpc.org if you need assistance.</p> <p>Yes - 3 points</p> <p>No - 0 points</p>			

Name of municipality or transit operator:		0	Lake County	Porter County	LaPorte County
Name of applicant on behalf of municipality or transit operator:		0			
<b>Q9</b>	<p>Is the proposed project supported by any of the following plans? If so, which one and how? (current regional long-range plan, Creating Livable Communities, Greenways + Blueways 2020, I-65/US 30 Study) Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 2 points No - 0 points</p>				
<b>Partnerships</b>					
<b>Q10</b>	<p>Does the proposed project share services, staff, or other resources with another transit operator or other human project agency? If so what and with whom? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 3 points No - 0 points</p>				
<b>Q11</b>	<p>Does the proposed project utilize a formal partnership with a local municipality, business, non-profit or other organization? If so, what and with whom? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 2 points No - 0 points</p>				
<b>Project readiness</b>					
<b>Q12</b>	<p>Does the proposed project support a specific element of your transit system that has been in operation for more than three years? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 20 points No - 0 points</p>				
<b>Q13</b>	<p>Does the project have an identified and committed source of local match? If so, what and from whom? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance.</p> <p>Yes - 10 points No - 0 points</p>				
<b>Q14</b>	<p>Will this project be overmatched? By what percentage? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 5 points No - 0 points</p>				
<b>Q15</b>	<p>If the proposed project is a capital project, is it on the State QPA or another identified state cooperative agreement? If so what and where? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 5 points No - 0 points</p>				
<b>Safety</b>					
<b>Q16</b>	<p>Has the operator been on time with preventative maintenance schedule? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 5 points No - 0 points</p>				
<b>Q17</b>	<p>Has the operator met the required performance metrics for vehicle maintenance? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 3 points No - 0 points</p>				

Name of municipality or transit operator:	0	Lake County	Porter County	LaPorte County
Name of applicant on behalf of municipality or transit operator:	0			

**Q18** Is the operator in compliance with their Safety Plan? Please contact [jwinters@nirpc.org](mailto:jwinters@nirpc.org) if you need assistance with this question.

Yes - 2 points  
No - 0 points

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**Social equity** **Self** **NIRPC** **FINAL**

**Q19** Does the proposed project improve or maintain the efficiency of service or overall quality of capital assets operating within Environmental Justice areas? If so, how? Please reference the EJ map. Please contact [sweber@nirpc.org](mailto:sweber@nirpc.org) if you need assistance with this question.

Yes - 10 points  
No - 0 points

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Name of municipality or transit operator:	0	Lake County	Porter County	LaPorte County
Name of applicant on behalf of municipality or transit operator:	0			

Attach map of project area as separate file to application (if applicable) when submitting to [cbradsky@nirpc.org](mailto:cbradsky@nirpc.org)

<b>Name of municipality or transit operator:</b>	s	Lake County	Porter County	LaPorte County
<b>Name of applicant on behalf of municipality or transit operator:</b>	0			

**Environment program application** (see program + project types tab for more info)

<b>Below are the project types for this program</b>	<b>Tier</b>
Incremental cost of providing same day service/door-to-door	1
New fixed guideway systems (including BRT)	1
Operating assistance for new transit service	1
Transit vehicles for expansion of service	1
Ferry boats, terminals, and approach roads for ferries	3

**Choose a project type for this application** ▼

<b>Financial information about project:</b>	<i>Total in \$</i>	<i>Max. fed share</i>	<i>Min. fed share</i>	<i>Your match</i>
<b>Step 1</b>	<b>Total estimated cost of construction</b>	\$ -	\$ -	\$ -
How much do you propose contributing to the construction costs? ▲				
If you elect to match more than the minimum required this will be considered overmatch for scoring purposes ▲				
According to your match entry you are over/under matched by ► \$ -				
<b>Step 2</b>	<b>For PE/ROW you may use federal aid up to ►</b>	\$ -	\$ -	\$ -
How much do you propose requesting in PE/ROW? ▲ Add'l overmatch ▲				
If you elect to pay for PE/ROW with local funds that amount will be considered overmatch for scoring purposes ▲				
<b>Step 3</b>	<b>You have elected to match your construction costs at the rate of ►</b>	#DIV/0!		
	<b>You have elected to request PE/ROW funds at the rate of ►</b>	#DIV/0!		
	<b>Your total match for scoring purposes is ►</b>	#DIV/0!		

**General project information:**

Will this project add roadway capacity? (y/n) ►  If yes, explain ►

Will this project seek to flex funds from FHWA to FTA? (y/n) ►

Please describe what your project seeks to accomplish, be descriptive ▼

Road/trail name/other identifier ▼ Urbanized area? (y/n) ►

Begin  End  Other notes ▼



Name of municipality or transit operator:	s	Lake County	Porter County	LaPorte County
Name of applicant on behalf of municipality or transit operator:	0			

Access + connections		Self	NIRPC	FINAL
<b>Q1</b>	<p>Does the proposed project provide additional crossing over city and township boundaries? If so, where and how? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need</p> <p>Yes - 3 points</p> <p>No - 0 points</p>			
<b>Q2</b>	<p>Does the proposed project cross over county boundaries? If so, where and how? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 2 points</p> <p>No - 0 points</p>			
<b>Q3</b>	<p>Will proposed project increase service hours or service days? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 2 points</p> <p>No - 0 points</p>			
<b>Q4</b>	<p>Does the proposed project provide additional connections to hospitals and other medical facilities? Please list? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance.</p> <p>Yes - 1 points</p> <p>No - 0 points</p>			
<b>Q5</b>	<p>Will the proposed project decrease the wait times of passengers? If so, where and how? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance.</p> <p>Yes - 1 points</p> <p>No - 0 points</p>			
<b>Q6</b>	<p>Will the proposed project connect to other transit networks? Which ones and where? If so, where and how? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance.</p> <p>Yes - 1 points</p> <p>No - 0 points</p>			
Economic generation		Self	NIRPC	FINAL
<b>Q7</b>	<p>Does the proposed project connect to another job center outside of a "Main Center?" If so where? Please reference the Main Centers map. Please contact <a href="mailto:eibrahim@nirpc.org">eibrahim@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 3 points</p> <p>No - 0 points</p>			
<b>Q8</b>	<p>Does the proposed project connect to another job center outside of a "Main Center?" Please reference the Main Centers map. Please contact <a href="mailto:eibrahim@nirpc.org">eibrahim@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 2 points</p> <p>No - 0 points</p>			
Environmental benefits		Self	NIRPC	FINAL
<b>Q9</b>	<p>Does the proposed project utilize alternative fuel vehicles? If so, how many vehicles and what fuel type? Please contact <a href="mailto:kluther@nirpc.org">kluther@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 5 points</p> <p>No - 0 points</p>			

Name of municipality or transit operator:		s	Lake County	Porter County	LaPorte County
Name of applicant on behalf of municipality or transit operator:		0			
<p><b>What are the air quality emission reductions associated with this project?</b> Please use FHWA CMAQ Emissions Calculator Toolkit at: <a href="https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/">https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/</a> Please contact sweber@nirpc.org if you need assistance with this question.</p>					
<b>Q10</b>	<p>Cost per ton less than \$1,000,000 – <b>5 points</b></p> <p>Cost per ton between \$1,000,000 and \$2,000,000 – <b>2</b></p> <p>Cost per ton greater than \$2,000,000 – <b>0 points</b></p>				
<b>Local plan + policy support</b>					
<p><b>Q11</b> <b>Is the proposed project compatible, directly referenced, or supportive of a local ADA transition plan? If so, how?</b> Please contact jwinters@nirpc.org if you need assistance with this question.</p>					
	<p>Yes - <b>4 points</b></p> <p>No - <b>0 points</b></p>			Self	NIRPC FINAL
<b>Q12</b> <b>12. Is the project referenced in a corresponding Title VI Plan? If so, how?</b> Please contact jwinters@nirpc.org if you need assistance with this question.					
	<p>Yes - <b>1 points</b></p> <p>No - <b>0 points</b></p>				
<b>Region plan + policy support</b>					
<p><b>Q13</b> <b>Is the proposed project within the identified density thresholds for fixed route and demand response transit?</b> Please contact jwinters@nirpc.org if you need assistance.</p>					
	<p>Yes - <b>4 points</b></p> <p>No - <b>0 points</b></p>				
<p><b>Q14</b> <b>Is the proposed project supported by a strategy in the Coordinated Transit Plan? If so which strategy(ies)?</b> Please contact jwinters@nirpc.org if you need assistance.</p>					
	<p>Yes - <b>4 points</b></p> <p>No - <b>0 points</b></p>				
<p><b>Q15</b> <b>Is the proposed project supported by a strategy in the Long Range Plan? If so which strategy(ies)?</b> Please contact jwinters@nirpc.org if you need assistance.</p>					
	<p>Yes - <b>2 points</b></p> <p>No - <b>0 points</b></p>				
<b>Partnerships</b>					
<p><b>Q16</b> <b>Does the proposed project utilize a formal partnership with a local municipality, business, non-profit or other organization? If so, what and with whom?</b> Please contact jwinters@nirpc.org if you need assistance with this question.</p>					
	<p>Yes - <b>5 points</b></p> <p>No - <b>0 points</b></p>				
<p><b>Q17</b> <b>Does the proposed project share services, staff, or other resources with another transit operator or other human project agency? If so what and with whom?</b> Please contact jwinters@nirpc.org if you need assistance with this question.</p>					
	<p>Yes - <b>5 points</b></p> <p>No - <b>0 points</b></p>				

Name of municipality or transit operator:	0	Lake County	Porter County	LaPorte County
Name of applicant on behalf of municipality or transit operator:	0			

Project readiness		Self	NIRPC	FINAL
<b>Q18</b>	<p>Is there a feasibility study for implementing the project, including robust documentation of needs? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance.</p> <p>Yes - 15 points</p> <p>No - 0 points</p>			
<b>Q19</b>	<p>Does the project have an identified and committed source of local match? If so, what and from whom? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance.</p> <p>Yes - 10 points</p> <p>No - 0 points</p>			
<b>Q20</b>	<p>Will this project be overmatched? By what percentage? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 5 points</p> <p>No - 0 points</p>			
<b>Q21</b>	<p>If the proposed project is a capital project, is it on the State QPA or another identified state cooperative agreement? If so what and where? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 5 points</p> <p>No - 0 points</p>			
Safety		Self	NIRPC	FINAL
<b>Q22</b>	<p>Has the operator been on time with preventative maintenance schedule? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 5 points</p> <p>No - 0 points</p>			
<b>Q23</b>	<p>Has the operator met the required performance metrics for vehicle maintenance? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 3 points</p> <p>No - 0 points</p>			
<b>Q24</b>	<p>Is the operator in compliance with their Safety Plan? Please contact <a href="mailto:jwinters@nirpc.org">jwinters@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 2 points</p> <p>No - 0 points</p>			
Social equity		Self	NIRPC	FINAL
<b>Q25</b>	<p>Does the proposed project improve or maintain the efficiency of service or overall quality of capital assets operating within Environmental Justice areas? If so, how? Please reference the EJ map. Please contact <a href="mailto:sweber@nirpc.org">sweber@nirpc.org</a> if you need assistance with this question.</p> <p>Yes - 10 points</p> <p>No - 0 points</p>			

Name of municipality or transit operator:	0	Lake County	Porter County	LaPorte County
Name of applicant on behalf of municipality or transit operator:	0			

Attach map of project area as separate file to application (if applicable) when submitting to [cbradsky@nirpc.org](mailto:cbradsky@nirpc.org)

## Appendix B: Approvals and Resolutions



6100 Southport Road  
Portage, Indiana  
46368  
(219) 763-6060  
www.nirpc.org

To: Ty Warner AICP, Executive Director  
From: James Winters, Transit Planner  
Cc: Trey Wadsworth, Director of Transportation  
Re: Coordinated Public Transit Human Services Transportation Plan - Program Management Plan

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As you know, on 11/05/2018 the Commission formally approved NIRPC's Coordinated Transit Plan. The Coordinated Transit Plan is an FTA requirement that satisfies the need of developing a "Coordinated Public Transit Human Services Transportation Plan." This planning effort is a requirement to receive funding for Section 5310 funding: Mobility of Seniors and Individuals with Disabilities.

The Program Management Plan is a corresponding document that provides a roadmap to how the strategies from the Coordinated Transit Plan will be used in specific regards to Section 5310 funding. This document is largely a recap of the "enhanced programming approach" used to develop the FY2020 – 2024 TIP, and of the strategies identified in *NWI 2050*. Both the TIP and *NWI 2050* were also formally approved by the Commission on 05/16/2019

As this plan is a technical document, and the extension of three Commission-approved documents, your formal approval is requested in approving the Program Management Plan.

**APPROVED**

By Ty Warner AICP at 4:02 pm, Jul 03, 2019

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

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

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

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

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

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

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

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


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

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

**DULY ADOPTED** by the Northwestern Indiana Regional Planning Commission this 15<sup>th</sup> day of November, 2018.

  
Geof R. Benson  
Chair

ATTEST:

  
\_\_\_\_\_  
Karen Freeman-Wilson  
Secretary



## RESOLUTION 19-19

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TO ADOPT THE *NWI 2050 PLAN* FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA

May 16, 2019

**WHEREAS**, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "The Commission," being designated the Council of Governments, representing all local governments in the region has established a comprehensive planning process including the three domains of environmental, economic development and transportation planning; and

**WHEREAS**, the Commission, being designated the Metropolitan Planning Organization for the Lake, Porter and La Porte County Region, has established a regional, cooperative and comprehensive planning program to develop the unified planning work program, long-range transportation plan, and transportation improvement program; to annually endorse the plans and programs; to facilitate federal transportation funding for the Indiana Department of Transportation, regional communities and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

**WHEREAS**, the Commission, as a metropolitan area, is required to prepare a long-range regional transportation plan that provides for the development and implementation of the multimodal transportation system. This includes transit, highway, bicycle, pedestrian, and accessible transportation options over the next 20 years at a minimum. The *NWI 2050 Plan* responds to the transportation and air quality planning needs of Northwest Indiana and is in keeping with federal requirements found in the Clean Air Act Amendments of 1990 and the Fixing America's Surface Transportation (FAST) Act of 2015 and accompanying guidelines and regulations;

**WHEREAS**, the *NWI 2050 Plan* continues to emphasize the linkages between transportation, environment, land use, and economic development.

**WHEREAS**, Input from the public directly shaped the vision for the *NWI 2050 Plan*. A variety of outreach methods were used to solicit input across the three-county region. Activities included the Plan website, public meetings, pop-up events, surveys, newsletters, social media, emails, and committee meetings;

**WHEREAS**, the public engagement effort has resulted in updating the visions for a connected, renewed, united, and vibrant region, and helped to prepare for Northwestern

Indiana's future sixteen critical paths of action and four essentials focuses, economy and place, environment, mobility, and people and leaders;

**WHEREAS**, the *NWI 2050 Plan* undertakes an innovative process to examine possible futures to give a glimpse at some of the influences that may shape NWI's future. A list of major influences and drivers of the future of NWI are identified in the areas of regional assets, environment, people, economy, and technology. These influences were weighed against the likelihood of occurring and the values that residents have in NWI to mitigate or encourage those impacts. The possible futures process resulted in the identification of three plausible futures for the region;

**WHEREAS**, the *NWI 2050 Plan* sets up a performance-based planning framework to track progress towards advancing the critical paths. The *NWI 2050 Plan* identifies strategies and investments to face possible challenges and seize opportunities along the way to improve the region as informed by a robust public participation effort. It also identifies stakeholders and partners to help the region move towards the year 2050.

**WHEREAS**, the *NWI 2050 Plan* is the product of a continuous, cooperative, and comprehensive planning process; and

**WHEREAS**, the Commission has determined that the *NWI 2050 Plan* conforms to the federal and state requirements for transportation and air quality; and

**WHEREAS**, the *NWI 2050 Plan* was subjected to public comment in the manner prescribed by the 2014 Public Participation Plan; and

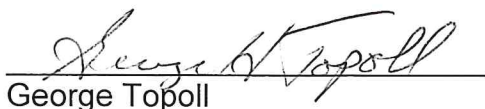
**NOW, THEREFORE, BE IT RESOLVED** that the Commission adopts the *NWI 2050 Plan*.

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



Diane Noll  
Chairperson

ATTEST:



George Topoll  
Secretary

## RESOLUTION 19-20

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

May 16, 2019

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

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

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

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

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

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

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

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

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

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

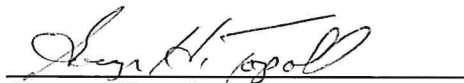
**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby adopts the 2020-2024 Transportation Improvement Program.

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



Diane Noll  
Chairperson

ATTEST:



George Topoll  
Secretary