



Invest NWI

**2024-2028
Transportation Improvement Program**

Adopted July 20, 2023 (subject to final air quality conformity determination)

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Introduction

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

The transportation network within NWI is multimodal and one of our strongest regional assets. This includes high-volume interstates down to our local streets, regional trails to local sidewalks, from our commuter rail link to Chicago to our bus transit systems crisscrossing our three counties. Each aspect of our transportation network faces opportunities and challenges that must be strategically addressed with careful planning and investment. The 2024-2028 Transportation Improvement Program (TIP) is our region's near-term strategy to make improvements to our transportation network. The TIP was developed using NIRPC's collective long-range plan for the region, *NWI 2050*, which includes input from communities, organizations, and the public in NWI.

NWI 2050 identifies four broad visions, four planning focus areas, and sixteen critical actions to act upon to achieve the NWI we want as a region by 2050. The plan aspires to develop NWI as a connected, renewed, united and vibrant region in which to live, work, and play. This TIP implements broad goals in *NWI 2050*, transferring them to actionable programs and projects. The program must prioritize investments that provide the greatest positive achievements for our vision for tomorrow, balanced with the present needs of the region, today.

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

NWI's 2024-2028 TIP explained

Who is involved in the TIP?

Many entities are involved in the development of a TIP: federal, state, regional, and local governments, and importantly, the public at-large. Described below is a brief summary of each level of government and the public process.

Federal government / United State Department of Transportation

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

USDOT and any recipient of federal transportation funds, such as NWI communities and transit operators, receive direction from transportation authorization bills passed by Congress and signed by the President. The Infrastructure Investment & Jobs Act (IIJA) and the Bipartisan Infrastructure Law (BIL) were signed into law by President Biden in 2021 & 2022 respectively. These legislations provide stable, long term funding certainty for surface transportation infrastructure planning and investment, and much needed increase in funding for transit. IIJA and BIL also brought the discussion about carbon reduction and climate resiliency to the forefront with funding specifically for these programs. Therefore, the IIJA & BIL Acts did much more than extend the previous transportation bills: Fixing America's Surface Transportation (FAST) Act in 2015 and Moving Ahead for Progress in the 21st Century (MAP-21) from 2012. These Acts had built upon prior authorization bills, but most importantly, stressed the importance of performance-based planning. This concept is discussed further in the section titled "NWI's Approach to Performance-based Programming (PbP)".

In addition, states, counties, municipalities and even MPOs may receive federal funding directly from the US Congress. These funds are usually passed through the USDOT and in most cases also are administrated by the state’s department of transportation.

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

State government / Indiana Department of Transportation

The Indiana Department of Transportation (INDOT) is a critical partner in making improvements to NWI’s transportation network. First, they receive all the federal-aid from the USDOT (through the FHWA) and are the stewards of all ‘highway’ funds principally intended for roadway, bicycle, and pedestrian projects. Federal-aid from FTA can be administered differently, whereby Large Urbanized Areas (UZAs) receive their funds through a Regional Transit Authority and small or rural UZAs receive their funds through the state DOT.

INDOT distributes approximately one-third of all federal-aid (highway funds) to Indiana’s fourteen MPOs, and to local governments through various competitive programs that INDOT oversees. NIRPC, as the MPO for NWI, works in close partnership with INDOT and the other thirteen MPOs through the MPO Council to understand and discuss important transportation issues across the state. The MPO Council works to distribute funds, share best practices, and relay important information pertaining to regulations and procedures MPOs must follow.

Second, INDOT is responsible for all interstate roadways in NWI, as well as critical corridors linking our communities to the state and national transportation system. INDOT, through its own processes, identifies and prioritizes investments for the transportation assets they control as a state agency. This is discussed in more detail in the section, “INDOT’s approach to performance-based planning”. Any investment proposed by INDOT that uses federal-aid or is regionally significant under air quality conformity regulations (see “Air quality conformity”), must be programmed into the TIP for the NWI MPO. There is a section devoted later in the TIP to all projects proposed by INDOT for funding between 2024 and 2028.

Regional government / Regional Transportation Authority

The Regional Transportation Authority (RTA) is commissioned by the Illinois state government to coordinate and plan the Chicago’s region’s transit system. Because Lake and Porter Counties (in Indiana) are part of the Chicago UZA as defined by the FTA, NIRPC must negotiate with the RTA for its federal share of FTA funding.

Regional government / Northwestern Indiana Regional Planning Commission

NIRPC is the MPO for Northwestern Indiana counties of Lake, La Porte and Porter. It was originally established as the Lake-Porter County Regional Transportation and Planning Commission in 1965, pursuant to an act of the Indiana General Assembly. An amendment to this legislation in 1973 provided the Commission with its current name and allowed for the addition of new member counties. La Porte County joined NIRPC in 1979. The most recent major change to NIRPC’s authorizing legislation occurred in 2003—which also established NIRPC as a council of governments. NIRPC provides a forum that enables the people and leaders of NWI to address regional issues related to transportation, the environment and economic development. NIRPC is also a “Designated Recipient” of FTA funds (in two urbanized areas) under three FTA grant programs, and functions as the grantee for seven transit operators throughout NWI.

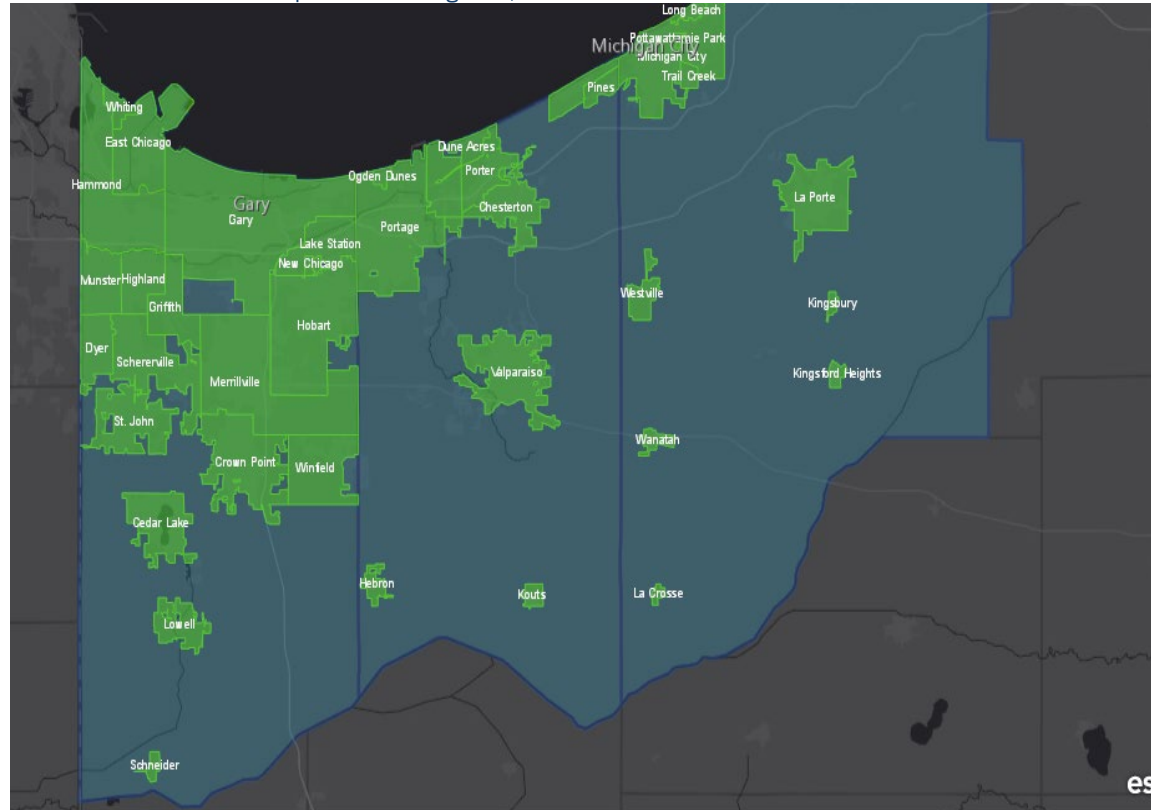
Because NIRPC is the MPO for NWI, it is responsible for all regional and multimodal transportation planning. There are some core planning documents the MPO must develop and adopt: a Metropolitan Transportation Plan (MTP), updated every four years (this is known as *NWI 2050*); a Transportation Improvement Program (this TIP), updated annually going forward; a Unified Planning Work Program (UPWP) identifying all planning activities, updated annually. The MTP is also known as a Long Range Transportation Plan (LRTP). The MTP or LRTP must, by federal law, look twenty years into the future.

NWI is a diverse and dynamic place whose complexities are reflected in the regional transportation system. NWI’s planning area includes arguably some of the most strategic and critical physical links in the national transportation system (highways, railroads, great lakes’ ports). These factors combine to make the role of MPO for NWI exciting and challenging, and we, as it’s MPO, are cognizant of its obligations and responsibilities in undertaking our mission. Falling under various federal and state statutes, NIRPC promotes inclusion and does discriminate on the basis of race, color, creed, preference, national origin, or any other factor.

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

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

Northwestern Indiana Metropolitan Planning Area, with Communities

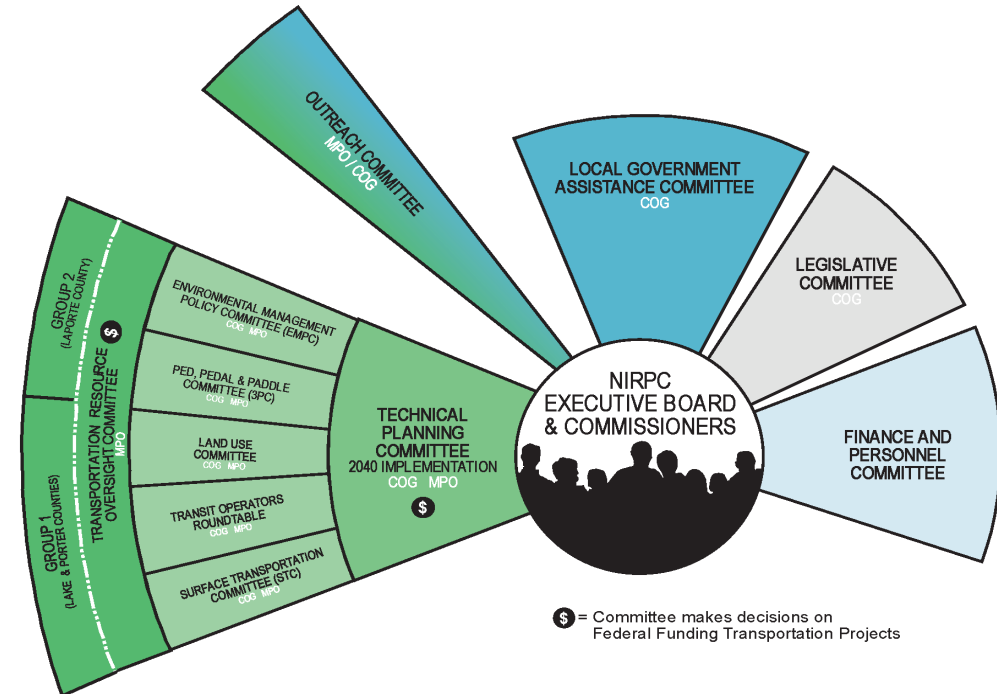


The committee framework allows the staff and commissioners to make recommendations on major planning initiatives. The committees that have influence on the TIP are the:

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

Local governments and transit operators

Local governments, also known as Local Public Agencies (LPAs), and transit operators throughout NWI, implement projects through construction on municipal or county owned roadways, or operating transit service to transport residents to their destinations. There



are **forty-one LPAs within NIRPC’s UZAs and ten transit operators**. The LPAs and transit operators apply to the MPO for available federal funds from FHWA and FTA. Funding for projects is granted through a process known as ‘Notice Of Funding Available’ or NOFA.

NOFAs are conducted every two years or as needed prior, and in conjunctions with each new TIP. Thus, the months leading up to selecting projects and implementing them into this TIP Adoption NIRPC conducted a NOFA.

Each federal funding source requires matching funds (see more in the “Funding overview” section of this TIP). Many of the projects are funded 90%, 80% or 50% by FHWA or FTA with the remaining project cost paid for by an LPA or transit operator. Priorities include elements that impact the vision of NIRPC’s MTP (*NWI 2050*) and of the Federal Government (as prescribed in the IJA and BIL Acts). This TIP has prioritized certain types of projects and allocated funding towards the highest priority project types (see more in the “Programming approach” section of this TIP). However, it is up to the LPAs and transit operators to apply for those prioritized funds. The LPAs and transit operators make applications for funding in this TIP based on local needs as determined by local officials.

Public Input

Ultimately, NWI’s transportation network serves to benefit its residents, businesses, and visitors. In order to prioritize investments to enhance the transportation network, the needs of NWI’s residents, businesses, and visitors must be considered and balanced with the needs of the system demonstrated through asset, congestion, and safety management. Input from the public is crucial to the transportation planning process. NIRPC’s Public Participation Plan (PPP) titled *Engage NWI* was adopted in 2019 and serves as the guiding document on how the MPO will engage the public to hear their ideas, concerns, and needs to advance solutions for the diverse needs of NWI’s present and future transportation system, economic development, and environmental quality. Most importantly, a balance of priorities and investments are sought in the metropolitan planning process among all residents, businesses, LPAs, or stakeholders.

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

revision, the plan is proposed to the Commissioners for adoption.

What opportunities do the public have to comment on the TIP process? The public can urge local officials and transit operators to apply for funds in the TIP to improve the transportation system in their community, and comment directly on the TIP. The MPO is required to provide all interested parties with an opportunity to comment on the proposed TIP regardless of language. This is accomplished by publishing the TIP, posting it on the NIRPC website and by holding a formal public meeting as required by *Engage NWI*. Appendix 2 of this TIP details the schedule public process and engagement results, and the Public Comment Report on both this TIP and the air quality conformity report. When conducting public meetings for the TIP, the MPO ensures that they are held in venues that are accessible to minority or low-income individuals, to individuals who have a disability and to individuals who work hours outside of daytime business hours. This is discussed in further detail under the section “Environmental Justice + Title VI in Northwestern Indiana” found later in this TIP.

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

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

A Transportation Improvement Program (TIP) is a short-range plan that programs FHWA and FTA transportation funds for the improvement of NWI’s transportation network. These funds, described in the “Funding overview” section of this TIP, are used for highway, transit,

and non-motorized transportation investments. NWI's TIP is formally updated every other year and includes projects undertaken by LPAs, transit operators, and INDOT. The TIP must be responsive to, and aligned with, the MPO's air quality conforming long-range plan. The MPO's transportation plan or long-range plan is *NWI 2050*. The TIP represents the near-term investments, or first five years of the long-range plan. FHWA and FTA planning regulations guide the preparation and development of TIP.

Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act of 2021 implemented historic investment in our nation's infrastructure priorities - namely roads, bridges, rail, transit, ports, airports, the electric grid, water systems and broadband. New to this Act includes:

- funding to help jumpstart low carbon economy by promoting emission reduction among vehicles including transit and school buses;
- improve water and air quality, especially among the disadvantaged;
- Additional emphasis on Vision Zero or Safe Streets for All (SS4A), which promotes the goal of reduction of fatalities by all roadway users, noting that even one fatality is too many;
- Strengthen the infrastructure of the United States to make it more resilient to traumatic weather events that may be caused by a changing climate.
- Funding projects that remove barriers to opportunity caused by legacy infrastructure.

Regionally significant projects

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

Performance-based planning

IIJA and BIL continues to require states and MPOs to establish target metrics, measure, and assess performance and progress toward the successful completion of goals, just as the FAST Act did. Known as performance-based planning (PbP), this approach is a major role to TIPs in the United States and is reflected here. IIJA and BIL have included the consideration of extreme weather and resilience in lifecycle cost and risk Management analyses. While FHWA and FTA required certain metrics to be measured, NIRPC has proposed through *NWI 2050* that NWI's PbP framework go above and beyond. This is detailed in the "NWI's Approach to Performance-based Planning (PbP)" section of this TIP.

Fiscal constraint

A TIP must demonstrate that the projects programmed with federal-aid do not exceed a reasonable estimate of funds available to make the improvements the projects seek to

make. This is known as fiscal constraint, a determination that the federal funds available to NWI are not "overdrawn" and that the funds required to match the federal-aid is in fact available. Each project must provide an estimate of cost and specify the funding sources that are reasonably expected to pay for the construction or implementation of the project. Further, funding must be available to adequately operate and maintain current network of federal-aid roadways and transit. FHWA funds must be constrained for each year of the TIP, however INDOT provides NIRPC with the flexibility to flex FHWA funds between the four sources made available for programming. However, we may not exceed our annual allocation of funds. FTA funds must be constrained to the amounts available in the four sources made available to NWI. FHWA and FTA funds are allocated annually to NWI and the annual allocation of FHWA must be within that fiscal year, while FTA funds may be "carried" for up to five fiscal years before they lapse and return to the federal government. See the "Fiscal Constraint" section of this TIP for more information.

The Annual List of Obligated Projects

The MPO must publish an Annual List of Obligated Projects (ALOP) within 90 days of the close of the state fiscal year. It is not part of this or any other TIP, but it is an important part of the TIP process. This list of obligated projects must include all projects obligated by LPAs, transit operators, or INDOT in NWI in the prior fiscal year. The list must include details on each project and the amount of obligated federal funds. The ALOP is an important document as it demonstrates how much federal-aid NWI was able to leverage in the prior federal fiscal year. NIRPC's ALOP may be found on our website: <https://www.nirpc.org/2040-plan/transportation/transportation-improvement-program-tip/annual-lists-transportation-projects/>

When is the TIP developed?

NWI receives funds from FHWA through INDOT and from FTA to improve the Region's transportation network, and the TIP (per federal regulations) must include those funds in a plan that spans at least a four-year period and updated every four years. In Indiana, our TIPs span five years, in alignment with the STIP, and are formally updated every two years. This TIP will be in effect for fiscal years 2022-2026 (July 1, 2023 to June 30, 2028.) The development of the TIP begins approximately nine months prior to its adoption by the Commission. The development of the 2022-2026 TIP began in September 2020 and adopted by the Commission in April 2021 and will be consistent with the air quality conforming *NWI 2050 Plan* under concurrent development. The air quality conformity determination is completed before the TIP is published for public comment so that both documents can be reviewed together.

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

- **August** - Annual List of Obligated Projects published.
- **September** - Confirm funding targets and/or scoring criteria if necessary.
- **October** - Notice of Funding Available published and application open.
- **December** - Project evaluations and CMAQ/HSIP eligibility determinations.
- **March** - Draft TIP is submitted to INDOT, Air quality conformity modeling and 30-day public comment period.
- **April** - Anticipated vote to adopt TIP.

Where do TIP projects extend to?

Urbanized areas within the metropolitan planning area

NWI's TIP contains projects from LPAs, transit operators, and INDOT for the entire three-county MPO coverage area—Lake, Porter, and La Porte counties. The MPO is part of the U.S. Census Bureau's Chicago Metropolitan Statistical Area (MSA). NWI contains two urbanized areas. The larger UZA, in Northern Lake and Porter counties, is a part of the Chicago urbanized area and is classified by population as a Large UZA (population of greater than 200,000) Federal funds for large UZAs are commonly referred to as *Group 1*. The northwest corner of La Porte County is part of the smaller, Michigan City-La Porte UZA, (populations between 50,000 and 199,999) Federal funds for small UZAs commonly

referred to as *Group 2*. This distinction is important because funding for the TIP is acquired through the two distinct UZAs from FHWA and FTA. The UZA distinction also limits where certain funding sources may be spent. The NWI MPO metropolitan planning area covers the entire three-county region, but the UZA are specific within that area. NWI has 785,191 people (2020 Census) and covers 1,520 square miles. There are forty-three cities and towns and ten transit operators within the NIRPC planning area.

New to the 2020 census is another small UZA called Valparaiso-Shorewood Forest UZA. At this time, it is not known how this will affect the funding in the region.

Federal-aid eligible roadways

Federally funded roadway projects are restricted to certain classifications of roads, except in circumstances of safety. Each MPO, in partnership with their state DOT and FHWA, must classify roads within their region. All road classifications, except for roads classified as rural minor collectors and local roads, are eligible for FHWA funds. For more information on NWI's roadway classifications please visit NIRPC's website: <https://www.nirpc.org/2040-plan/transportation/functional-class/>. Certain improvements may be funded off of the federal-aid network if they make improvements around elementary and middle schools to provide safer routes to school for school children. In addition, projects proposed for funding with the National Highway Freight Program funds on a designated Critical Urban or Rural Freight Corridor that benefit freight movements, may be funded off the federal-aid network. Finally, sidewalk improvements may be made with FTA 5307 funds off of the federal-aid network if they are within ¼ of a mile of a transit route.

Why is the TIP important to NWI?

NWI 2050 is implemented through the TIP

Each transportation investment included in a TIP must be consistent with the adopted long-range transportation plan for an MPO. The long-range plan contains the vision for a region, goals, and strategies address the issues, trends, and influences facing the transportation network. The current long-range plan for NWI is *NWI 2050*. This plan is not project-based, except for new capacity expansion projects and regionally significant transportation projects, but guides programming in each TIP until the long-range plan is revised or

rewritten. All projects must be consistent with *NWI 2050 Plan*. All projects listed in the Investments section have been vetted for air quality and fiscally constrained requirements.

Environmental Justice & Title VI areas have priority

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

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

NIRPC strives to follow these principles by ensuring disadvantaged populations, defined as minority and low-income populations, are included in the transportation planning process, and that those communities benefit equally from the transportation system without experiencing a disproportionate share of its burdens. Environmental justice and low income are a significant consideration in the scoring, selection, and prioritization of projects approved for the TIP. Further discussion of this process is found in the “Programming Approach” section of the TIP. Projects recommended in the 2024-2028 TIP are distributed throughout the three-county region and will not adversely impact areas of disadvantaged populations.

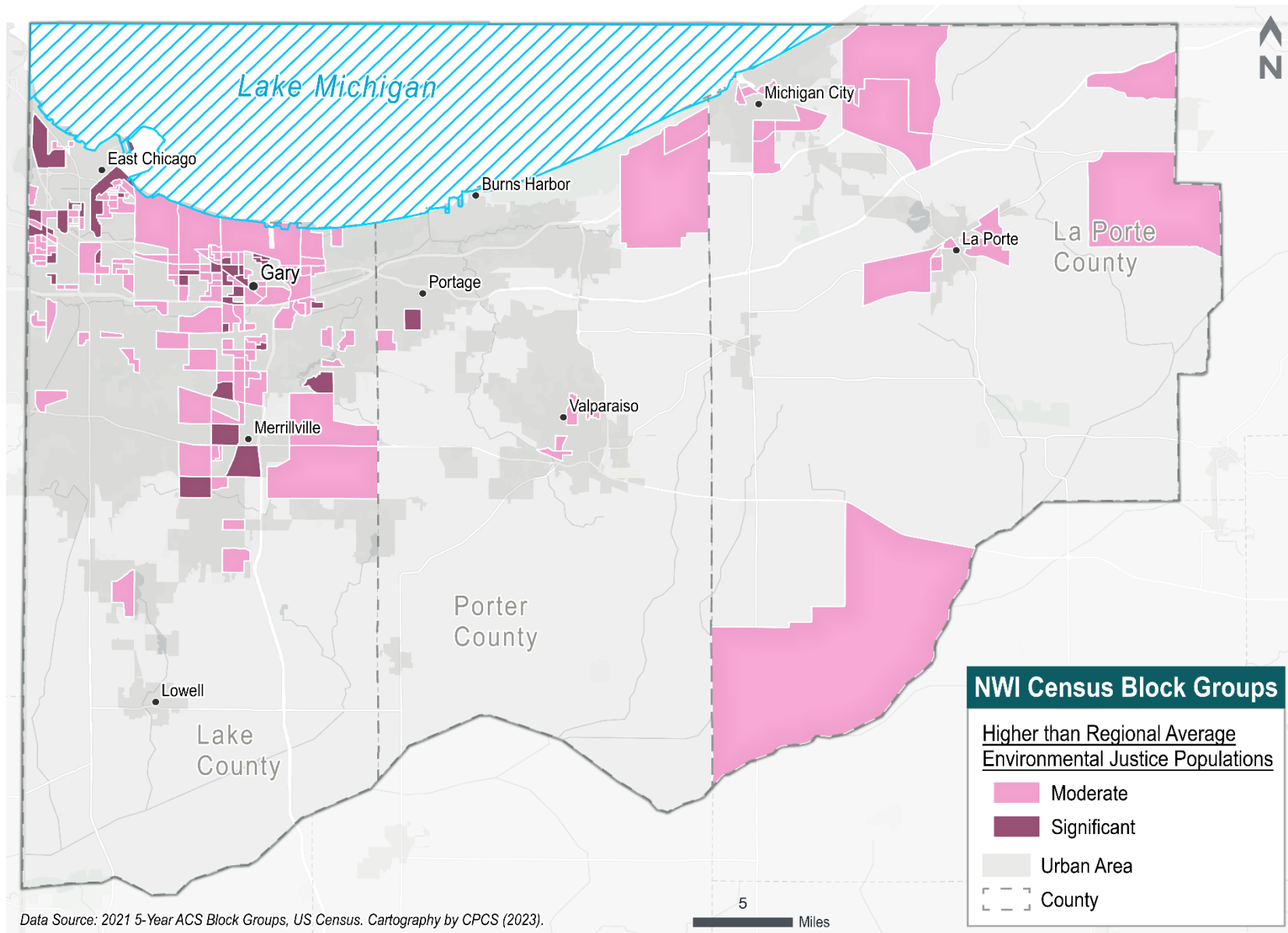
Environmental Justice, Title VI and Low Income Populations in Northwestern Indiana

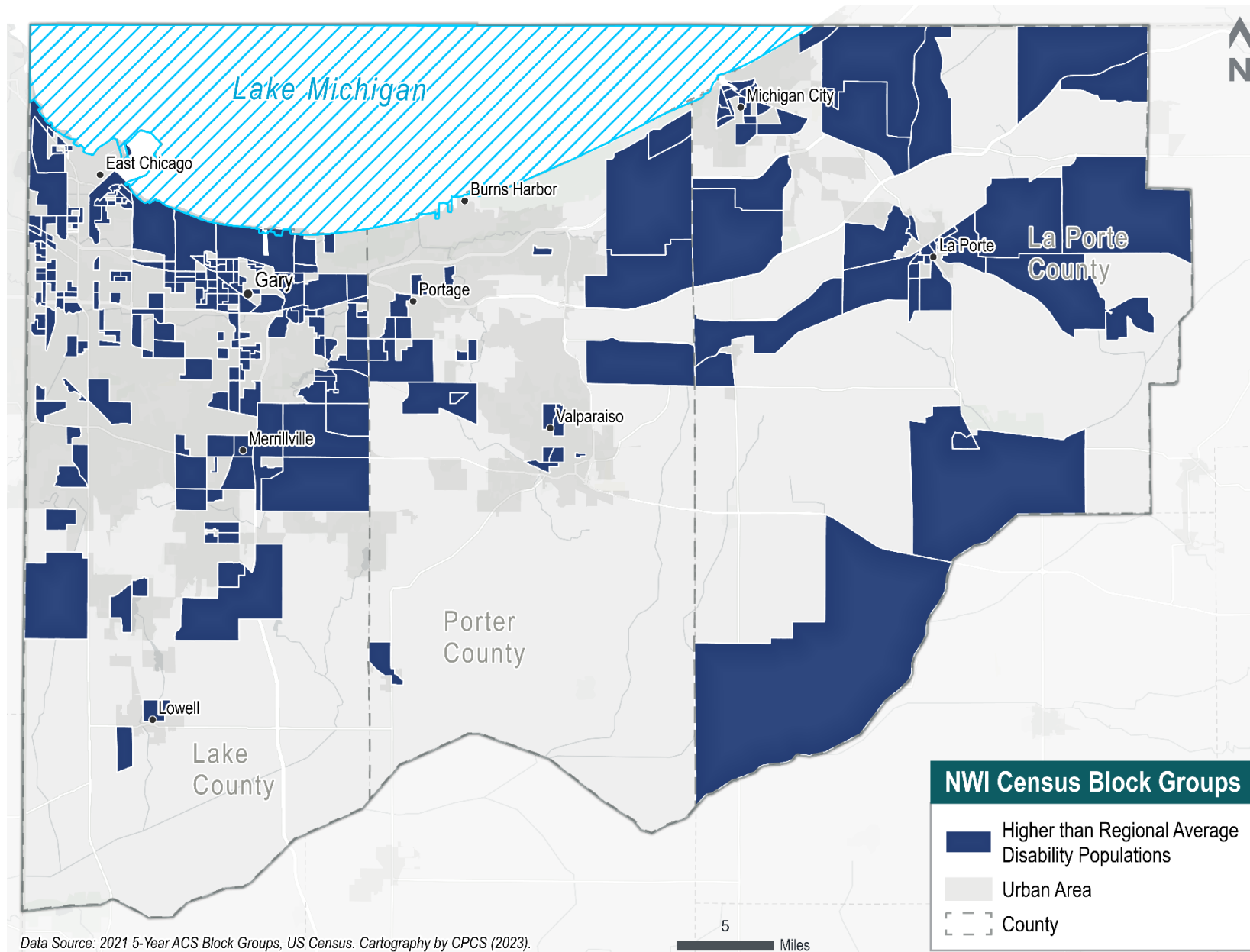
The maps on the following pages detail Census Block Groups where there are concentrations of certain populations that must be considered in transportation planning and programming by law. Each environmental justice area considers a concentration of

adults older than the regional average and above the age of 18. The exception is the map detailing people 65 and older. Although NIRPC does show areas within our UZA that are either moderate or significant in Environmental Justice features, these areas or communities are described as simply by meeting the criteria.

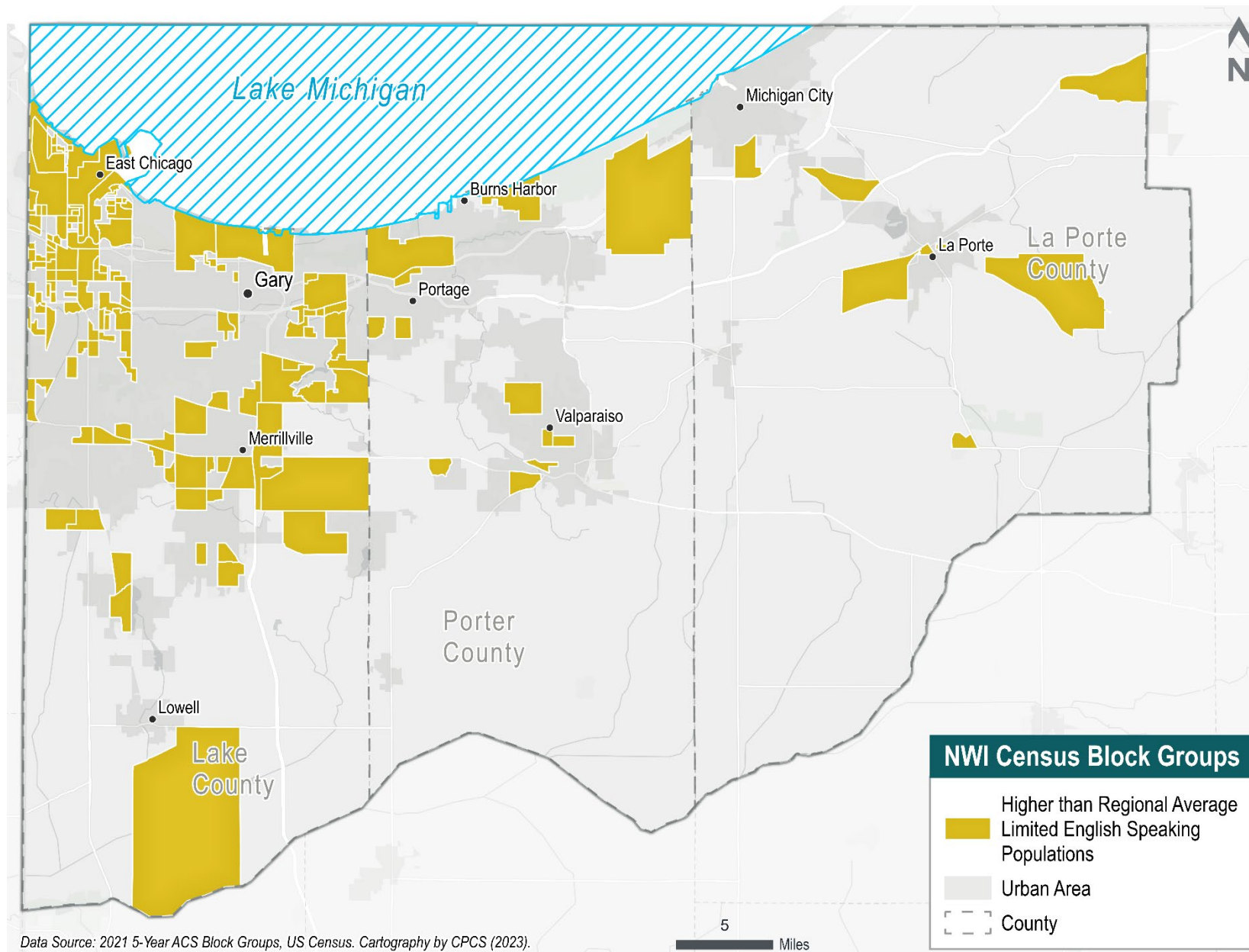
The different environmental justice areas that NIRPC tracks for the region’s purposes include:

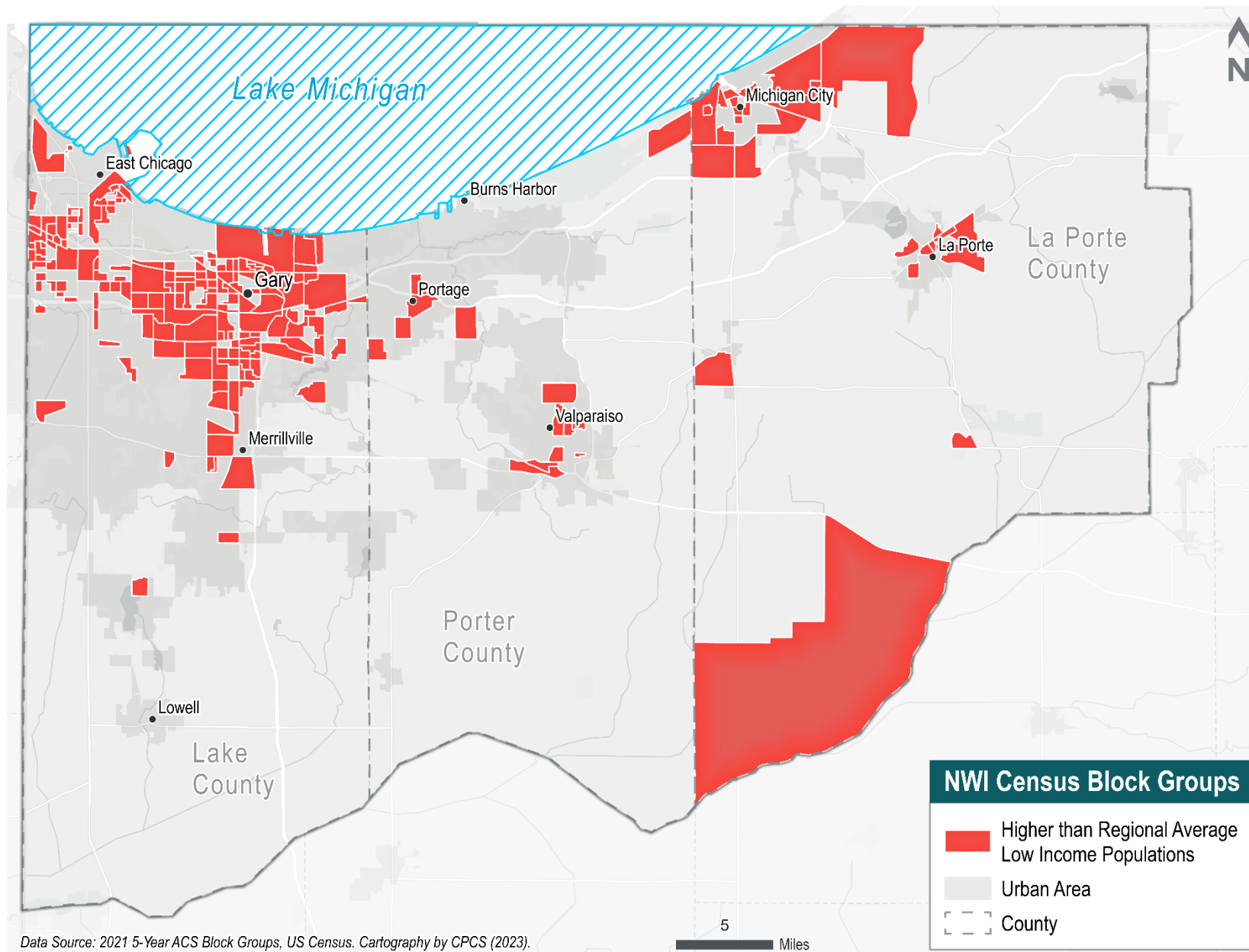
- Households with a member with a disability;
- Households described as having Limited English Proficiency (LEP);
- Households with lower income;
- Households with a member who is a minority;
- Households without access to an automobile;
- Households with a member older than 65 years old;
- Households with a member who is a veteran.

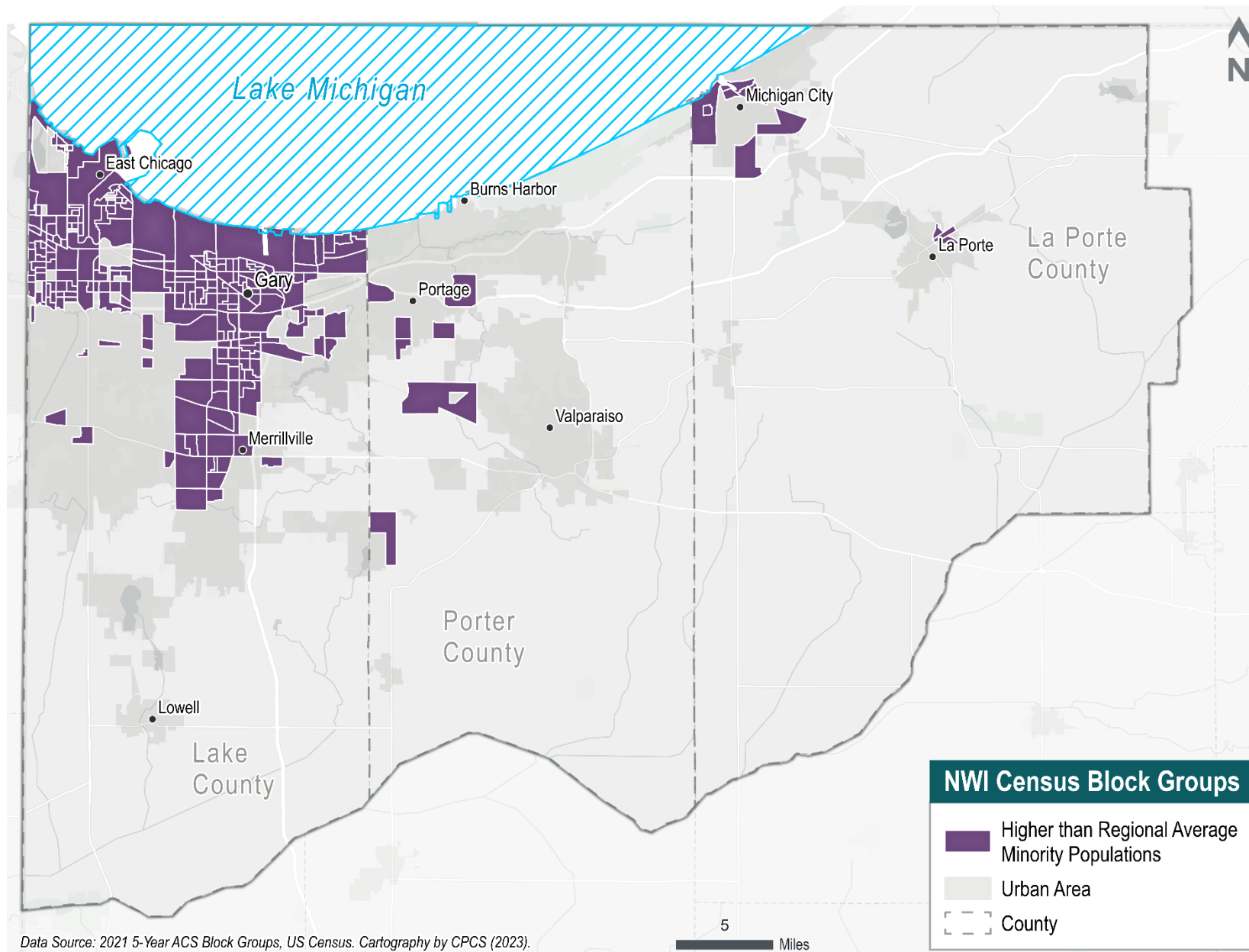


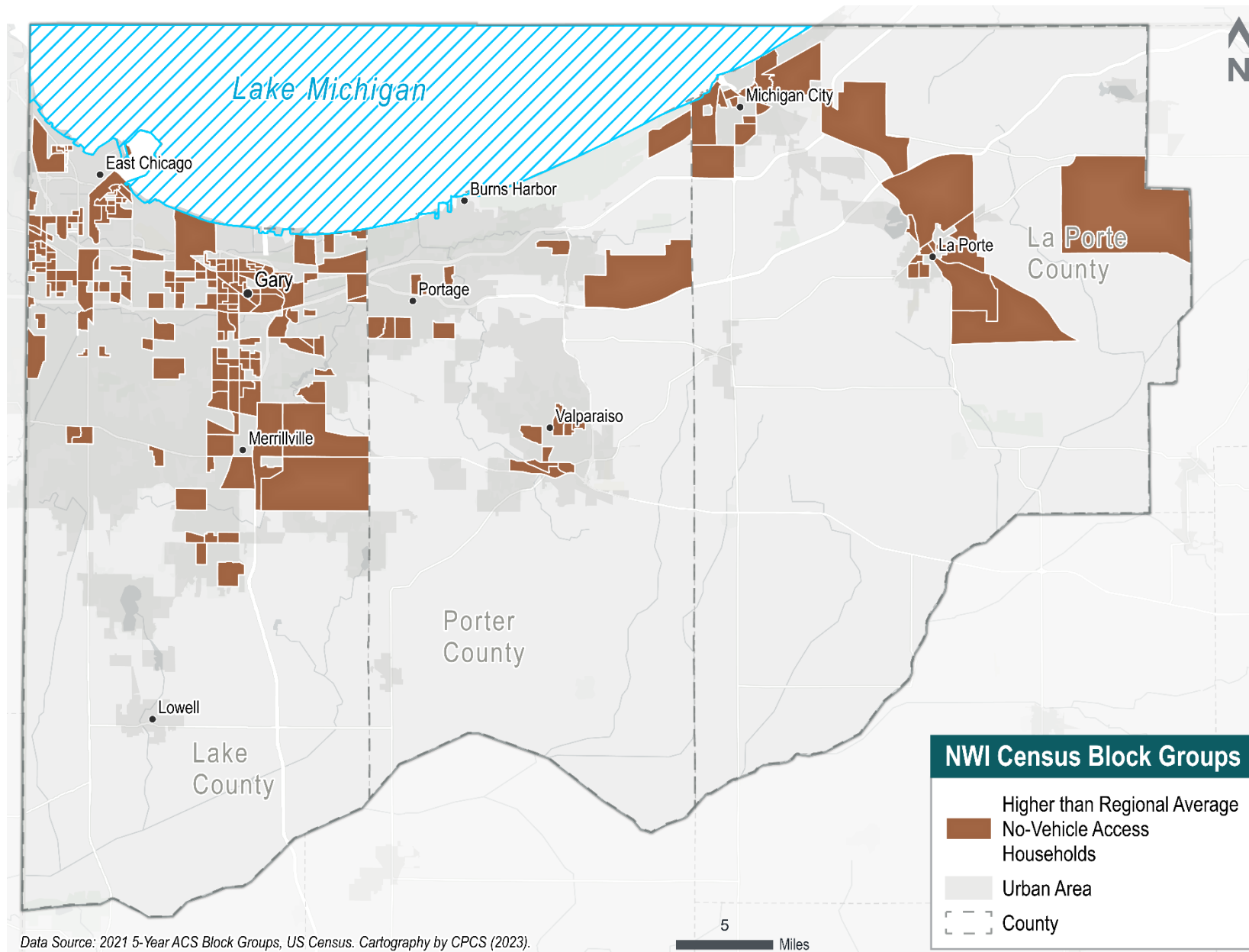


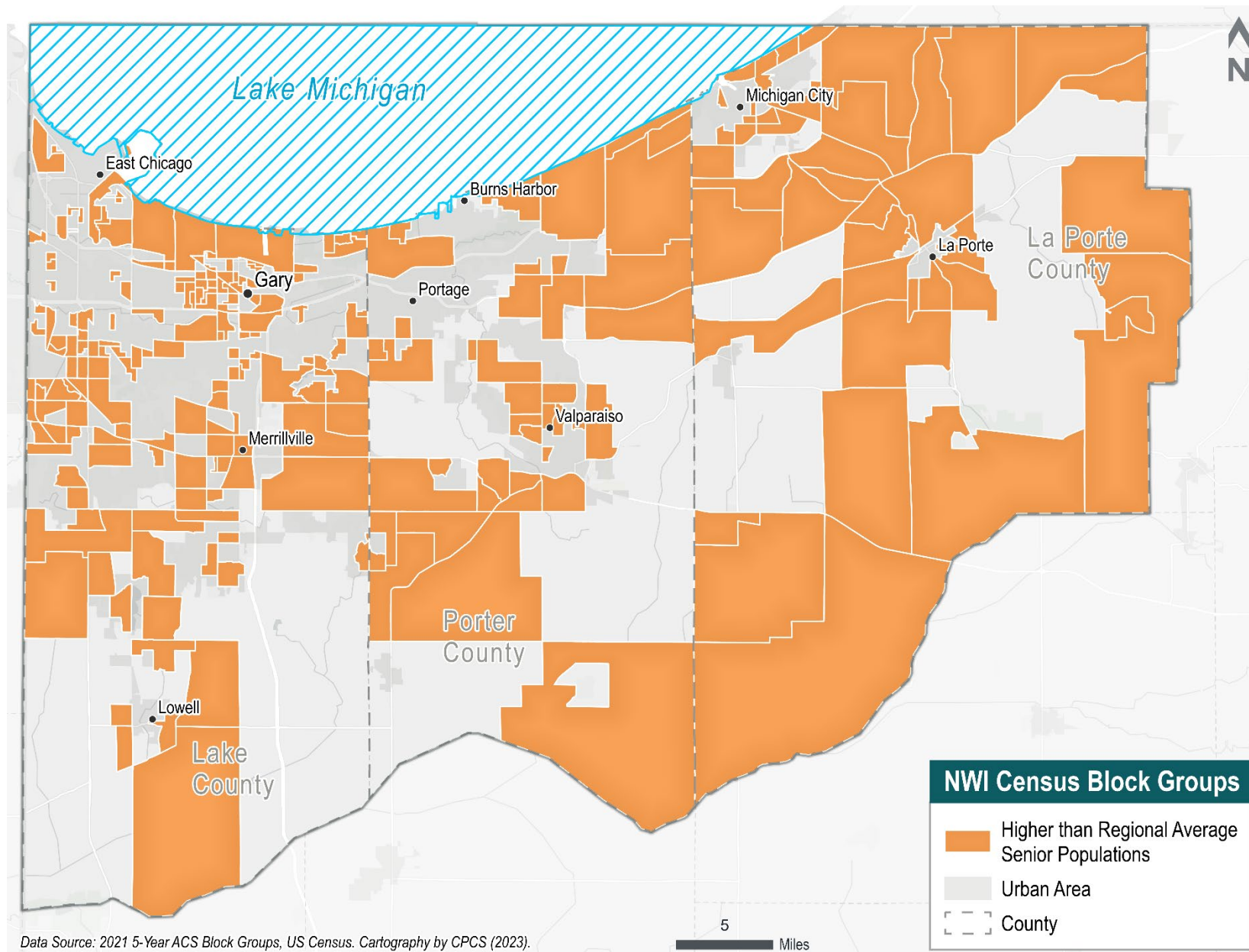
Data Source: 2021 5-Year ACS Block Groups, US Census. Cartography by CPCS (2023).

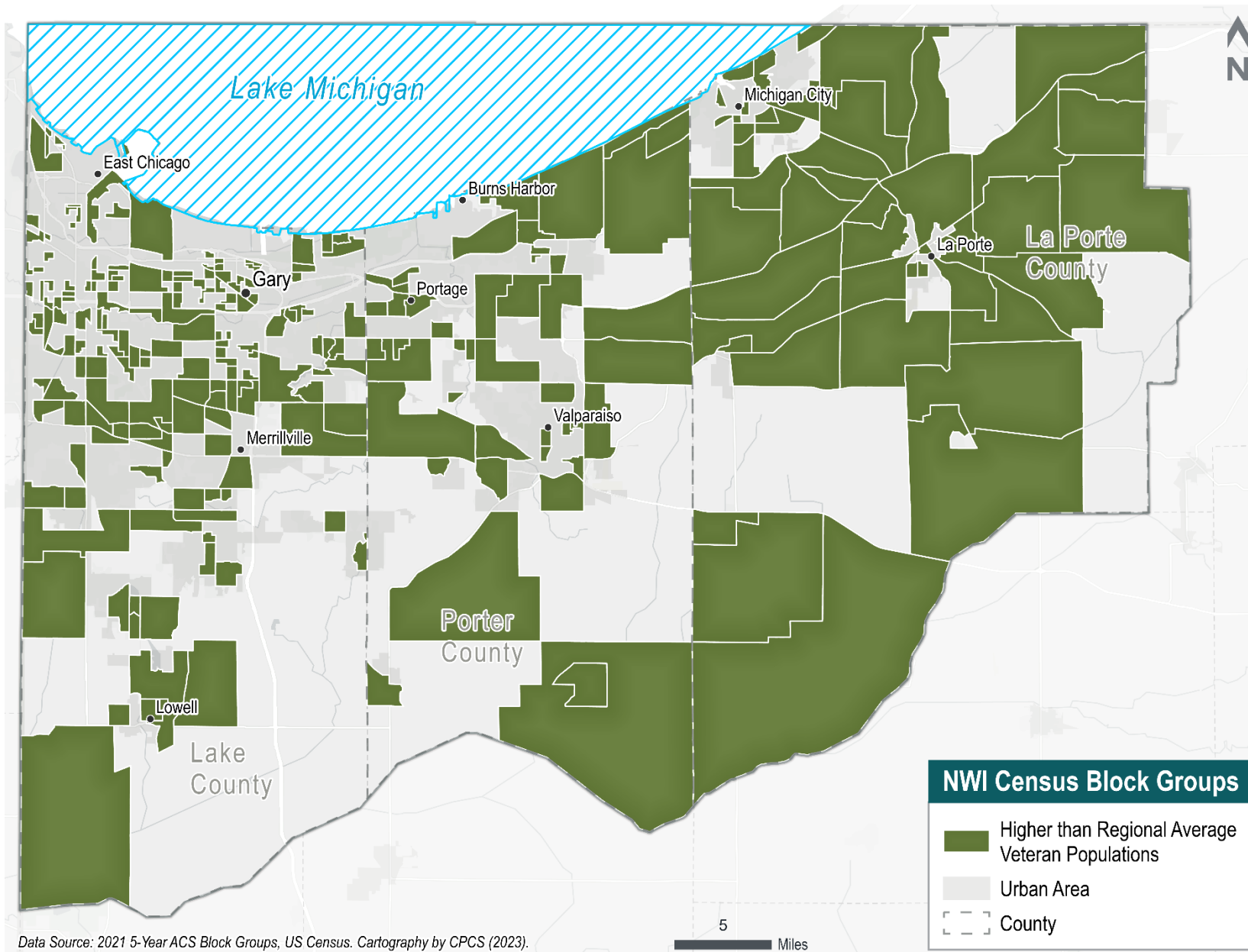












Data Source: 2021 5-Year ACS Block Groups, US Census. Cartography by CPCS (2023).

How is the TIP developed and managed?

The TIP is consistent with *NWI 2050* and is developed with federal, state, and local partners and with input from the public. The long-range plan must be updated every four years. Development of the MTP generally takes up to 18 months. The process demonstrates the vision and strategic approach to achieving the vision for the region and considers trends and influences on the future of NWI. The TIP is the implementation of the first five years of the *NWI 2050* 20-year outlook. The TIP represents real investments for the improvement of NWI's transportation network.

TIP development

NWI 2050 was developed in 2019 with significant input from LPAs, transit operators, Commissioners, stakeholders, subject matter experts, research, and through five distinct public input opportunities. The plan indicates certain areas that need attention, from gaps in our transportation network, safety issues, transit improvement and expansion desires, revenue issues, and other issues that are interrelated with our transportation network such as air quality and land use planning. From this, four vision statements, and four focus areas were identified. These visions and focus areas became a matrix of sixteen critical paths as guidance for the next 30 years.

Related to the TIP development process, *NWI 2050* coupled with the requirements for performance-based planning and programming rules of USDOT & INDOT, resulted in our programming approach for transportation improvement programs. The approach links the TIP to the long-range plan and its vision, plan focus areas, and critical paths. More can be found on that in the "Programming approach" section of this TIP. In addition to a revamped programming approach, new project evaluation criteria were identified and applied to projects to be programmed in each TIP.

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

Funding sources

The TIP is funded by multiple levels of government, though primarily by the federal government through the IJA & BIL Acts. Funds from FHWA are overseen by INDOT

and distributed to the fourteen MPOs and various RPO (Regional Planning Organizations) in Indiana. NWI currently receives allocations for four FHWA funding sources in both the Chicago and Michigan City UZAs. Funds from FTA come to the region through two different avenues: For transit funding in Lake & Porter counties, the funds come through FTA Region 5 office and are split within the greater Chicago region, which includes Northwest Indiana, Southeast Wisconsin, and the greater Chicago metropolitan area. Transit funding in LaPorte County comes through INDOT. Projects with federal funds on them are required to be published in a Transportation Improvement Program (TIP) and a Statewide Transportation Improvement Program (STIP). Projects with funds from other sources (state, municipal, or private) are not required to be published in the TIP & STIP, unless they have regional significance or by their completion may affect the air quality and congestion.

The reason for the differences in funding lies largely on population and geography. Lake & Porter counties together are considered part of the Chicago urbanized zone (UZA) and La Porte County is part of the Michigan City UZA. Lake & Porter counties together have a population 672,801 and La Porte County has a population of 112,417 (census data 4/1/2022). Classifications for a UZA depend on population. *Group 1* UZAs have populations of 200,000 or greater. *Group 2* UZAs have populations between 50,000 and 200,000; therefore Lake & Porter counties are classified as a Group 1 UZA and La Porte County is classified as a Group 2 UZA. Both have different funding streams.

Many projects are on state property or state managed roads and highways. These projects are still listed within NIRPC's TIP and are funded through federal and/or state funds.

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

Each funding source comes with eligibility requirements, and these may include how the funds may be used, and in some cases, additional demonstrations of eligibility will

be required before being approved for programming into the TIP. Below is a description of each of the federal funding sources available for programming in NWI.

Each funding source has been targeted for programming in one of thirteen unique investment programs. The investment programs are composed of federally eligible project types. Each of the project types have been evaluated for their impact on each of the critical paths to achieve the visions of *NWI 2050*. The project types were ranked by score and funding targets identified.

Federal source	Description
<p>Surface Transportation Block Grant (STBG) More information: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm</p>	<p>STBG provides flexible funding for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Projects awarded with STBG require a 20% match by the project sponsor for all project phases. All projects must be on the federal-aid network, except for multi-use off-road trails, but those do not allow motorized transportation, including electric scooters.</p>
<p>Congestion Mitigation Air Quality (CMAQ) More information: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm</p>	<p>CMAQ provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet standards for ozone, carbon monoxide, or particulate matter. Projects or programs must demonstrate an air quality benefit. Projects awarded with CMAQ require a 20% match from 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.</p>
<p>Highway Safety Improvement Program (HSIP) More information: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm</p>	<p>HSIP provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Projects must also be consistent with the INDOT's Strategic Highway Safety Plan (SHSP). Projects awarded with HSIP require a 10% match from 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. For more information please visit Safe Streets & Roads for All: https://www.transportation.gov/grants/SS4A and Vision Zero: https://visionzeronetwerk.org/.</p>
<p>Transportation Alternatives (TA) More information: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm</p>	<p>TA provides funding for all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, safe routes to school projects, and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Projects awarded with TA require a 20% match by the project sponsor for all project phases. TA funds may be used off the federally-aid network for Safe Routes to School projects to improve connectivity to K-8 schools.</p>

Promoting Resilient Operations for Transformative, Efficient & Cost-Saving Transportation (PROTECT)

More information:

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm

PROTECT provides funding for all climate resilience projects involve adapting existing transportation infrastructure or new construction to keep communities safe by bolstering infrastructure's ability to withstand extreme weather events and other physical hazards that are becoming more common and intense. Examples include green infrastructure or natural items that help buffer against weather events, improvements to infrastructure to assist under representative communities during natural disasters.

Carbon Reduction Program (CRP)

More Information:

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

CRP provides additional funding for projects and activities that are eligible under (FHWA) CMAQ, TA, and (FTA) 5339. Carbon Reduction activities such as street lighting and signal modernization (to energy efficient LED), alternative fuel vehicles and infrastructure, non-motorized trail facilities, and improved traffic flow items, among others.

5307 | Urbanized Area Formula Grants

More information:

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

5307 provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Projects awarded with 5307 for capital require a 20% match by the project sponsor. For operations there is a 50% match required and operational funds are limited based on UZA population and number of vehicles operated. For vehicle-related equipment attributable to compliance with the Americans with Disabilities Act the match may be 10%.

5310 | Enhanced Mobility of Seniors & Individuals with Disabilities

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

5310 provides formula funding for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities. Use of the funds must be consistent with the Coordinated Human Services Transportation Plan. Projects awarded 5310 for capital purposes require a 20% match by the project sponsor. For operations there is a 50% match required by the project sponsor.

5337 | State of Good Repair Grants

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

5337 provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans. Projects awarded with 5337 require a 20% match by the project sponsor.

5339 | Grants for Buses and Bus Facilities Formula Program

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

5339 provides funding to states transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Projects awarded 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.

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

Air quality

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

Amendments & Administrative Modifications

The MPO officially adopts a new TIP every two years as a practice required by INDOT, though only federally required once every four years. However, the TIP is a “living” plan that is responsive to the needs of LPAs and transit operators as new and better information comes to light in the project development process. Therefore, the TIP must be modified or amended. An amendment to the TIP is formal in the requirements of public participation, verification that the project does not impact the air quality conformity determination, and new fiscal constraint determinations. A modification is a less formal change to the TIP that is undertaken by staff. Transportation Resources Oversight Committees (TROC), either the Lake/Porter TROC or La Porte TROC, provide oversight for both types of amendments. Both TROCs are committees of the Commission. The TROC approves modifications proposed by staff and makes recommendations to the Technical Planning Committee (TPC) on amendments. The TPC will further review amendments and if are favorable to the action, will recommend to the Commission that the amendment be adopted. If adopted by the Commission, the amendment

is sent to INDOT for inclusion in the State Transportation Improvement Plan (STIP) and provided to FHWA and FTA for ultimate approval. NIRPC will post on its website a current version of the TIP with all projects (as amended), with all changes highlighted. Modifications are made as needed, and amendments are considered on a quarterly basis. This is currently listed under the Region Transportation Improvement Program (RTIP) at <https://rtip.nirpc.org/>.

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

Minor amendments require review by the Indiana Interagency Consultation Group (ICG), a public review and comment period of one calendar week (or five business days) prior to final action by the Commission, and re-determination of fiscal constraint. Major amendments to the TIP are significant changes (increases in length of over ½ of a mile) in project termini (the starting and ending point of the project), major changes in design concept or scope (with no additional travel lanes) or involving the addition of a new phase to any air quality non-exempt project already programmed in the air quality conformity determination and TIP.

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

The last type of amendment is an emergency amendment. In rare instances NIRPC's Executive Director may make a TIP amendment via a letter to INDOT.

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

TIP Management

The management of the TIP requires amendments and modifications from time to time. Below are milestones in TIP amendments. All amendment requests must be made in RTIP, NIRPC’s web-based TIP.

By mid-January, April, July and October, each LPA must submit their projects quarterly tracking reports to NIRPC and INDOT. In February, May, August and November, LPAs meeting with NIRPC and INDOT to discuss the reports as well as discuss these projects need in a public meeting at NIRPC (Transportation Resources Oversight Committee). The discussions may result in the identification for amendments or modifications to the TIP.

After a need for an amendment is identified, the amendment will be put out for public comment. Amendments to the TIP will occur following months: January, April, July, and October. TIP amendment requests (other than emergency amendments) must be in RTIP 40 days before the commission meeting date to allow time for review from staff, the ICG, public, and the commissioners.

Programming approach

An Approach linked to *NWI 2050*

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

1. Propose enhanced programming rules to:

- a. Avoid future issues with TIP deficits due in part to projects failing to advance to project letting;
- b. Ensure consistency with state and fed programming requirements and better ensure no FWHA funds lapse back to INDOT or transit funds to FTA;
- c. Establish region-wide “playbook” for engineering, right-of-way, and construction funding phases, and to ensure all sponsors are treated the same when or if they need amendments due to project development delays; and

- d. Increase transparency to sponsors and the public.

2. Leverage all federal-aid available to NWI by:

- a. Providing full view on all available fund sources to all project sponsors in the same NOFA;
- b. Programming highway and transit projects in both Chicago and Michigan City UZAs at the same time; and
- c. Developing a process that will be placed on a routine timeline, which is predictable and more transparent to sponsors and public, replacing the previously periodic NOFAs that were funding and UZA based that never fully programmed all federal funds available to NWI.

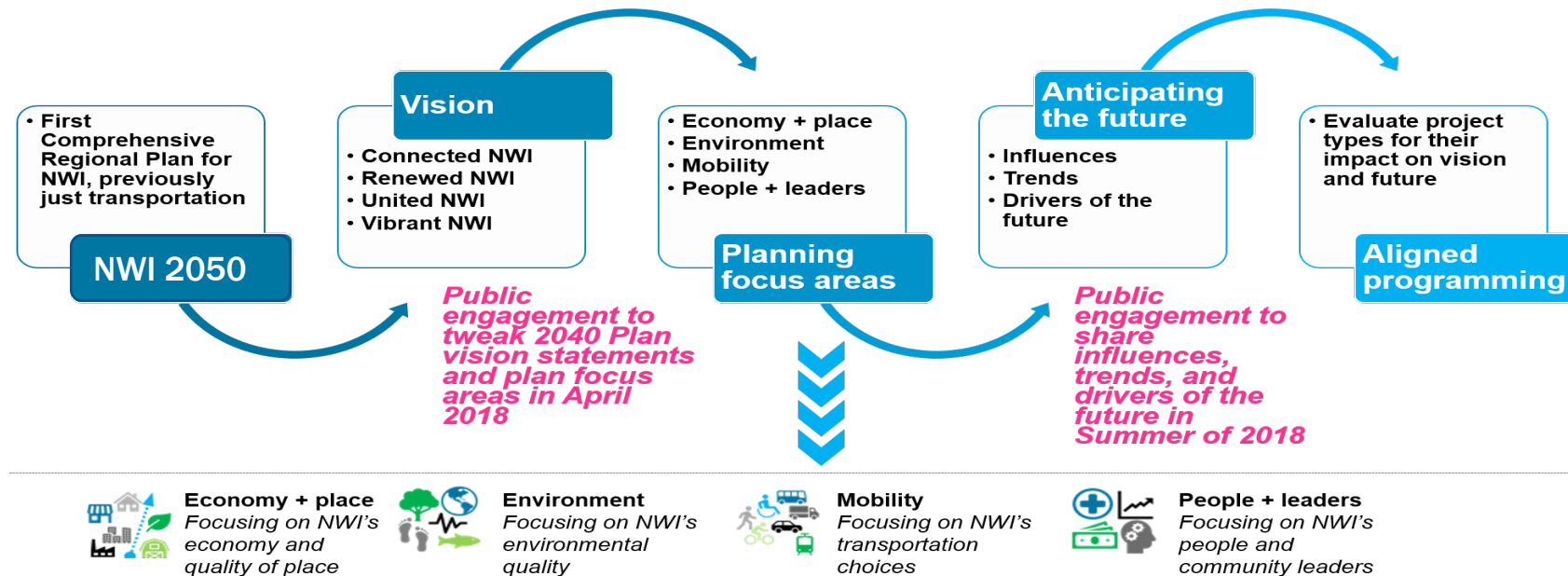
3. Better link to regional priorities with:

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

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

- Evaluate federally-aid eligible transportation project types and score them according to their impact on the sixteen critical paths. This is the first step in guiding where to target funding.
- Understand federal funding rules and be logical and efficient while targeting funding sources to project types.
- Sustain funding necessary to support the system.

- Prioritize investing in projects or programs that best advance progress toward achieving critical paths.
- Take care of what we have. Some lower scoring project types will need to be funded because we have to keep what we have in a state of good repair.
- Consider historical costs and programming amounts from prior TIPs and consider typical costs of different project types so as to ensure logical funding targets.
- Anticipate future needs of our transportation system and be sure targeted funding can be sustained over the long-term.
- Ensure fiscal constraint and set targets with available funding in mind.
- Establish a logic to “retarget” any funds if not applied for; available funds go to the next highest scoring program.
- Solicit guidance from the Technical Planning Committee.
- Recommend and receive approval from the Commission for funding targets.



NWI's Approach to Performance-Based Planning (PbP)

The 2024–2028 TIP reflects *NWI 2050's* focus on accomplishing a performance-based planning approach to transportation decision making. Pivoting off the federal performance-based planning requirements and the sixteen critical paths to achieve the visions of *NWI 2050*, NIRPC built a performance-based planning framework above and beyond federal requirements that responds to each critical path to measure progress. At the time of this writing, FHWA has not included any specific measures regarding climate resiliency or extreme weather events.

Federal requirements:

- Performance-based Planning (PbP) is federally required in the IIJA and BIL Acts. This has been a requirement for many years (since MAP-21 in 2012).
- For twenty USDOT performance measures, states have one year after the United States Department of Transportation (USDOT) issues final performance rulemakings to adopt performance targets. Metropolitan Planning Organizations (MPOs) have 180-days after states to either adopt state performance targets or set own. NIRPC has so far chosen to support the state performance targets.
- For eight USDOT required performance measures, NIRPC's subrecipient transit operators cooperatively comply with the performance targets.

Going above and beyond:

NIRPC will monitor and evaluate progress toward achieving

- critical paths in *NWI 2050*.
- Identify strategies NWI can implement or leverage to improve progress toward achieving critical paths.
- Prioritize investing in projects or programs that best advance progress toward achieving critical paths.

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

Performance measure	Target / desired trend	Target update frequency	Baseline performance (2021)	2024-2028 TIP Number of Projects and Funding Totals Contributing to Performance Measure Target
Number of fatalities	no more than 894.2 in 2023	Every year	898	61 Projects Totaling \$233,131,764
Rate of fatalities per 100 million vehicle miles traveled	no more than 1.088 in 2023	Every year	1.051	61 Projects Totaling \$233,131,764
Number of serious injuries	no more than 3,348.1 in 2023	Every year	3513	61 Projects Totaling \$233,131,764
Rate of serious injuries per 100 million vehicle miles traveled	no more than 4.068 in 2023	Every year	4.112	61 Projects Totaling \$233,131,764
Number of non-motorized serious injuries and fatalities	no more than 399.6 in 2023	Every year	447	52 Projects Totaling \$103,633,291
Percent of non-single occupancy vehicle travel in the Chicago, IL-IN Urbanized Area	at least 32.4% in 2023 and 32.7% in 2023	Every 2 years	33.1%	106 Projects Totaling \$207,692,238
VOC Reduction from CMAQ Projects (kg/day)	at least 590.00 kg/day in 2023, 600 00 kg/day in 2025	Every 2 years	0.6461	7 Projects Totaling \$11,201,819
NOx Reduction from CMAQ Projects (kg/day)	at least 690.00kg/day in 2023, 725.00 kg/day in 2025	Every 2 years	0.8699	7 Projects Totaling \$11,201,819
CO Reduction from CMAQ Projects (kg/day)	at least 330.00 kg/day in 2023, 520.00 kg/day in 2025	Every 2 years	5.2853	7 Projects Totaling \$11,201,819

Performance measure	Target / desired trend	Target update frequency	Baseline performance (2021)	2024-2028 TIP Number of Projects and Funding Totals Contributing to Performance Measure Target
PM10 Reduction from CMAQ Projects (kg/day)	at least 0.02 kg/day in 2023, 0.03 kg/day in 2025	Every 2 years	0.0310	7 Projects Totaling \$11,201,819
Percent of Interstate pavements in good condition	at least 60.00% in 2023 and 62.00% by 2025	Every 2 years	73.2%	3 Projects Totaling \$49,543,104
Percent of Interstate pavements in poor condition	no more than 1.00% in 2023 and 1.00% in 2025	Every 2 years	0.4%	3 Projects Totaling \$49,543,104
Percent of non-Interstate NHS pavements in good condition	at least 50.00% in 2023 and at least 48.00% in 2025	Every 2 years	77.7%	18 Projects Totaling \$147,244,369
Percent of non-Interstate NHS pavements in poor condition	no more than 1.50% in 2023 and no more than 1.50% by 2025	Every 2 years	2.3%	18 Projects Totaling \$147,244,369
Percent of NHS bridge area in good condition	at least 49.00% in 2023 and 47.50% in 2025	Every 2 years	39.22%	76 Projects Totaling \$204,893,630
Percent of NHS bridge area in poor condition	No more than 3.00% in 2023 and no more than 3.00% by 2025	Every 2 years	0.96%	76 Projects Totaling \$204,893,630
Number of vehicles submitted for replacement more than one year from the end of their useful life	0	Every year	21	74 Projects Totaling \$113,195,549

Performance measure	Target / desired trend	Target update frequency	Baseline performance (2021)	2024-2028 TIP Number of Projects and Funding Totals Contributing to Performance Measure Target
Number of revenue vehicles in operation that have met or exceeded the end of their useful life	No more than 50%	Every year	49	68 Projects Totaling \$109,966,098
Number of revenue vehicles exceeding their useful life not pending replacement in a grant	no more than 20%	Every year	28	68 Projects Totaling \$109,966,098
Number of non-revenue vehicles in operation that have met or exceeded the end of their useful life	no more than 10%	Every year	4	32 Projects Totaling \$70,966,860
Annual cost of total vehicle replacements	no more than 10% of total 5307 NWI apportionment	Every year	\$639,406	74 Projects Totaling \$113,195,549
Number of vehicles submitted for replacement that have a designated "inoperable" system	0	Every year	0	74 Projects Totaling \$113,195,549
Number of vehicles that have been funded that have not yet met the end of their useful life	0	Every year	5	74 Projects Totaling \$113,195,549
Number of vehicles that have been funded while not on the Indiana QPA or other state cooperative agreement	0	Every year	5	74 Projects Totaling \$113,195,549
Percent of person miles traveled on the Interstate that are reliable	at least 93.0% in 2023 and 93.5% in 2025	Every 2 years	87.8%	41 Projects Totaling \$162,401,304

Performance measure	Target / desired trend	Target update frequency	Baseline performance (2021)	2024-2028 TIP Number of Projects and Funding Totals Contributing to Performance Measure Target
Percent of person miles traveled on the non-Interstate NHS that are reliable	at least 93.00% in 2023 and 93.50% in 2025	Every 2 years	98.3%	44 Projects Totaling \$174,580,549
Truck Travel Time Reliability Index (TTTRI)	no more than 1.32 in 2023 and 1.30 in 2025	Every 2 years	1.32	42 Projects Totaling \$163,557,957
Peak hours of excessive delay per capita in the Chicago, IL-IN Urbanized Area	no more than 15.6 in 2023 and 15.9 in 2025	Every 2 years	10.5	97 Projects Totaling \$205,373,563

INDOT's approach to performance-based planning

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

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

The resulting program of projects is approved by INDOT's Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and respective MPO TIPs. Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in the TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP. Projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets are selected by the Mobility Asset Management Team. Finally, projects funded through the CMAQ program are selected by the Mobility Asset

Management Team to make progress toward meeting INDOT's emission reduction targets. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

Transit approach to performance-based planning

One of the major focus areas of performance-based planning for transit, as required by the Federal Transit Administration (49 CFR§625), is transit asset management (TAM) plan. The TAM plan is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. The TAM plan uses transit asset conditions to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair (SGR). TAM plans are a requirement of the federal government. In NWI, there are four TAM plans: for Northern Indiana Commuter Transportation District, the Gary Public Transit Corporation, Michigan City Transit, and a small group plan for the transit operators that are sub-recipients of FTA funds. These plans may be found at <https://www.nirpc.org/2040-plan/transportation/transit/>. The TAM plans feature strongly in the prioritization of funding in this TIP. One additional feature of transit performance-based planning will be focused upon safety. The federal rule for Public Transportation Agency Safety Plans was finalized on July 19, 2018 and certain transit operators will have to comply with the rule by July 20, 2020. All transit operators within NWI that receive FTA 5307 funds as either a direct or sub-recipient will be required to comply with the rule. NIRPC, as the MPO for NWI will have to adopt an initial safety plan by January 20, 2021. More information can be found here: <https://www.transit.dot.gov/PTASP>.

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

Program name	Topical committee assigned to review applications	Project types in program	Score tier	Initially targeted for funding in 2024-2028?	Funding source targeted?	Additional eligibility determination required to fund project?
Transit / operating	Transit Operators Roundtable	Complementary paratransit service to fixed route service Description: funding for service for users who cannot use fixed routes due to disability	Tier 1	Yes	5307	No
		Operating assistance Description: funding to support the purchase of equipment related to operations of transit	Tier 1	Yes	5307	No
		Operational support equipment / computer hard/software Description: funding to support the purchase of equipment related to operations of transit	Tier 1	Yes	5307	No
Multi-use paths	Ped, Pedal, & Paddle	Off-road trails Description: construction of non-recreational trails	Tier 1	Yes	STBG, TA, CMAQ	No
Transit / asset management	Transit Operators Roundtable	Capital investment in existing fixed guideway systems Description: projects that keep fixed guideway systems in a state of good repair	Tier 1	Yes	5337	No
		Fixed guideway rolling stock (new or existing) Description: funding for the purchase of new or replacement rolling stock	Tier 1	Yes	5337	No
		Preventative maintenance Description: funding to keep existing transit vehicles or equipment in a state of good repair	Tier 1	Yes	5307	No
		Transit maintenance facilities Description: funding to keep transit maintenance facilities in a state of good repair	Tier 1	Yes	5307, 5337	No

		Transit vehicle replacement (existing and subject to TAMP) Description: funding to replace existing transit vehicles according to transit asset management plan	Tier 1	Yes	5307, 5339	No
Air quality	Environmental Policy and Management Committee	Alternative fuel infrastructure Description: electric or natural gas fuel infrastructure	Tier 1	Yes	CMAQ, CRP	Yes, air quality benefit calculation
		Vehicle emission reduction (new or modification) Description: funds to assist with procuring or retrofitting vehicles to reduce emissions	Tier 1	Yes	CMAQ, CRP	Yes, air quality benefit calculation
		Advanced truck stop electrification Description: electrification of truck stop parking to reduce/eliminate idling	Tier 2	No, but eligible	None	Yes, if CMAQ, air quality benefit calculation
		Air quality education Description: program to increase awareness and knowledge of pollution in order to reduced emissions	Tier 2	Yes	CMAQ	Yes, air quality benefit calculation
Complete streets	Ped, Pedal, & Paddle	Transportation projects for ADA compliance w/ universal design Description: projects that address ADA transition plans along federally-aided roadways	Tier 1	Yes	STBG	Yes, address ADA transition plan
		Bicycle/pedestrian signals Description: HAWK, pedestrian count downs, etc. along federally-aided roadways	Tier 1	Yes	TA	No
		On-road trails Description: bicycle lanes/cycle tracks along federally-aided roadways as a standalone project	Tier 1	Yes	STBG	No
		Sidewalks I (on Major Collectors & above) Description: sidewalks along busy federally-aided roadways as a standalone project	Tier 1	Yes	STBG, TA, HSIP	If seeking HSIP funds then safety justification through INDOT
		Sidewalks II (on all other streets & roads) Description: Sidewalks on other federally-aided roadways as a standalone project.	Tier 2	Yes	STBG, TA	No

		Safe Routes to School infrastructure projects Description: projects around school zones (can be off federally-aid roads, but only near K-8 schools)	Tier 1	Yes	STBG, TA	No
		Bicycle infrastructure Description: bicycle racks, signage, & ancillary treatments to support cycling	Tier 1	Yes	TA	No
		Safe Routes to School non-infrastructure projects Description: funds to support Safe Routes to School educational or planning activities	Tier 1	Yes	TA	No
		Safe Routes to School coordinator Description: funds to support staff person to organize SRTS planning activities	Tier 3	Yes	TA	No
		Construct / install / maintain of signs at bicycle / pedestrian crossings in school zone Description: bike and pedestrians crossings in school zones along FA roadways	Tier 2	No, but eligible	None	No
		Lighting Description: lighting on streets & trails as a standalone project	Tier 2	No, but eligible	STBG, CRP	No
Transit / customer experience	Transit Operators Roundtable	Mobility management / information technology systems Description: funding to improvement mobility management and technology (GTFS)	Tier 1	Yes	5310	Yes, address the CHSTP
		Wheelchair lifts, ramps, and securement devices Description: funding to make vehicles ADA compliant	Tier 1	No, but eligible	None	No
		Vehicles for accessible taxi, rideshare, or vanpool Description: funding to purchase vehicles to increase access to transit system	Tier 1	No, but eligible	None	No
		Travel training Description: funding to train individuals on how to use transit	Tier 1	No, but eligible	None	No

		Transit passenger facilities Description: projects that improve the waiting facilities for transit riders (bus stops/stations)	Tier 2	Yes	TA, 5337	No
		Volunteer driver programs Description: funding to offset the cost associated with volunteer driver programs	Tier 2	No, but eligible	None	No
		Improve signage / wayfinding Description: projects that help customers find their way to transit services	Tier 2	No, but eligible	None	No
Transit / expansion	Transit Operators Roundtable	Incremental cost of providing same day service/door-to-door Description: funding to reduce time required to request and reserve an on-demand ride	Tier 1	Yes	5310	Yes, address CHSTP
		New fixed guideway systems (including BRT) Description: projects that expand the transit system through fixed guideways including BRT	Tier 1	No, but eligible	None	If CMAQ, yes air quality benefit calculation
		Operating assistance for new transit service Description: funding for the operations and expansion of new transit services	Tier 1	Yes	CMAQ	Yes, air quality benefit calculation
		Transit vehicles for expansion of service Description: funding to purchase new vehicles to expand service (locations or hours)	Tier 1	No, but eligible	None	If CMAQ, yes air quality benefit calculation
		Ferry boats, terminals, and approach roads for ferries Description: projects that buy boats, build terminals and connect terminals to roadway network	Tier 3	No, but eligible	None	No
Planning	Transit Operators	Transit planning and administrative oversight Description: funding to plan and oversee transit	Tier 1	Yes	5307	No

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

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

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

<p>Construction and operational improvements on high-risk rural roads Description: projects on federally-aided rural roads that improve safety</p>	Tier 3	No, but eligible	None	If HSIP, safety justification through INDOT
<p>Safety devices/control, rumbles, skid resistant treatments, or remove obstacles at crash locations Description: Standalone projects to improve safety with specific treatments on Federal-Aid roadways</p>	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
<p>Congestion pricing development / implementation Description: funds that can assist with starting a congestion pricing scheme</p>	Tier 3	No, but eligible	None	No
<p>Highway signs for retro-reflectivity Description: standalone projects that increase visibility of roadway signs</p>	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
<p>Pavement and shoulder widening to remedy unsafe conditions Description: projects that add width to address unsafe conditions with road narrowness</p>	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
<p>Fringe and corridor parking facilities / programs Description: construction of parking lots for car/vanpooling and transit kiss & rides</p>	Tier 3	No, but eligible	None	No
<p>Protection for bridges including inspections Description: funding to assist with the inspection of bridges</p>	Tier 3	No, but eligible	None	No
<p>Conduct model traffic enforcement activity at rail/highway crossing Description: funds to promote enforcement at rail/highway crossings (usually a state level initiative)</p>	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
<p>Promote/educate highway safety matters + project to enforce law Description: funds to promote or educate roadway safety (usually a state level initiative)</p>	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT

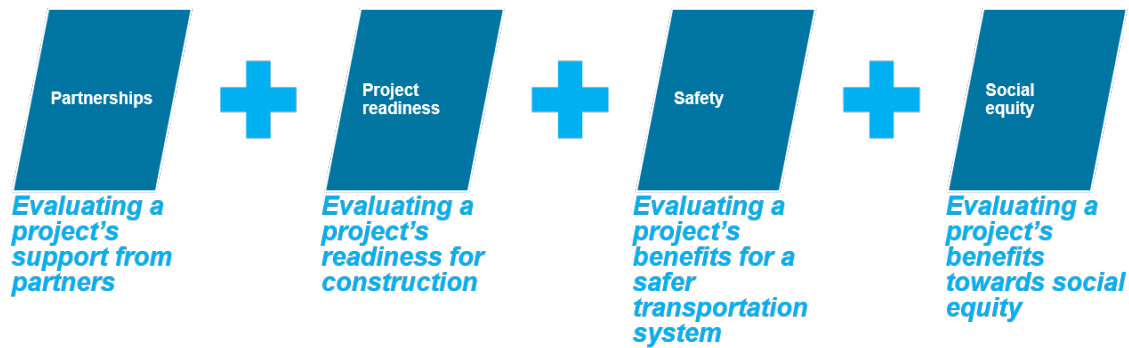
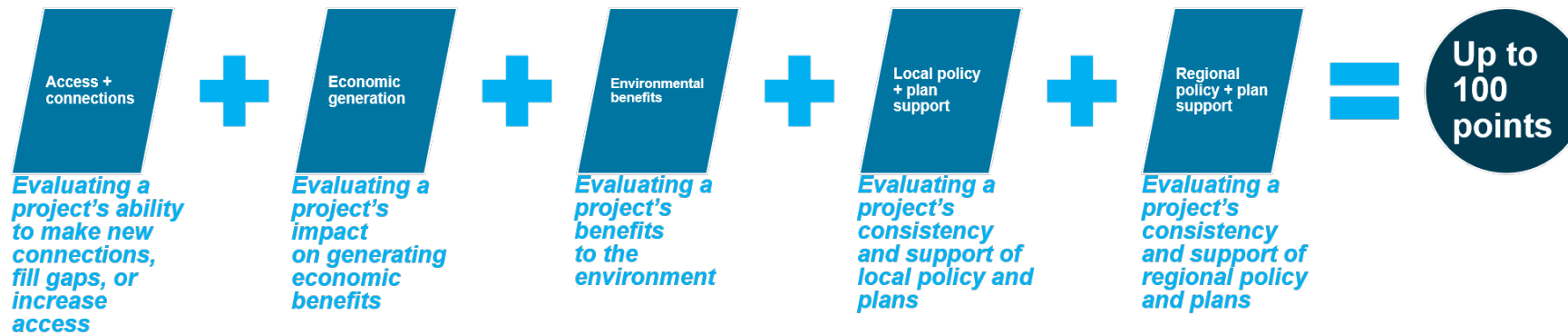
Transit / safety	Transit Operators Roundtable	Transit security Description: funding required to be spent to improve the safety and security of transit	Tier 1	Yes	5307, 5337	No
New roadways	Surface Transportation Committee with input from Land Use Committee	New bridge / roadway / tunnel construction Description: new roadways, bridges, or tunnels	Tier 3	No, but eligible	None	No
		Surface transport infrastructure to facilitate port "linkages" Description: new roadways connect port facilities to existing transportation system	Tier 3	No, but eligible	None	No
		New truck parking facilities Description: new parking specifically for trucks	Tier 3	No, but eligible	None	No
		Construction of minor collectors in same corridor as NHS route Description: construct service lanes along arterial roads; NHS owned by INDOT	Tier 3	No, but eligible	None	No

Funding allocation / targets

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

Project scoring

The development of this TIP also saw improvements to project scoring through the establishment of new project evaluation criteria. A uniform set of nine “umbrella” criteria were identified across all programs. The uniform umbrella criteria provide transparency in demonstrating what is most important in project evaluation and links to the performance-based planning framework and the *NWI 2050 Plan*. Each of the 13 programs considered the umbrella criteria and identified specific ways to evaluate projects applying for programmatic funding with unique “sub-criteria.”



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

Programming rules

Programming rules were developed for projects funded with FHWA derived funds in the 2024-2028 TIP. The programming rules below governed the funds awarded. The rules assisted 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. NIRPC's Living Streets policy and guidelines should be followed wherever possible. Communities may choose to limit the additional costs for these items if these items are more than 15% of the total cost for construction without penalty. If the policy cannot be met, a reasonable explanation must be given in the application explaining why.
4. Preliminary Engineering (PE) and Right of Way (ROW) phases will be limited to a combined total of 7.5% of the estimated construction estimate, not including Construction Engineering (CE).
5. Project selection shall be based upon construction funding of NIRPC long range plan (*NWI 2050 Plan*). Only those projects selected for construction (and awarded CN funding) shall be eligible for PE or ROW funding. PE & ROW funding will only be given after CN for all projects has been awarded. Exceptions will be made for transformative projects specifically mentioned in NIRPC's long range plan.
6. If funding for PE or ROW is awarded by NIRPC, that phase must start within the fiscal year in which it is programmed. If the sponsor cannot show that this phase has begun within this time frame, the entire project may lose its funding. The intent is for the sponsor to begin the project and work towards the targeted letting date, so that all programmed funds are obligated and not lapsed back to INDOT. FHWA guidelines must be followed for all

projects awarded federal funds. See <https://www.fhwa.dot.gov/federalaid/150311.cfm>.

7. The application must include a map at sufficient enough scale to clearly identify beginning and ending points of the project. Sponsors are encouraged to include photographs or other visuals to identify the scope of work required and to help explain the project to the reviewers.
8. The project must let in the fiscal year that it is programmed. Only one exception will be allowed for the letting: 1) The letting will be allowed to move to the next available year that there is available funding within the existing five-year TIP. If a project is moved outside of the TIP, that project must reapply in the next NOFA for future funding, keeping in mind FHWA rules. The project will be given preferred status and will be subject to the rules and scoring of that NOFA.
9. A project as submitted in a NOFA should not change its scope in such a way that it appears to be an entirely different project. All changes must follow the Project Substitution & Scope Change Guidelines as approved by TROC. Project changes allowed by TROC include: 1) Changes in the project's limits, upon approval of the TROC. 2) Downsizing the scope, or phasing the project provided the overall funding request does not increase (future phases will have to compete in future NOFAs). Other changes will be referred to the appropriate topical committee for determination. Once a project is awarded, the funds programmed to that project shall remain with that project for the year in which it is programmed. If the project is eliminated or suspended by the Sponsor, the funds will be reprogrammed by TROC.
10. If an LPA wishes to change the scope a project or a phase of a project after being awarded funding, the LPA must follow the Project Substitution & Scope Change Guidelines as approved by TROC.
11. If a project is applying for funds from CMAQ or HSIP category, additional eligibility determinations must be met. For projects requesting CMAQ funding, please see <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>. For HSIP funding please see <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm>. Technical assistance from NIRPC will be available for these funding sources.
12. During construction, Change Orders will be limited to 10% of the CN letting amount or less than \$100,000, depending upon available funds. Change Orders of \$100,000 or greater, or a culmination of Change Orders for any project equal to or greater than \$100,000, will be subject to TROC approval.

13. Transfers of funds from FHWA derived sources to be flexed to FTA will be requested by NIRPC, pursuant to INDOT rules, and generally only after a full year appropriation has been made by Congress.
14.
 - a. For Group 1: An amount of \$250,000 per year, will be set aside for PE and ROW for future projects in future NOFAs. These funds will be set aside beginning with the fourth year of the TIP. (i.e. \$250,000 in 2027; \$500,000 in 2028).
 - b. For Group 2: An amount of \$70,000 per year compounded, will be set aside for PE and ROW for future projects in future NOFAs. These funds will be set aside beginning with the fourth year of the TIP. (i.e. \$70,000 in 2027; \$140,000 in 2028).
15. If a project involves improvements on INDOT managed intersection or roadway, the funding from NIRPC for the work on the roadway shall not exceed 40/45% of the total construction costs (for HSIP eligible projects, this is 90% of 50% of the construction costs, for all other funding sources this is 80% of 50%). The LPA shall be responsible for the remaining 50% of the funding for the work as presented in the scope. All other work will be eligible for funding at the regular rate.
16. If an LPA presents a letter of support from a private or public entity, and it includes a financial dollar amount, the LPA must show where those funds will be used and NIRPC will take these funds into account, with all additional requests for funds.
17. If you are proposing phasing your project please include:
 - A plan for phasing
 - A proposed schedule for future phases
 - An inflated cost estimate for each future phase
 - A financial plan for the entire suite
 - All phases of the suite should be able to stand alone and rely upon future NOFAs to fund them.
18. CN costs should include CE, if the LPA is considering asking for those funds. CE is limited to 12% of the CN costs and will be inflated along with CN.
19. All CN (and CE) estimates should be uninflated and given in FY 2023 dollars (except for phased projects which has phases outside of the current

- NOFA). NIRPC staff will inflate all project costs according to the final programmed year. Only a 15% contingency is allowed.
20. All LPA with projects in the TIP are required to complete, in a timely manner, Quarterly Reports (either in LTAP, RTIP or other form determined by NIRPC) and to participate in Local Quarterly Meetings as set up by NIRPC. These meetings and reports are required by federal regulations. Failure to complete at least three reports annually and participate in three quarterly meetings annually, could result in loss of funding for future projects.
21. Point values as stated in the questions are the only points allowed. No answer will be allowed partial points.
22. A Legacy Project is described as: 1) A project that has received partial funding for CN; 2) A project that has received PR or ROW funding but did not receive CN funding. (In order to receive PE or ROW funds the project must score competitively); 3) Transformational Project
23. Transformational Projects: 1) Must be listed in NIRPC long range transportation plan by name; 2) Shall be scored separately from other projects; 3) May be part of a suite of projects in a corridor; 4) Shall not encumber more than \$10,000,000 in federal funds in any 2 year NOFA. 5) May not be offered in consecutive years; 6) Project must be let in July of the agreed upon fiscal year because of the inherent risk of the type and size of the project;
24. Any project that exceed \$6,000,000 for the CN Engineer's estimate and cannot be broken down into smaller phases, shall be deemed a 'Transformative Project' and will be reviewed separately from the other projects in the NOFA by the topical committee that is reviewing that project type.
25. Projects will be limited to \$6,000,000 federal funds for both CN and CE

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

1. Transit vehicles (some rules may only apply to NIRPC subrecipients): 1) If an operator has more than one vehicle that has met the end of its useful life, they may choose to swap the priorities of the vehicles only if the vehicle swapped has a lower-rated condition assessment. 2) NIRPC will not submit any vehicle replacement into a grant unless it is confirmed that the vehicle will meet the end of its useful life within the following calendar year, the vehicle will be bumped into the following priority year and all other vehicles will advance in priority. 3) Preliminary specifications on vehicle replacements and capital purchases are due before FTA grant submissions and/or TIP applications. 4) NIRPC will not program any vehicle replacement for a sub-recipient into the TIP unless it is part of the Indiana State QPA or an identified state cooperative agreement. 5) NIRPC will not submit any vehicles for early replacement to FTA if none of the vehicle's systems have been rated as "inoperable," or a "0" condition assessment. 6) Operators will have to submit an annual condition assessment for every vehicle in their fleet, failure to submit a condition assessment will result in no TIP awards or grant executions for an operator's vehicle replacements. 7) Vehicles will only be replaced until the cap of 5307 funding designated in the TAM plan for vehicle replacements has been reached. 8) Vehicles may be purchased beyond the cap, if it allows the small transit providers to meet the goals set in their TAM plan.
2. Late or missing data submissions may result in denial of programming for federal funds. Including: 1) National Transit Database (NTD); 2) Annual List of Obligated Projects (ALOP); 3) Other subrecipient reporting to NIRPC: Vehicle Usage & Accident, Drug & Alcohol Testing, Disadvantage Business Enterprise Report, Preventive Maintenance Reporting, Operating Assistance Financial Report, Capital Cost of Contracting Financial Report, Income Financial Report, ADA Review Documentation, Biennial Review Documentation, Certifications and Assurance Compliance, Availability of Local Match Annual Report, Triennial Review Documentation, State Board of Accounts Audit, and Procurement Documentation.
3. Funding programmed in the TIP that is not obligated in an FTA approved grant two years after the original programming year, will be made available in the following NOFA, recompeted, and reprogrammed to avoid lapsing funds.
4. If an operator does not have enough local match to replace multiple vehicles in a single year, the operator may choose to "bump" a vehicle from one year to another, advancing the priority of all other replacements, provided the group can maintain its ULB thresholds.
5. Pursuant to FTA regulations, operators may not receive operating assistance funds valued in excess of their proportional share of Vehicle Revenue Hours as a percentage of a maximum of 75% of a single year's total 5307 apportionment.
6. Operators seeking FHWA CMAQ funds to pilot new transit service understand that the funds are for startup service and that it is the responsibility of the operator to secure future operating funds to sustain the transit service.
7. Operators are expected to spend down obligated carryover in grants, and unobligated carryover not yet in a grant, before requesting new funds from the most recent apportionment through the "split letter" process. An operator's existing balance of obligated and unobligated carryover will be used to meet the total funding request of projects identified in the TIP, before new funds will be "split" to the operator. This means that if an operator has identified \$100,000 of operational funds in the current year of the TIP, and they have a carryover balance of \$10,000 unobligated carryover and \$20,000 of funds obligated in an operations grant; the operator would only receive \$70,000 of new year funding. A carryover balance equal to half of a year's worth of operating expenses will be maintained regionally for stop-gap funding purposes should the federal appropriation be unexpectedly reduced.
8. If an operator has reduced or eliminated service in one part of their service area and has applied for an expansion in another part of their service area, the operator may be asked to provide a demonstration of how the saved revenue from the reduced service has been redistributed to the rest of their service area. Additionally, the operator may be asked to include documentation on how the new expansion will differ than the service that needed to be cut.
9. All funding requests should be uninflated and given in FY 2021 dollars. NIRPC staff will inflate all funding according to historic spending and the final programmed year.

Investments

Summary of investments by program

Short Range Investments for NWI

Where are the federal transportation funds allocated to NWI being invested in 2024 to 2028?

Transit - Operations	\$ 89,980,701	Multi-Use (Off Road) Paths	\$ 67,571,126
Transit - Asset Management	\$ 318,029,175	Air Quality	\$ 16,978,679
Transit - Expansion	\$ 7,264,475	Complete Streets	\$ 48,142,905
Planning/ Transit Oriented Development	\$ 11,957,484	Resiliency	\$ 13,487,539
Roadway/ Bridge Improvements (Safety)	\$ 13,365,879	Roadway/ Bridge Improvements (General)	\$ 173,638,166

Projects in Northwest Indiana

Chicago Urbanized Area (UZA)

Group 1 (Lake & Porter Counties) Project Listing																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	PE	RW	CN	CE	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
1601147	Bike/Pedestrian Facilities	Multi-use Trail Program / Bike/Pedestrian Facilities at Marquette Trail	Burns Harbor	CMAQ Chicago UZA	\$647,341	\$0	\$161,835	\$0	\$40,000	\$649,176	\$120,000	\$769,176	\$0	\$0	\$0	\$0	\$809,176	Exempt
2101110	Bike/Pedestrian Facilities	Complete Streets sidewalks on 133rd and Morris	Cedar Lake	TA Chicago UZA	\$1,861,300	\$0	\$465,325	\$137,500	\$0	\$2,189,125	\$0	\$0	\$2,189,125	\$0	\$0	\$0	\$2,326,625	Exempt
NIRPC 2700601 (temp)	Bike/Pedestrian Facilities	Founders Creek Trail- Lake Lemon to town park	Cedar Lake	STBG Chicago UZA	\$1,495,115	\$0	\$387,608	\$104,685	\$0	\$1,580,478	\$197,560	\$0	\$0	\$0	\$0	\$1,778,038	\$1,882,723	Exempt
NIRPC 2700603 (temp)	Pavement Rehabilitation/ PROTECT	133rd St Culvert Replacement / Road Raise	Cedar Lake	PROTECT Chicago UZA	\$454,504	\$0	\$158,035	\$44,409	\$0	\$505,005	\$63,125	\$44,409	\$568,130	\$0	\$0	\$0	\$612,539	Exempt
1902832	Other	Multi-use paths / Westchester-Liberty Phase 3	Chesterton	TA Chicago UZA	\$1,400,000	\$0	\$542,000	\$192,000	\$150,000	\$1,600,000	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$1,942,000	Exempt
2101117	Signal - Other	Installation of EVP devises on traffic signals	Chesterton	HSIP Chicago UZA	\$1,751,940	\$0	\$281,790	\$183,941	\$0	\$1,849,789	\$0	\$0	\$1,849,789	\$0	\$0	\$0	\$2,033,730	Exempt
1901948	Intersection Modification - Congestion	Intersection Modification - Congestion-Roundabout US 231 & 113th	Crown Point	STBG Chicago UZA	\$1,195,948	\$0	\$277,962	\$308,910	\$0	\$1,165,000	\$0	\$1,165,000	\$0	\$0	\$0	\$0	\$1,473,910	Exempt
NIRPC 2700661 (temp)	Bike/Pedestrian Facilities	Penny-Dyer Trail	Dyer	TAP Chicago UZA	\$1,724,801	\$0	\$1,365,325	\$81,800	\$975,000	\$1,807,401	\$225,925	\$81,800	\$0	\$975,000	\$2,033,326	\$0	\$3,090,126	Exempt
1601146	Bike/Pedestrian Facilities	Multi-use Trails Program / Bike/Pedestrian Facilities at Marquette Trail	East Chicago	CMAQ Chicago UZA	\$1,195,840	\$0	\$298,960	\$459,800	\$0	\$1,035,000	\$0	\$0	\$0	\$1,035,000	\$0	\$0	\$1,494,800	Exempt
2101118	Roadway Reconstruction/Rehabilitation	Michigan Ave Reconstruction Ph 1 - Michigan Ave from Sheridan Place to Block Ave	East Chicago	STBG Chicago UZA	\$3,592,206	\$0	\$1,438,052	\$540,000	\$0	\$4,490,258	\$0	\$0	\$0	\$4,490,258	\$0	\$0	\$5,030,258	Exempt
NIRPC 2700651 (temp)	Air Quality Implementation	CNG & EV vehicle purchase	East Chicago	CRP Chicago UZA / CMAQ Chicago UZA	\$866,493	\$0	\$399,017	\$1,265,510	\$0	\$0	\$0	\$0	\$370,000	\$450,000	\$0	\$445,510	\$1,265,510	Exempt
NIRPC 2700594 (temp)	Roadway Reconstruction/Rehabilitation	Michigan Ave Reconstruction Phase 2 - Michigan Ave from Sheridan Place to Broadway St.	East Chicago	STBG Chicago UZA	\$2,270,996	\$0	\$868,000	\$270,000	\$0	\$2,550,219	\$318,777	\$0	\$270,000	\$0	\$0	\$2,868,996	\$3,138,996	Exempt
1802975	Roadway Reconstruction/Rehabilitation	Road Rehabilitation (3R/4R) Airport Rd Phase 2	Gary	STBG Chicago UZA	\$716,800	\$0	\$179,200	\$0	\$0	\$896,000	\$0	\$896,000	\$0	\$0	\$0	\$0	\$896,000	Exempt
1802973	Roadway Reconstruction/Rehabilitation	Roadway Improvement Program / Road Reconstruction (3R/4R Standards) at 15th Ave	Gary	STBG Chicago UZA	\$3,196,000	\$0	\$819,000	\$245,000	\$20,000	\$3,750,000	\$0	\$0	\$3,750,000	\$0	\$0	\$0	\$4,015,000	Exempt
NIRPC 2600420 (temp)	Safety Upgrade	5th Ave Complete Streets	Gary	TAP Chicago UZA	\$300,000	\$0	\$5,825,000	\$0	\$375,000	\$5,750,000	\$0	\$375,000	\$0	\$0	\$5,750,000	\$0	\$6,125,000	Exempt
1902830	Signal - Other	Signal Modernization 5th Ave & Bigger St.	Gary	HSIP Chicago UZA	\$359,665	\$0	\$20,935	\$0	\$0	\$380,600	\$0	\$0	\$380,600	\$0	\$0	\$0	\$380,600	Exempt
NIRPC 2700602 (temp)	Planning/Study	Airport Rd Relocation Study	Gary	STBG Chicago UZA	\$400,000	\$0	\$200,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000	Exempt
2101119	Intersection Modification - Congestion	Roundabout at Broad St and Ave H	Griffith	STBG Chicago UZA	\$1,688,665	\$0	\$831,941	\$121,800	\$425,000	\$1,848,806	\$125,000	\$0	\$425,000	\$1,973,806	\$0	\$0	\$2,520,606	Exempt
2101128	Bridge Replacement	Trail on Michigan St bridge over Kennedy	Hammond	STBG Chicago UZA	\$720,314	\$0	\$180,079	\$0	\$0	\$900,393	\$0	\$0	\$900,393	\$0	\$0	\$0	\$900,393	Exempt
1901900	Other	Multi-use paths / Hammond Marquette Greenway	Hammond	TAP Chicago UZA	\$1,975,792	\$0	\$493,948	\$125,000	\$0	\$2,219,740	\$125,000	\$0	\$2,344,740	\$0	\$0	\$0	\$2,469,740	Exempt
2002586	Resurfacing	Hohman Complete Streets	Hammond	STBG Chicago UZA	\$1,200,000	\$0	\$1,684,000	\$309,000	\$0	\$2,575,000	\$0	\$0	\$2,575,000	\$0	\$0	\$0	\$2,884,000	Exempt
1901902	Roadway Reconstruction/Rehabilitation	Pavement Rehabilitation; complete Streets	Hammond	STBG Chicago UZA	\$3,220,000	\$0	\$1,288,000	\$483,000	\$0	\$4,025,000	\$0	\$0	\$4,025,000	\$0	\$0	\$0	\$4,508,000	Exempt
NIRPC 2700660 (temp)	Bike/Pedestrian Facilities	Marquette Greenway from 150th to East Chicago	Hammond	TAP Chicago UZA	\$635,614	\$0	\$308,000	\$101,000	\$0	\$748,990	\$93,624	\$101,000	\$0	\$0	\$842,614	\$0	\$943,614	Exempt
NIRPC 2700665 (temp)	Planning/Study	Columbia Ave 165th to Mich St - PEL Study	Hammond	STBG Chicago UZA	\$480,000	\$0	\$120,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	Exempt
NIRPC 2700614 (temp)	Roadway Reconstruction/Rehabilitation	Columbia Ave Roadway Rehabilitation 164th to River Dr	Hammond	STBG Chicago UZA	\$6,000,000	\$0	\$2,773,826	\$925,000	\$0	\$6,976,734	\$872,092	\$925,000	\$0	\$0	\$0	\$7,848,826	\$8,773,826	Exempt

Group 1 (Lake & Porter Counties) Project Listing																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	PE	RW	CN	CE	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
1902707	Intersection Modification - Congestion	Roundabout Hobart - 61st Ave & Marcella Dr	Hobart	CMAQ Chicago UZA	\$3,598,200	\$0	\$2,398,050	\$748,500	\$750,000	\$4,497,750	\$0	\$4,497,750	\$0	\$0	\$0	\$0	\$5,996,250	Exempt
NIRPC 2700658 (temp)	Air Quality Implementation	CNG & EV infrastructure & vehicle purchase	Hobart	CRP Chicago UZA / CMAQ Chicago UZA	\$1,951,600	\$0	\$577,900	\$2,529,500	\$0	\$0	\$0	\$0	\$0	\$320,000	\$970,000	\$1,239,500	\$2,529,500	Exempt
NIRPC 2700664 (temp)	Air Quality Implementation	EV infrastructure & Vehicle purchase	Lake Station	CRP Chicago UZA	\$2,982,400	\$0	\$1,577,600	\$4,560,000	\$0	\$0	\$0	\$320,000	\$2,080,000	\$2,080,000	\$80,000	\$0	\$4,560,000	Exempt
1902675	Bike/Pedestrian Facilities	Veteran's Memorial Trail (P1)	Lake County	STBG Chicago UZA	\$1,074,203	\$0	\$668,551	\$400,000	\$0	\$1,212,810	\$129,944	\$0	\$0	\$1,342,754	\$0	\$0	\$1,742,754	Exempt
1902676	Bridge - Pedestrian	Veteran's Memorial Parkway Trail Bridge	Lake County	STBG Chicago UZA	\$1,571,717	\$0	\$747,293	\$0	\$0	\$2,094,590	\$224,420	\$0	\$0	\$2,319,010	\$0	\$0	\$2,319,010	Exempt
2100292	Bridge - Other	Countywide Bridge Inspection & Inventory 2022-2025	Lake County	Local Bridge	\$664,065	\$0	\$166,016	\$830,081	\$0	\$0	\$0	\$114,711	\$332,730	\$0	\$0	\$0	\$830,081	Exempt
2101129	Bridge Replacement	Bridge Replacement Colorado St over Deep River	Lake County	HIP-CRRSA Chicago UZA / STBG Chicago	\$1,460,998	\$0	\$481,395	\$350,000	\$116,145	\$1,476,248	\$0	\$116,145	\$0	\$1,476,248	\$0	\$0	\$1,942,393	Exempt
1902819	Bridge Replacement, Other Construction	Bridge #45 Bridge Replacement - 45th Ave over Hart Ditch	Lake County	Local Bridge	\$4,616,400	\$0	\$1,154,150	\$535,550	\$60,000	\$4,500,000	\$675,000	\$0	\$5,175,000	\$0	\$0	\$0	\$5,770,550	Exempt
NIRPC 2700595 (temp)	Bridge Replacement	Kennedy Ave Bridge Replacement/Raise - PE only	Lake County	PROTECT Chicago UZA	\$310,000	\$0	\$12,565,000	\$387,500	\$0	\$10,864,125	\$1,623,375	\$387,500	\$0	\$12,487,500	\$0	\$0	\$12,875,000	Exempt
NIRPC 2700583 (temp)	Bridge Replacement	Bridge #98 Bridge Replacement - Clay St over Deep River	Lake County	STBG Chicago UZA	\$2,320,035	\$0	\$1,149,576	\$450,000	\$150,000	\$2,550,765	\$318,846	\$0	\$450,000	\$150,000	\$0	\$2,869,611	\$3,469,611	Exempt
1802920	Bike/Pedestrian Facilities	Freedom Trail	Lowell	STBG Group 3	\$0	\$1,732,080	\$433,020	\$183,625	\$108,500	\$1,689,350	\$183,625	\$0	\$1,872,975	\$0	\$0	\$0	\$2,165,100	Exempt
2101130	Intersection Modification - Congestion	Roundabout at Mississippi & 69th	Merrillville	STBG Chicago UZA	\$1,895,396	\$0	\$738,849	\$265,000	\$125,000	\$2,244,245	\$0	\$125,000	\$0	\$2,244,245	\$0	\$0	\$2,634,245	Exempt
2101131	Intersection Modification - Congestion	Roundabouts at Mississippi & 79th	Merrillville	CMAQ Chicago UZA	\$3,927,129	\$0	\$2,166,782	\$835,000	\$350,000	\$4,908,911	\$0	\$350,000	\$0	\$4,908,911	\$0	\$0	\$6,093,911	Exempt
1901951	Bike/Pedestrian Facilities	Sidewalks in Merrill Heights neighborhood	Merrillville	TAP Chicago UZA	\$941,820	\$0	\$393,180	\$117,725	\$40,000	\$1,177,275	\$0	\$1,177,275	\$0	\$0	\$0	\$0	\$1,335,000	Exempt
NIRPC 2700656 (temp)	Planning/Study	New Town Center Planning/ Study	Merrillville	STBG Chicago UZA	\$220,000	\$0	\$55,000	\$275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$275,000	Exempt
NIRPC 2700607 (temp)	Intersection Modification - Congestion	Roundabout at SR 55 (Taft St) & 61st	Merrillville	STBG Chicago UZA	\$873,769	\$947,598	\$1,271,426	\$200,000	\$50,000	\$947,598	\$118,450	\$200,000	\$0	\$50,000	\$1,895,195	\$0	\$3,092,793	Exempt
1173597	Bike/Pedestrian Facilities	Bicycle & Pedestrian Facilities at E-L/Pennsy Trail	Munster	TAP Chicago UZA	\$784,080	\$0	\$246,020	\$362,500	\$0	\$667,600	\$0	\$0	\$0	\$667,600	\$0	\$0	\$1,030,100	Exempt
2101132	Roadway Reconstruction/Rehabilitation	Main St reconstruction	Munster	STBG Chicago UZA	\$5,636,065	\$0	\$1,409,016	\$751,840	\$0	\$6,293,241	\$0	\$0	\$6,293,241	\$0	\$0	\$0	\$7,045,081	Exempt
NIRPC2700691	Complete Streets	Ridge Road Complete Street	Munster	USDOT - RAISE	\$17,143,320	\$0	\$4,285,831	\$3,322,349	\$0	\$18,106,802	\$0	\$18,106,802	\$0	\$0	\$0	\$0	\$21,429,151	Exempt
NIRPC 2700638 (temp)	Signal - Other	Installation of EVP devises on traffic signals	Munster	STBG Chicago UZA	\$6,000,000	\$0	\$1,341,667	\$1,125,000	\$0	\$6,666,667	\$833,333	\$0	\$0	\$450,000	\$0	\$7,500,000	\$7,341,667	Exempt
NIRPC2700578	Bike/Pedestrian Facilities	Marquette Greenway Trail; LaPorte County	NIRPC	USDOT - RAISE	\$4,864,394	\$0	\$3,085,006	\$35,000	\$1,172,500	\$5,940,000	\$801,900	\$6,741,900	\$0	\$0	\$0	\$0	\$7,949,400	Exempt
NIRPC2700576	Bike/Pedestrian Facilities	Marquette Greenway Trail, Lake County	NIRPC	USDOT - RAISE	\$8,320,339	\$0	\$3,552,909	\$536,894	\$700,000	\$10,636,354	\$0	\$11,336,354	\$0	\$0	\$0	\$0	\$11,873,248	Exempt
NIRPC2700577	Bike/Pedestrian Facilities	Marquette Greenway Trail; Porter County	NIRPC	USDOT - RAISE	\$6,083,493	\$0	\$2,056,008	\$663,770	\$500,000	\$6,975,731	\$0	\$6,975,731	\$0	\$0	\$0	\$0	\$8,139,501	Exempt
NIRPC2700511	Other	NIRPC Green Fleets Program	NIRPC	STBG Chicago UZA	\$756,000	\$0	\$189,000	\$0	\$0	\$945,000	\$0	\$0	\$472,500	\$472,500	\$0	\$0	\$945,000	Exempt
NIRPC2700512	Other	Road Safety Audits for Northwest Indiana	NIRPC	STBG Chicago UZA	\$310,000	\$0	\$0	\$310,000	\$0	\$0	\$0	\$77,500	\$77,500	\$77,500	\$0	\$0	\$310,000	Exempt
NIRPC2001100	Planning/Study	Planning - 2023 TIP Management Software / CMAQ Air Quality Education	NIRPC	CMAQ Chicago UZA	\$776,275	\$0	\$207,728	\$0	\$0	\$984,003	\$0	\$520,344	\$0	\$0	\$0	\$0	\$984,003	Exempt
2100131	Pavement Reconstruction/Rehabilitation	Road Reconstruction; Central Ave; From Brandt St to Peach St.	Portage	STBG Chicago UZA	\$5,760,000	\$0	\$850,000	\$2,360,000	\$500,000	\$3,625,000	\$125,000	\$2,360,000	\$0	\$0	\$3,750,000	\$0	\$6,610,000	Exempt
NIRPC 2700609 (temp)	Bridge Rehabilitation / Replacement	Chrisman Rd Truss bridge Rehabilitation for Marquette Greenway	Portage	TAP Chicago UZA	\$2,430,388	\$0	\$607,597	\$240,000	\$0	\$2,487,098	\$310,887	\$0	\$240,000	\$0	\$0	\$2,797,985	\$3,037,985	Exempt
NIRPC 2700664 (temp)	Air Quality Implementation	CNG & EV infrastructure & vehicle purchase	Portage	CRP Chicago UZA / CMAQ Chicago UZA	\$5,556,671	\$0	\$1,754,748	\$7,311,419	\$0	\$0	\$0	\$1,125,000	\$445,000	\$0	\$890,000	\$4,851,419	\$7,311,419	Exempt

Group 1 (Lake & Porter Counties) Project Listing																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	PE	RW	CN	CE	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
1500419	Bike/Pedestrian Facilities	Multi-use paths / Bicycle & Pedestrian Facilities	Porter County	TAP Chicago UZA	\$1,900,000	\$0	\$475,000	\$625,000	\$0	\$1,750,000	\$0	\$1,750,000	\$0	\$0	\$0	\$0	\$2,375,000	Exempt
2100109	Bridge - Other	Countywide Bridge Inspection & Inventory 2022-2025	Porter County	Local Bridge	\$291,816	\$0	\$72,954	\$364,770	\$0	\$0	\$0	\$153,137	\$11,639	\$0	\$0	\$0	\$364,770	Exempt
2003042	Bridge Replacement	Bridge Replacement #01 - Division Road over Hutton Ditch	Porter County	Local Bridge	\$1,267,300	\$0	\$706,825	\$350,000	\$40,000	\$1,377,500	\$206,625	\$40,000	\$0	\$1,584,125	\$0	\$0	\$1,974,125	Exempt
1902811	Bridge Replacement	Bridge Replacement 3 #98; 600N over Salt Creek	Porter County	Local Bridge	\$1,464,000	\$0	\$831,000	\$400,000	\$65,000	\$1,600,000	\$230,000	\$0	\$1,830,000	\$0	\$0	\$0	\$2,295,000	Exempt
1802932	Bridge Replacement	Bridge Replacement #149; Waverly Road over the Little Calumet River	Porter County	Local Bridge	\$2,116,000	\$0	\$1,054,000	\$415,000	\$110,000	\$2,300,000	\$345,000	\$2,645,000	\$0	\$0	\$0	\$0	\$3,170,000	Exempt
1802941	Bridge Replacement	Bridge Replacement #131; CR 200 West (Babcock Rd) over Damon Run	Porter County	Local Bridge	\$1,104,000	\$0	\$626,000	\$280,000	\$70,000	\$1,200,000	\$180,000	\$1,380,000	\$0	\$0	\$0	\$0	\$1,730,000	Exempt
1902813	Bridge Replacement	Bridge Replacement # 80; 300W over Cornell Ditch	Porter County	Local Bridge	\$1,104,000	\$0	\$746,000	\$350,000	\$70,000	\$1,250,000	\$180,000	\$0	\$1,380,000	\$0	\$0	\$0	\$1,850,000	Exempt
1902812	Bridge Replacement	Bridge Replacement #09; Lenburg over Salt Creek	Porter County	Local Bridge	\$1,748,000	\$0	\$982,000	\$430,000	\$60,000	\$1,955,000	\$285,000	\$0	\$2,185,000	\$0	\$0	\$0	\$2,730,000	Exempt
2003041	Bridge Replacement	Porter County Bridge #66 - CR 250 W over Phillips Ditch	Porter County	Local Bridge	\$1,267,300	\$0	\$736,825	\$350,000	\$70,000	\$1,377,500	\$206,625	\$70,000	\$0	\$1,584,125	\$0	\$0	\$2,004,125	Exempt
1902810	Bridge Replacement	Bridge Replacement #110; 500E over Crooked Creek	Porter County	Local Bridge	\$1,008,000	\$0	\$667,000	\$300,000	\$65,000	\$1,310,000	\$0	\$50,000	\$1,260,000	\$0	\$0	\$0	\$1,675,000	Exempt
1902001	New Road Construction	Willowcreek Rd Extension SR 130 to 700 N	Porter County	STBG Chicago UZA	\$6,876,046	\$0	\$1,719,012	\$1,657,090	\$405,000	\$6,532,968	\$0	\$405,000	\$0	\$6,532,968	\$0	\$0	\$8,595,058	Non-Exempt
NIRPC 2700589 (temp)	Bridge Replacement	Bridge Replacement, #99; CR 400N over Salt Creek	Porter County	STBG Chicago UZA	\$1,481,200	\$0	\$1,191,705	\$575,000	\$50,000	\$1,820,360	\$238,709	\$575,000	\$50,000	\$0	\$2,059,069	\$0	\$2,672,905	Exempt
1902000	Existing Roadway Capacity Improvement	Roadway Expansion Kennedy Ave (Phase 3)	Schererville	STBG Chicago UZA	\$6,208,570	\$0	\$1,552,143	\$239,234	\$430,500	\$7,090,979	\$0	\$0	\$7,090,979	\$0	\$0	\$0	\$7,760,713	Non-Exempt
1382603	Existing Roadway Capacity Improvement	Quality of Place / Added Travel Lanes- Kennedy Ave (Phase 2)	Schererville	STBG Chicago UZA	\$8,258,707	\$0	\$2,064,677	\$0	\$75,000	\$10,248,384	\$0	\$10,248,384	\$0	\$0	\$0	\$0	\$10,323,384	Non-Exempt
1173760	Existing Roadway Capacity Improvement	Quality of Place / Added Travel Lanes at Kennedy Ave (Phase 4)	Schererville	STBG Chicago UZA	\$1,531,000	\$0	\$7,640,414	\$548,664	\$1,913,750	\$6,709,000	\$0	\$0	\$1,913,750	\$0	\$6,709,000	\$0	\$9,171,414	Non-Exempt
2101150	New Road Construction	Cline Ave Extension	St. John	STBG Chicago UZA	\$684,366	\$0	\$7,655,592	\$531,250	\$324,208	\$7,484,500	\$0	\$0	\$324,208	\$0	\$7,484,500	\$0	\$8,339,958	Non-Exempt
2101141	Bike/Pedestrian Facilities	Multi use trail from transit parking lot to downtown	Valparaiso	HIP-CRRSA Chicago UZA / TAP Chicago	\$3,737,108	\$0	\$959,277	\$157,875	\$15,000	\$4,523,510	\$0	\$4,523,510	\$0	\$0	\$0	\$0	\$4,696,385	Exempt
1902686	Intersection Modification - Congestion	Roundabout; Valparaiso- Campbell & Lincoln Ave,	Valparaiso	CMAQ Chicago UZA	\$5,009,998	\$0	\$1,252,499	\$569,700	\$1,375,000	\$4,317,797	\$0	\$1,375,000	\$4,317,797	\$0	\$0	\$0	\$6,262,497	Exempt
1702150	Other	Landscaping at US 30	Valparaiso	State Relinquishment funds	\$0	\$3,162,500	\$790,625	\$0	\$0	\$3,437,500	\$515,625	\$3,953,125	\$0	\$0	\$0	\$0	\$3,953,125	Exempt
NIRPC 2700604 (temp)	Complete Streets	Indiana Ave Complete Streets- Lafayette to Morgan Blvd (4 blocks)	Valparaiso	STBG Chicago UZA	\$4,102,686	\$0	\$2,890,146	\$1,150,400	\$0	\$5,193,273	\$649,159	\$1,150,400	\$0	\$0	\$0	\$5,842,432	\$6,992,832	Exempt
NIRPC 2700663 (temp)	Roadway Reconstruction/Rehabilitation	Horse Prairie/Campbell St Road Reconstruction	Valparaiso	STBG Chicago UZA	\$5,148,066	\$0	\$3,468,864	\$1,345,000	\$425,000	\$6,086,160	\$760,770	\$1,345,000	\$0	\$425,000	\$0	\$6,846,930	\$8,616,930	Exempt
Total Funds					\$188,486,254	\$5,842,178	\$105,579,714	\$47,423,591	\$12,170,603	\$228,548,308	\$11,283,396	\$90,157,001	\$57,454,146	\$48,100,602	\$33,342,758	\$45,493,303	\$299,908,146	

Michigan City-La Porte Urbanized Area (UZA)

Group 2 (LaPorte County) Project Listing																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	PE	RW	CN	CE	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
1900831	Bike/Pedestrian Facilities	Chessie Trail 2 RR crossing	La Porte	TAP Mich City UZA	\$330,000	\$0	\$82,500	\$0	\$0	\$412,500	\$0	\$0	\$412,500	\$0	\$0	\$0	\$412,500	Exempt
2101142	New Road Construction	North South Corridor	La Porte	STBG Chicago UZA	\$935,322	\$0	\$17,146,444	\$1,169,153	\$1,893,340	\$15,019,273	\$0	\$0	\$1,169,153	\$0	\$0	\$16,912,613	\$18,081,766	Non-Exempt
2300018	Planning/Study	City of La Porte Comprehensive and Transportation Plan	La Porte	STBG Mich City UZA	\$150,000	\$0	\$100,000	\$250,000	\$0	\$0	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000	Exempt
1902008	Resurfacing	Pavement Resurface/ Rehabilitation throughout the city	La Porte	STBG Mich City UZA	\$250,000	\$0	\$62,500	\$0	\$0	\$312,500	\$0	\$312,500	\$0	\$0	\$0	\$0	\$312,500	Exempt
1902002	Roadway Reconstruction/Rehabilitation	Pavement Rehabilitation 3R/4R Park St	La Porte	STBG Mich City UZA	\$1,029,144	\$0	\$257,286	\$280,430	\$146,000	\$860,000	\$0	\$146,000	\$860,000	\$0	\$0	\$0	\$1,286,430	Exempt
NIRPC 2700631 (temp)	Intersection Modification - Congestion	Roundabout at Park St /Bach St /McClung Rd	La Porte	STBG Mich City UZA	\$413,671	\$0	\$103,418	\$0	\$0	\$461,686	\$55,403	\$0	\$0	\$0	\$517,089	\$0	\$517,089	Exempt
NIRPC 2700623 (temp)	Air Quality Implementation	EV Vehicle Purchase	La Porte	CRP Mich City UZA / CMAQ Mich City UZA	\$201,625	\$0	\$165,625	\$367,250	\$0	\$0	\$0	\$124,000	\$243,250	\$0	\$0	\$0	\$367,250	Exempt
1902818	Bike/Pedestrian Facilities	Unincorporated Union Mills- Sidewalks and ramps	LaPorte County	STBG Group IV	\$557,400	\$0	\$139,350	\$119,500	\$119,250	\$400,000	\$58,000	\$119,250	\$458,000	\$0	\$0	\$0	\$696,750	Exempt
2003036	Bridge - Other	Bridge Rehabilitation; Bridge #104 Bridge Rehabilitation - CR 1000 S over over	LaPorte County	Local Bridge	\$1,360,000	\$0	\$340,000	\$250,000	\$70,000	\$1,200,000	\$180,000	\$70,000	\$0	\$1,380,000	\$0	\$0	\$1,700,000	Exempt
1902029	Bridge - Other	Countywide Bridge Inspection & Inventory FY 21-24	LaPorte County	Local Bridge	\$324,646	\$0	\$81,163	\$405,809	\$0	\$0	\$0	\$8,308	\$0	\$0	\$0	\$0	\$405,809	Exempt
2101149	Bridge Rehabilitation	Bridge Rehabilitation #512 - Michigan Blvd over Trail Creek	LaPorte County	STBG Mich City UZA	\$400,000	\$0	\$2,722,621	\$500,000	\$0	\$2,622,621	\$0	\$0	\$0	\$0	\$2,622,621	\$0	\$3,122,621	Exempt
2101709	Bridge Replacement	Bridge #94 Replacement - near intersection of 1200S and 200E	LaPorte County	Local Bridge	\$1,496,000	\$0	\$364,000	\$310,000	\$65,000	\$1,290,000	\$195,000	\$65,000	\$0	\$0	\$1,485,000	\$0	\$1,860,000	Exempt
2101711	Bridge Replacement	Bridge #166 Replacement - near CR 400 West and CR 1650 South in Prairie	LaPorte County	Local Bridge	\$1,304,000	\$0	\$326,000	\$300,000	\$65,000	\$1,100,000	\$165,000	\$65,000	\$0	\$0	\$1,265,000	\$0	\$1,630,000	Exempt
1902815	Bridge Replacement, Other Construction	Bridge Replacement - CR 1300 S	LaPorte County	Local Bridge	\$800,000	\$0	\$200,000	\$118,750	\$15,000	\$770,000	\$96,250	\$0	\$866,250	\$0	\$0	\$0	\$1,000,000	Exempt
1592335	Bike/Pedestrian Facilities	Bicycle & Pedestrian Facilities at Marquette /Singing Sands Trail (LPCO)	LaPorte County	HIP-CRRSA Mich City UZA / STBG Mich City	\$1,166,856	\$0	\$291,716	\$129,548	\$372,275	\$956,749	\$0	\$956,749	\$0	\$0	\$0	\$0	\$1,458,572	Exempt
1801831	Bike/Pedestrian Facilities	Lincoln Trail Extension	LaPorte County	DEMO / STBG Mich City UZA	\$2,286,448	\$0	\$550,120	\$690,820	\$144,148	\$2,001,600	\$0	\$85,968	\$2,001,600	\$0	\$0	\$0	\$2,836,568	Exempt
NIRPC 2700667 (temp)	Air Quality Implementation	EV Vehicle Purchase	LaPorte County	CRP Mich City UZA	\$125,735	\$0	\$102,265	\$228,000	\$0	\$0	\$0	\$0	\$228,000	\$0	\$0	\$0	\$228,000	Exempt
NIRPC 2700580 (temp)	Bridge Replacement	Bridge #7 - CR 525W over East Arm Trail Creek	LaPorte County	STBG Mich City UZA	\$1,385,561	\$0	\$662,803	\$353,600	\$80,000	\$1,435,345	\$179,419	\$0	\$433,600	\$0	\$1,614,764	\$0	\$2,048,364	Exempt
2101148	Bike/Pedestrian Facilities	Singing Sands Trail Phase III-D	Michigan City	TAP Mich City UZA	\$305,960	\$0	\$1,897,415	\$82,450	\$300,000	\$1,820,925	\$0	\$382,450	\$0	\$0	\$1,820,925	\$0	\$2,203,375	Exempt
2101147	Bike/Pedestrian Facilities	Singing Sands trail phase III-A	Michigan City	TAP Mich City UZA	\$2,071,039	\$0	\$517,760	\$0	\$130,000	\$2,458,799	\$0	\$130,000	\$0	\$2,458,799	\$0	\$0	\$2,588,799	Exempt
1802785	Bike/Pedestrian Facilities	Singing Sand 1 RR crossing	Michigan City	Rail/Hwy Xings Sec 130	\$1,049,200	\$0	\$210,800	\$60,000	\$0	\$1,200,000	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,260,000	Exempt
1902691	Bike/Pedestrian Facilities	On Road Trail; Washington Park Blvd.	Michigan City	CMAQ Mich City UZA	\$1,484,273	\$0	\$558,568	\$46,500	\$500,000	\$1,330,081	\$166,260	\$500,000	\$0	\$0	\$0	\$1,496,341	\$2,042,841	Exempt
NIRPC 2700644 (temp)	Air Quality Implementation	CNG Vehicle Purchase	Michigan City	CMAQ Mich City UZA	\$1,296,120	\$0	\$633,880	\$1,930,000	\$0	\$0	\$0	\$0	\$0	\$975,000	\$650,000	\$305,000	\$1,930,000	Exempt
Total Funds					\$20,723,000	\$0	\$27,516,234	\$7,591,810	\$3,900,013	\$35,652,079	\$1,095,332	\$4,415,225	\$6,672,353	\$4,813,799	\$9,975,399	\$18,713,954	\$48,239,234	

Indiana Department of Transportation Projects

INDOT Project Listing																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	PE	RW	CN	CE	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
1700025	Auxiliary Lanes, Two-way Left Turn Lanes	Adding center left turn lane; Adding two way center left turn lane from US 231 to 3.25 miles south.	INDOT	NHPP Non Interstate	\$11,174,232	\$0	\$0	\$0	\$0	\$11,174,232	\$0	\$0	\$0	\$11,174,232	\$0	\$0	\$11,174,232	Non-Exempt
1900050	Auxiliary Lanes, Two-way Left Turn Lanes	Intersection Improvement Project; Intersection Improvement Project on US 20, 3.1mi E of SR 39. This	INDOT	State Funds	\$0	\$5,727,227	\$0	\$762,247	\$750,000	\$4,214,980	\$0	\$4,089,980	\$0	\$0	\$0	\$0	\$5,727,227	Exempt
1900049	Auxiliary Lanes, Two-way Left Turn Lanes	Intersection Improvement Project; Intersection Improvement project on US 20, 0.25mi E of US 35	INDOT	State Funds	\$0	\$9,364,237	\$0	\$609,644	\$1,250,000	\$7,504,593	\$0	\$7,279,593	\$0	\$0	\$0	\$0	\$9,364,237	Non-Exempt
1703002	Br Repl, Cast In Place Box Culvert	Bridge Replacement; SR 8; Dahl Ditch, 0.24 mi west of US 421	INDOT	NHPP Non Interstate	\$987,781	\$132,490	\$0	\$82,490	\$30,000	\$1,007,781	\$0	\$987,781	\$0	\$0	\$0	\$0	\$1,120,271	Exempt
1703009	Br Repl, Comp. Cont. Conc. Construction	Bridge Replacement; SR 49 @ Ahlgrim Ditch; 3.10 mi north of SR 8	INDOT	State Funds	\$0	\$931,767	\$0	\$90,400	\$30,000	\$811,367	\$0	\$811,367	\$0	\$0	\$0	\$0	\$931,767	Exempt
2200175	Br Repl, Comp.Cont.Pres.Conc.Bulb T-Beam	Bridge Replacement; Indiana Dunes State Park Bridge on Wilson Rd over Dunes Creek	INDOT	Local Bridge	\$1,450,000	\$0	\$0	\$450,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,450,000	Exempt
1703001	Br Repl, Cont. Pres. Conc. Blub T-Beam(SMPL)	Bridge Replacement; SR 2; over West Creek, 2.13 mi west of US 421	INDOT	NHPP Non Interstate	\$1,654,449	\$1,799,732	\$0	\$103,040	\$35,000	\$3,316,141	\$0	\$1,654,449	\$0	\$0	\$0	\$0	\$3,454,181	Exempt
2002038	Bridge Deck Overlay	Bridge Deck Overlay, SR 49 NB over I-90 EB/WB, 01.61 N US 6. This contract contains 2 des numbers.	INDOT	NHPP Non Interstate	\$2,083,459	\$520,865	\$0	\$400,000	\$0	\$2,204,324	\$0	\$10,000	\$2,184,324	\$0	\$0	\$0	\$2,604,324	Exempt
2002039	Bridge Deck Overlay	Bridge Deck Overlay, SR 49 SB over I-90 EB/WB, 01.61 N US 6	INDOT	NHPP Non Interstate	\$1,021,810	\$200,000	\$0	\$200,000	\$0	\$1,021,810	\$0	\$5,000	\$1,011,810	\$0	\$0	\$0	\$1,221,810	Exempt
2002079	Bridge Deck Overlay	Bridge Deck Overlay, SR 249 NB over LITTLE CALUMET RIVER, 00.71 N I-94. This contracts contains 2 des numbers.	INDOT	NHPP Non Interstate	\$2,055,094	\$513,773	\$0	\$500,000	\$0	\$2,068,867	\$0	\$10,000	\$2,048,867	\$0	\$0	\$0	\$2,568,867	Exempt
2002080	Bridge Deck Overlay	Bridge Deck Overlay, SR 249 SB over LITTLE CALUMET RIVER, 00.71 N I-94	INDOT	NHPP Non Interstate	\$899,986	\$200,000	\$0	\$200,000	\$0	\$899,986	\$0	\$5,000	\$889,986	\$0	\$0	\$0	\$1,099,986	Exempt
2002120	Bridge Deck Overlay	Bridge Deck Overlay, I-65 NB over N&S RR, 04.83 N US 30. This contract contains 8 des numbers.	INDOT	NHPP Interstate	\$10,440,278	\$1,160,031	\$0	\$2,033,000	\$0	\$9,567,309	\$0	\$15,000	\$9,565,309	\$0	\$0	\$0	\$11,600,309	Exempt
2002121	Bridge Deck Overlay	Bridge Deck Overlay, I-65 SB over N&S RR, 04.83 N US 30	INDOT	NHPP Interstate	\$1,860,108	\$300,000	\$0	\$300,000	\$0	\$1,860,108	\$0	\$5,000	\$1,700,108	\$0	\$0	\$0	\$2,160,108	Exempt
2002347	Bridge Deck Overlay	Bridge Deck Overlay, 61ST AVENUE over I-65 NB/SB, 02.51 N US 30	INDOT	NHPP Interstate	\$1,602,119	\$250,000	\$0	\$250,000	\$0	\$1,602,119	\$0	\$5,000	\$1,592,119	\$0	\$0	\$0	\$1,852,119	Exempt
2002344	Bridge Deck Overlay	Bridge Deck Overlay, I-94 WAVERLY ROAD over I-94 EB/WB, 01.12 W SR 49	INDOT	NHPP Interstate	\$835,773	\$190,693	\$0	\$200,000	\$0	\$826,466	\$0	\$5,000	\$816,466	\$0	\$0	\$0	\$1,026,466	Exempt
2000778	Bridge Deck Overlay	Bridge Deck Overlay, I 94 EB over NORRIS DITCH NO 2, 01.67 E US 421	INDOT	NHPP Interstate	\$1,041,820	\$255,000	\$0	\$250,000	\$0	\$996,820	\$50,000	\$1,041,820	\$0	\$0	\$0	\$0	\$1,296,820	Exempt
2000784	Bridge Deck Overlay	Bridge Deck Overlay, I 94 WB over NORRIS DITCH NO 2, 01.67 E US 421	INDOT	NHPP Interstate	\$1,041,820	\$255,000	\$0	\$250,000	\$0	\$996,820	\$50,000	\$1,041,820	\$0	\$0	\$0	\$0	\$1,296,820	Exempt
2000787	Bridge Deck Overlay	Bridge Deck Overlay, I 94 at Warnke Road over I-94 EB/WB, 00.87 E US 20	INDOT	NHPP Interstate	\$612,573	\$155,000	\$0	\$150,000	\$0	\$567,573	\$50,000	\$612,573	\$0	\$0	\$0	\$0	\$767,573	Exempt
2000789	Bridge Deck Overlay	Bridge Deck Overlay, SR 8 over COBB DITCH, 02.92 W SR 49	INDOT	NHPP Non Interstate	\$247,631	\$47,800	\$0	\$37,800	\$0	\$237,631	\$20,000	\$247,631	\$0	\$0	\$0	\$0	\$295,431	Exempt
2000398	Bridge Deck Overlay	US 421 over KANKAKEE RIVER, 02.87 N SR 10. This contract contains 3 des numbers.	INDOT	NHPP Non Interstate	\$2,197,304	\$549,326	\$0	\$250,000	\$0	\$2,496,630	\$0	\$2,731,630	\$0	\$0	\$0	\$0	\$2,746,630	Exempt
2200533	Bridge Deck Overlay	Bridge Deck Overlay, I 65 I-65 SB over 15th Avenue, 1.53 mi N of I80	INDOT	NHPP Interstate	\$1,866,467	\$0	\$0	\$300,000	\$0	\$1,566,467	\$0	\$5,000	\$5,000	\$0	\$1,556,467	\$0	\$1,866,467	Exempt
2200534	Bridge Deck Overlay	Bridge Deck Overlay, I 65 I-65 NB over 15th Ave, 01.53 N I-80	INDOT	NHPP Interstate	\$1,392,750	\$0	\$0	\$300,000	\$0	\$1,092,750	\$0	\$5,000	\$5,000	\$0	\$1,082,750	\$0	\$1,392,750	Exempt
2200549	Bridge Deck Overlay	Bridge Deck Overlay, US 6 over Coffee Creek, 2.1 miles East of SR 49	INDOT	NHPP Non Interstate	\$898,951	\$0	\$0	\$50,000	\$15,000	\$833,951	\$0	\$35,000	\$5,000	\$0	\$808,951	\$0	\$898,951	Exempt
2200814	Bridge Deck Overlay	Bridge Deck Overlay, SR 55 over TULLY DITCH, 06.01 S SR 2	INDOT	NHPP Non Interstate	\$523,062	\$0	\$0	\$20,000	\$0	\$503,062	\$0	\$20,000	\$503,062	\$0	\$0	\$0	\$523,062	Exempt
2000039	Bridge Deck Overlay	Bridge Deck Overlay, SR 912 over CSX RR, AMOCO SERV RD, 00.45 W US 12/US 20	INDOT	NHPP Non Interstate	\$1,597,467	\$0	\$0	\$0	\$0	\$1,547,467	\$50,000	\$1,542,467	\$0	\$0	\$0	\$0	\$1,597,467	Exempt
2000214	Bridge Deck Overlay	Bridge Deck Overlay, SR 4 over PLACE DITCH, 04.22 W SR 23	INDOT	NHPP Non Interstate	\$359,873	\$175,000	\$0	\$175,000	\$0	\$309,873	\$50,000	\$359,873	\$0	\$0	\$0	\$0	\$534,873	Exempt
2000792	Bridge Deck Overlay	Bridge Deck Overlay, SR 4 over LITTLE KANKAKEE RIVER, 02.12 E SR 104	INDOT	NHPP Non Interstate	\$376,866	\$67,600	\$0	\$57,600	\$0	\$356,866	\$30,000	\$376,866	\$0	\$0	\$0	\$0	\$444,466	Exempt
2000825	Bridge Deck Overlay	Bridge Deck Overlay, SR 104 over KANKAKEE RIVER, 03.78 W US 6. This contract has 6 des numbers.	INDOT	NHPP Non Interstate	\$1,975,993	\$728,998	\$0	\$355,000	\$0	\$2,349,991	\$0	\$2,469,991	\$0	\$0	\$0	\$0	\$2,704,991	Exempt

INDOT Project Listing																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	PE	RW	CN	CE	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
2000397	Bridge Deck Overlay	Bridge Deck Overlay, SR 55 over TURKEY CREEK, 01.92 N US 30	INDOT	NHPP Non Interstate	\$384,143	\$276,036	\$0	\$225,000	\$0	\$435,179	\$0	\$480,179	\$0	\$0	\$0	\$0	\$660,179	Exempt
2100703	Bridge Deck Overlay	Bridge Deck Overlay on SR 2, over CSX RR, 2.8 mi W of US6	INDOT	NHPP Non Interstate	\$881,800	\$0	\$0	\$84,000	\$0	\$797,800	\$0	\$25,000	\$5,000	\$767,800	\$0	\$0	\$881,800	Exempt
2100635	Bridge Deck Overlay	Bridge Deck Overlay on SR 2, 01.19 W US 6	INDOT	NHPP Non Interstate	\$462,600	\$0	\$0	\$63,000	\$0	\$379,600	\$20,000	\$10,000	\$0	\$389,600	\$0	\$0	\$462,600	Exempt
2100586	Bridge Deck Overlay	Bridge Deck Overlay on SR 912, 00.22 E I-80	INDOT	NHPP Non Interstate	\$521,340	\$0	\$0	\$50,000	\$0	\$471,340	\$0	\$5,000	\$5,000	\$461,340	\$0	\$0	\$521,340	Exempt
2100665	Bridge Deck Overlay	Bridge Deck Overlay on SR 912, 00.22 E I-80	INDOT	NHPP Non Interstate	\$2,570,000	\$0	\$0	\$250,000	\$0	\$2,320,000	\$0	\$5,000	\$5,000	\$2,310,000	\$0	\$0	\$2,570,000	Exempt
2100667	Bridge Deck Overlay	Bridge Deck Overlay on SR 912, 179th St over Little Calumet River, 0.22 mi E of I80	INDOT	NHPP Non Interstate	\$785,380	\$0	\$0	\$76,000	\$0	\$709,380	\$0	\$5,000	\$5,000	\$699,380	\$0	\$0	\$785,380	Exempt
2100641	Bridge Deck Overlay	Bridge Deck Overlay on SR 49, SR49 under Calumet Ave, 01.02 S US 6	INDOT	NHPP Non Interstate	\$1,055,070	\$0	\$0	\$200,000	\$0	\$805,070	\$50,000	\$20,000	\$0	\$835,070	\$0	\$0	\$1,055,070	Exempt
2100666	Bridge Deck Overlay	Bridge Deck Overlay on I-80, SR912 Ramp WS & ES over Little Calumet River, 0.22 mi E of I80	INDOT	NHPP Interstate	\$1,047,000	\$0	\$0	\$102,000	\$0	\$945,000	\$0	\$5,000	\$5,000	\$935,000	\$0	\$0	\$1,047,000	Exempt
2100646	Bridge Deck Overlay	Bridge Deck Overlay on I-80, 00.03 W I-80	INDOT	NHPP Interstate	\$2,445,000	\$0	\$0	\$90,000	\$0	\$2,325,000	\$30,000	\$15,000	\$0	\$2,340,000	\$0	\$0	\$2,445,000	Exempt
2100587	Bridge Deck Overlay	Bridge Deck Overlay on I-80, 00.22 E I-80	INDOT	NHPP Interstate	\$476,860	\$0	\$0	\$46,000	\$0	\$430,860	\$0	\$5,000	\$5,000	\$420,860	\$0	\$0	\$476,860	Exempt
2100749	Bridge Deck Overlay	Bridge Deck Overlay on US 6 over Salt Creek, 0.15 mi E of SR149	INDOT	NHPP Non Interstate	\$1,111,810	\$0	\$0	\$103,500	\$50,000	\$958,310	\$0	\$5,000	\$5,000	\$948,310	\$0	\$0	\$1,111,810	Exempt
2000396	Bridge Deck Overlay	Bridge Deck Overlay, SR 55 over GRIESEL DITCH, 02.05 S SR 2	INDOT	NHPP Non Interstate	\$442,254	\$180,000	\$0	\$175,000	\$0	\$397,254	\$50,000	\$442,254	\$0	\$0	\$0	\$0	\$622,254	Exempt
2000213	Bridge Deck Overlay	Bridge Deck Overlay, SR 2 over JOHN BRUCE DITCH, 00.74 E US 41 This contract contains 3 des numbers.	INDOT	NHPP Non Interstate	\$989,091	\$407,273	\$0	\$300,000	\$0	\$1,096,364	\$0	\$1,236,364	\$0	\$0	\$0	\$0	\$1,396,364	Exempt
2000777	Bridge Deck Overlay	Bridge Deck Overlay, I 80 EB over SR 912 EB/WB, RAMPS, 02.54 E US 41	INDOT	NHPP Interstate	\$801,181	\$205,000	\$0	\$200,000	\$0	\$756,181	\$50,000	\$801,181	\$0	\$0	\$0	\$0	\$1,006,181	Exempt
2000819	Bridge Deck Overlay	Bridge Deck Overlay, SR 49 over REEVES DITCH, 03.26 S SR 8. This contract contains 4 des numbers.	INDOT	NHPP Non Interstate	\$1,103,618	\$399,604	\$0	\$168,700	\$0	\$1,334,522	\$0	\$1,379,522	\$0	\$0	\$0	\$0	\$1,503,222	Exempt
2000811	Bridge Deck Overlay	Bridge Deck Overlay, SR 8 over CROOKED CREEK, 01.87 E SR 49	INDOT	NHPP Non Interstate	\$317,248	\$57,700	\$0	\$47,700	\$0	\$297,248	\$30,000	\$317,248	\$0	\$0	\$0	\$0	\$374,948	Exempt
1700370	Bridge Deck Overlay	Ramp over RR Yard, 1.40mi W of US 12	INDOT	NHPP Non Interstate	\$1,626,654	\$0	\$0	\$0	\$0	\$1,626,654	\$0	\$1,626,654	\$0	\$0	\$0	\$0	\$1,626,654	Exempt
1700359	Bridge Deck Overlay	Elevation Change-up Ramp, 1.17mi W of US 12	INDOT	NHPP Non Interstate	\$1,162,050	\$0	\$0	\$0	\$0	\$1,162,050	\$0	\$1,162,050	\$0	\$0	\$0	\$0	\$1,162,050	Exempt
2101048	Bridge Deck Overlay	Bridge Deck Overlay on I-94 under Brummitt Rd, 2.11 mi E of SR49	INDOT	NHPP Interstate	\$716,410	\$0	\$0	\$70,000	\$0	\$646,410	\$0	\$5,000	\$0	\$641,410	\$0	\$0	\$716,410	Exempt
2000852	Bridge Deck Replacement	Bridge Deck Replacement, I 94 over Bleck Road, I-94 EB/WB, 03.77 E US 421. This contract has 6 des numbers.	INDOT	NHPP Interstate	\$5,920,796	\$1,187,866	\$0	\$900,000	\$0	\$6,208,662	\$0	\$6,578,662	\$0	\$0	\$0	\$0	\$7,108,662	Exempt
2101047	Bridge Deck Replacement	Bridge Deck Replacement on I-94, 00.63 E SR 49	INDOT	NHPP Interstate	\$3,000,000	\$0	\$0	\$300,000	\$0	\$2,700,000	\$0	\$0	\$0	\$2,700,000	\$0	\$0	\$3,000,000	Exempt
2101046	Bridge Deck Replacement	Bridge Deck Replacement on I-94, 00.63 E SR 49	INDOT	NHPP Interstate	\$3,000,000	\$0	\$0	\$300,000	\$0	\$2,700,000	\$0	\$0	\$0	\$2,700,000	\$0	\$0	\$3,000,000	Exempt
1800628	Bridge Painting	US 20, Bridge Painting @ CSX RR, 1.30mi W of SR 249	INDOT	NHPP Non Interstate	\$1,641,433	\$15,440	\$0	\$77,200	\$0	\$1,444,380	\$135,293	\$1,579,673	\$0	\$0	\$0	\$0	\$1,656,873	Exempt
2200737	Bridge Painting	Bridge Painting, I 94 I-94 EB/WB under CR W800N, 02.05 E US 20	INDOT	NHPP Interstate	\$622,444	\$0	\$0	\$92,000	\$0	\$530,444	\$0	\$10,000	\$0	\$0	\$520,444	\$0	\$622,444	Exempt
2200738	Bridge Painting	Bridge Painting, I 94 I-94 EB/WB under Waverly Rd, 01.12 W SR 49	INDOT	NHPP Interstate	\$622,444	\$0	\$0	\$92,000	\$0	\$530,444	\$0	\$10,000	\$0	\$0	\$520,444	\$0	\$622,444	Exempt
2200739	Bridge Painting	Bridge Painting, I 94 I-94 WB over Jensen Dr., 00.53 E SR 249	INDOT	NHPP Interstate	\$542,560	\$0	\$0	\$80,000	\$0	\$462,560	\$0	\$10,000	\$0	\$0	\$452,560	\$0	\$542,560	Exempt
2200740	Bridge Painting	Bridge Painting, I 94 I-94 EB over Jensen Dr., 00.53 E SR 249	INDOT	NHPP Interstate	\$532,560	\$0	\$0	\$80,000	\$0	\$452,560	\$0	\$0	\$0	\$0	\$452,560	\$0	\$532,560	Exempt
2200537	Bridge Painting	Bridge Painting, I-80 Ramp 3L over I80 Ramp 3F, Kennedy Ave, 0.97mi E of US 41	INDOT	NHPP Interstate	\$811,103	\$0	\$0	\$120,000	\$0	\$691,103	\$0	\$5,000	\$5,000	\$0	\$681,103	\$0	\$811,103	Exempt
2200712	Bridge Painting	Bridge Painting, SR 912 over 25TH AVE/177TH ST, 00.18 W I-80	INDOT	NHPP Non Interstate	\$565,874	\$0	\$0	\$82,000	\$0	\$483,874	\$0	\$20,000	\$0	\$0	\$463,874	\$0	\$565,874	Exempt
1700298	Bridge Painting	EBL over Amtrak, 0.54mi W of SR 49	INDOT	NHPP Interstate	\$1,104,336	\$122,704	\$0	\$64,800	\$0	\$1,055,240	\$107,000	\$1,162,240	\$0	\$0	\$0	\$0	\$1,227,040	Exempt
2101045	Bridge Painting	Bridge Painting on US 421, US 421@-I-94 EB/WB, 01.51 S US 20	INDOT	NHPP Non Interstate	\$1,220,000	\$0	\$0	\$20,000	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,220,000	Exempt

INDOT Project Listing																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	PE	RW	CN	CE	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
2101103	Bridge Painting	Bridge Painting on I-94, Brummitt Rd over I-94, 2.11 Miles East of SR 49	INDOT	NHPP Interstate	\$246,538	\$0	\$0	\$20,000	\$0	\$226,538	\$0	\$0	\$0	\$226,538	\$0	\$0	\$246,538	Exempt
2101104	Bridge Painting	Bridge Painting on I-94, CR 500E over I-94.	INDOT	NHPP Interstate	\$246,538	\$0	\$0	\$20,000	\$0	\$226,538	\$0	\$0	\$0	\$226,538	\$0	\$0	\$246,538	Exempt
2101105	Bridge Painting	Bridge Painting on I-94, Countyline Rd over I-94, 1.98 Miles West of US 421	INDOT	NHPP Interstate	\$280,518	\$0	\$0	\$20,000	\$0	\$260,518	\$0	\$0	\$0	\$260,518	\$0	\$0	\$280,518	Exempt
1700299	Bridge Painting	WBL over Antrak, 0.54mi W of SR 49	INDOT	NHPP Interstate	\$990,036	\$110,004	\$0	\$64,800	\$0	\$1,035,240	\$0	\$1,035,240	\$0	\$0	\$0	\$0	\$1,100,040	Exempt
1800533	Bridge Painting	SR 912, Bridge Painting @ CONRAIL RR, 0.19mi E of US 20	INDOT	NHPP Non Interstate	\$1,691,546	\$0	\$0	\$0	\$0	\$1,691,546	\$0	\$1,691,546	\$0	\$0	\$0	\$0	\$1,691,546	Exempt
1901401	Bridge Painting	SR 2, SR 49 NB at SR 2 EB/WB, 1.13mi N of US 30 Bridge Painting in Porter County. This contract contains 2 des numbers.	INDOT	State Funds	\$0	\$1,108,000	\$0	\$160,000	\$0	\$948,000	\$0	\$80,000	\$978,000	\$0	\$0	\$0	\$1,108,000	Exempt
1703012	Bridge Removal	SR 912 Ramp B @ Ramp B: 1.33 miles of US 12	INDOT	NHPP Non Interstate	\$109,306	\$0	\$0	\$0	\$0	\$109,306	\$0	\$109,306	\$0	\$0	\$0	\$0	\$109,306	Non-Exempt
1703000	Bridge Removal	SR 912 Pedestrian Walk @ RR Yard service road; 1.4 mi west US 12, lake county	INDOT	NHPP Non Interstate	\$567,733	\$0	\$0	\$0	\$0	\$567,733	\$0	\$527,733	\$0	\$0	\$0	\$0	\$567,733	Exempt
1700105	Bridge Removal	Bridge Removal, SR - 912, Ramp H over Ramp b, 1.33mi W of US 12	INDOT	NHPP Non Interstate	\$109,306	\$0	\$0	\$0	\$0	\$109,306	\$0	\$109,306	\$0	\$0	\$0	\$0	\$109,306	Non-Exempt
1703011	Bridge Removal	SR 912 Michigan Ave @ SR 912, 1.34 mi west of US 12	INDOT	NHPP Non Interstate	\$30,158,375	\$0	\$0	\$0	\$0	\$30,158,375	\$0	\$30,158,375	\$0	\$0	\$0	\$0	\$30,158,375	Non-Exempt
1900012	Bridge Replacement, Concrete	Bridge Replacement, Concrete, US 6 at Muck Pocket, 0.84mi E of SR 51/-80/94	INDOT	State Funds	\$0	\$4,287,589	\$0	\$795,000	\$0	\$3,492,589	\$0	\$3,787,589	\$0	\$0	\$0	\$0	\$4,287,589	Exempt
1900009	Bridge Replacement, Concrete	Bridge Replacement, Concrete, US 20 at Kennedy Ave, IHB RR, 0.99mi E of SR 152.	INDOT	State Funds	\$0	\$4,589,364	\$0	\$735,000	\$0	\$3,854,364	\$0	\$25,000	\$4,144,364	\$0	\$0	\$0	\$4,589,364	Exempt
2000419	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I 94 EB over LITTLE CALUMET RIVER, 01.54 W SR 49	INDOT	NHPP Interstate	\$818,952	\$205,000	\$0	\$200,000	\$0	\$798,952	\$25,000	\$818,952	\$0	\$0	\$0	\$0	\$1,023,952	Exempt
2000421	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I 94 WB over LITTLE CALUMET RIVER, 01.54 W SR 49	INDOT	NHPP Interstate	\$763,817	\$205,000	\$0	\$200,000	\$0	\$743,817	\$25,000	\$763,817	\$0	\$0	\$0	\$0	\$968,817	Exempt
2002122	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I-65 NB over 35TH AVENUE, 05.84 N US 30	INDOT	NHPP Interstate	\$782,623	\$200,000	\$0	\$200,000	\$0	\$707,623	\$75,000	\$777,623	\$0	\$0	\$0	\$0	\$982,623	Exempt
2002123	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I-65 SB over 35TH AVENUE, 05.84 N US 30	INDOT	NHPP Interstate	\$782,623	\$200,000	\$0	\$200,000	\$0	\$707,623	\$75,000	\$777,623	\$0	\$0	\$0	\$0	\$982,623	Exempt
2002146	Bridge Thin Deck Overlay	District Bridge Project (Rehabilitation), I65 Over CFE Railroad, 6.54 Miles North of US 30	INDOT	NHPP Interstate	\$1,100,525	\$129,000	\$0	\$129,000	\$0	\$1,014,525	\$86,000	\$1,000,525	\$0	\$0	\$0	\$0	\$1,229,525	Exempt
2002147	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, Northbound I-65 over ramp from I-65 Northbound to I-80/I-94 Westbound, 6.45 miles	INDOT	NHPP Interstate	\$986,067	\$118,000	\$0	\$118,000	\$0	\$891,067	\$95,000	\$976,067	\$0	\$0	\$0	\$0	\$1,104,067	Exempt
2002148	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, .65 Southbound over the ramp from I-65 Northbound to I-80/I-94 Westbound, 6.45 Miles North of US 30	INDOT	NHPP Interstate	\$1,056,136	\$123,000	\$0	\$123,000	\$0	\$974,136	\$82,000	\$1,041,136	\$0	\$0	\$0	\$0	\$1,179,136	Exempt
2001994	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, US 6 over CSX RR, 01.92 E SR 49	INDOT	NHPP Non Interstate	\$298,933	\$74,733	\$0	\$66,000	\$0	\$307,666	\$0	\$40,000	\$297,666	\$0	\$0	\$0	\$373,666	Exempt
2000430	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I 94 WB over NICTD RR, 01.73 E US 20	INDOT	NHPP Interstate	\$628,199	\$255,000	\$0	\$200,000	\$0	\$583,199	\$100,000	\$628,199	\$0	\$0	\$0	\$0	\$883,199	Exempt
2000448	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, SR 8 over BESSLER DITCH, 02.01 E US 421	INDOT	NHPP Non Interstate	\$290,604	\$55,000	\$0	\$45,000	\$0	\$285,604	\$15,000	\$290,604	\$0	\$0	\$0	\$0	\$345,604	Exempt
2200751	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I 94 I-94 EB over I80/I90 (Toll Road), 0.46mi E I-80	INDOT	NHPP Interstate	\$719,756	\$0	\$0	\$108,800	\$0	\$610,956	\$0	\$0	\$0	\$610,956	\$0	\$0	\$719,756	Exempt
2200750	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I 94 I-94 WB over I80/90 (Toll Rd), 0.46 E I80	INDOT	NHPP Interstate	\$718,956	\$0	\$0	\$108,000	\$0	\$610,956	\$0	\$0	\$0	\$610,956	\$0	\$0	\$718,956	Exempt
2200857	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, US 20 over CSX RR, 01.30 W SR 249	INDOT	NHPP Non Interstate	\$286,531	\$0	\$0	\$15,000	\$0	\$271,531	\$0	\$35,000	\$251,531	\$0	\$0	\$0	\$286,531	Exempt
2200987	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, SR 55 over BROWN DITCH, 04.52 S SR 2	INDOT	NHPP Non Interstate	\$268,061	\$0	\$0	\$0	\$0	\$218,061	\$50,000	\$10,000	\$258,061	\$0	\$0	\$0	\$268,061	Exempt
2000402	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, US 6 over CSX RR, TRACY ROAD, 01.96 E N JCT US 35	INDOT	NHPP Non Interstate	\$386,327	\$195,000	\$0	\$120,000	\$0	\$411,327	\$50,000	\$386,327	\$0	\$0	\$0	\$0	\$581,327	Exempt
2000449	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, SR 4 over KANKAKEE RIVER, 05.01 W SR 23	INDOT	NHPP Non Interstate	\$235,483	\$46,000	\$0	\$36,000	\$0	\$230,483	\$15,000	\$235,483	\$0	\$0	\$0	\$0	\$281,483	Exempt
2000683	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, US 6 over MILL CREEK, 02.70 W SR 39	INDOT	NHPP Non Interstate	\$164,277	\$35,200	\$0	\$25,200	\$0	\$164,277	\$10,000	\$164,277	\$0	\$0	\$0	\$0	\$199,477	Exempt
2100873	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay on I-94, 00.54 W SR 49	INDOT	NHPP Interstate	\$747,000	\$0	\$0	\$100,000	\$0	\$602,000	\$45,000	\$617,000	\$0	\$0	\$0	\$0	\$747,000	Exempt
2100874	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay on I-94, over AMTRAK, 00.54 W SR 49	INDOT	NHPP Interstate	\$673,000	\$0	\$0	\$50,000	\$0	\$573,000	\$50,000	\$523,000	\$0	\$0	\$0	\$0	\$673,000	Exempt
2100621	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay on US 41, US 41 over CONRAIL RR, IHB RR, & 4 STS, 02.94 N I-80	INDOT	NHPP Non Interstate	\$486,000	\$0	\$0	\$50,000	\$0	\$436,000	\$0	\$150,000	\$0	\$286,000	\$0	\$0	\$486,000	Exempt

INDOT Project Listing																			
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	PE	RW	CN	CE	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT	
2000416	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I 94 WB over N&S RR, 01.36 E US 20	INDOT	NHPP Interstate	\$902,033	\$260,000		\$0	\$200,000	\$0	\$937,033	\$25,000	\$902,033	\$0	\$0	\$0	\$1,162,033	Exempt	
2000414	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I 94 EB over N&S RR, 01.36 E US 20. This contract contains 4 des numbers.	INDOT	NHPP Interstate	\$3,053,114	\$674,235		\$0	\$300,000	\$0	\$3,427,349	\$0	\$3,392,349	\$0	\$0	\$0	\$3,727,349	Exempt	
2000411	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, SR 55 over SINGLETON DITCH, 02.97 S SR 2	INDOT	NHPP Non Interstate	\$337,808	\$155,000		\$0	\$150,000	\$0	\$292,808	\$50,000	\$337,808	\$0	\$0	\$0	\$492,808	Exempt	
2000772	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I 80 EB over CONRAIL RR, IHB RR, 00.70 E US 41	INDOT	NHPP Interstate	\$852,350	\$160,000		\$0	\$105,000	\$0	\$837,350	\$70,000	\$852,350	\$0	\$0	\$0	\$1,012,350	Exempt	
2000770	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I 80 WBL over CONRAIL RR, IHB RR, 00.70 E US 41	INDOT	NHPP Interstate	\$930,484	\$211,500		\$0	\$106,500	\$0	\$964,484	\$71,000	\$930,484	\$0	\$0	\$0	\$1,141,984	Exempt	
2000758	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I 80 EBL over US 41 N/SR 152 W, RMP 2I, 02.53 W SR 912. This contract contains 4 des	INDOT	NHPP Interstate	\$3,510,538	\$720,060		\$0	\$466,000	\$0	\$3,764,598	\$0	\$3,900,598	\$0	\$0	\$0	\$4,230,598	Exempt	
2000425	Bridge Thin Deck Overlay	Bridge Thin Deck Overlay, I 94 EB over NICTD RR, 01.73 E US 20	INDOT	NHPP Interstate	\$628,199	\$250,000		\$0	\$200,000	\$0	\$578,199	\$100,000	\$628,199	\$0	\$0	\$0	\$878,199	Exempt	
2200966	Concrete Pavement Preservation (CPP)	Concrete Pavement Preservation (CPP), US 12 from 0.38 mi. E. of I-65 to US 12/20 Split (Melton Rd.)	INDOT	NHPP Non Interstate	\$8,433,582	\$0		\$0	\$1,200,000	\$0	\$7,061,582	\$172,000	\$10,000	\$50,000	\$0	\$7,173,582	\$0	\$8,433,582	Exempt
2100220	Concrete Pavement Restoration (CPR)	Concrete Pavement Restoration (CPR) on I-94, 0.43 mi. E. of SR 49 to 3.09 mi. W. of US 421	INDOT	NHPP Interstate	\$7,345,275	\$0		\$0	\$100,000	\$0	\$7,145,275	\$100,000	\$0	\$0	\$7,245,275	\$0	\$0	\$7,345,275	Exempt
2101157	Concrete Pavement Restoration (CPR)	Concrete Pavement Restoration (CPR) on I-80, 1.3 mi. W. of I65 (Georgia St.) to 1.8 mi. W. of SR 51 (Clay St.)	INDOT	NHPP Interstate	\$5,802,443	\$0		\$0	\$200,000	\$0	\$5,452,443	\$150,000	\$0	\$0	\$5,602,443	\$0	\$0	\$5,802,443	Exempt
2200825	Concrete Pavement Restoration (CPR)	Concrete Pavement Restoration (CPR), SR 2 from 0.8 mi. W. of I-65 (Mississippi St.) to 0.9 mi E of I-65	INDOT	NHPP Non Interstate	\$6,619,274	\$0		\$0	\$765,000	\$0	\$5,804,274	\$50,000	\$5,000	\$5,000	\$0	\$5,844,274	\$0	\$6,619,274	Exempt
2001759	Drainage Ditch Correction	Drainage Ditch Correction on SR 912, US 12 connector ramp at SR 912 W. Jct to E. Jct of SR 912	INDOT	NHPP Non Interstate	\$557,402	\$0		\$0	\$307,402	\$0	\$250,000	\$0	\$250,000	\$0	\$0	\$0	\$0	\$557,402	Exempt
1900055	HMA Overlay Minor Structural	HMA Overlay Minor Structural, US 30 from 0.37mi E of I-65 to SR 51.	INDOT	NHPP Non Interstate	\$6,300,877	\$883,800		\$0	\$873,800	\$0	\$5,951,077	\$359,800	\$6,300,877	\$0	\$0	\$0	\$0	\$7,184,677	Exempt
1900054	HMA Overlay Minor Structural	HMA Overlay Minor Structural, US30 From SR 55 to 0.39mi W of I-65 this contract contains two des numbers.	INDOT	NHPP Non Interstate	\$8,973,086	\$2,733,271		\$0	\$1,199,800	\$500,000	\$10,006,557	\$0	\$11,091,357	\$0	\$0	\$0	\$0	\$11,706,357	Exempt
1900057	HMA Overlay Minor Structural	HMA Overlay Minor Structural, US 30, US 30 from US 421 to SR 39	INDOT	State Funds	\$0	\$9,567,066		\$0	\$1,494,300	\$0	\$8,072,766	\$0	\$8,402,766	\$0	\$0	\$0	\$0	\$9,567,066	Exempt
2200821	HMA Overlay Minor Structural	HMA Overlay Minor Structural, I-80/90 Interchange (Toll Road) to 0.52 mi. E. of SR 249 (Jensen Dr.)	INDOT	NHPP Interstate	\$17,340,510	\$0		\$0	\$2,621,520	\$0	\$14,718,990	\$0	\$5,000	\$5,000	\$0	\$14,708,990	\$0	\$17,340,510	Exempt
2200926	HMA Overlay Minor Structural	HMA Overlay Minor Structural, SR 2 From the East Junction of US 421 to the West Junction of SR 39	INDOT	NHPP Non Interstate	\$10,242,985	\$0		\$0	\$1,500,000	\$50,000	\$8,627,985	\$65,000	\$65,000	\$5,000	\$0	\$8,672,985	\$0	\$10,242,985	Exempt
2002312	HMA Overlay Minor Structural	HMA Overlay Minor Structural, US 20 US 12 (Columbus Ave.) to SR 152	INDOT	NHPP Non Interstate	\$4,727,731	\$1,181,933		\$0	\$350,000	\$100,000	\$5,459,664	\$0	\$155,000	\$5,149,664	\$0	\$0	\$0	\$5,909,664	Exempt
2200829	HMA Overlay Minor Structural	HMA Overlay Minor Structural, SR 53 from US 30 to 1.04 mi. N. of US 30	INDOT	NHPP Non Interstate	\$2,915,317	\$0		\$0	\$430,420	\$50,000	\$2,434,897	\$0	\$55,000	\$5,000	\$0	\$2,424,897	\$0	\$2,915,317	Exempt
2100557	HMA Overlay Minor Structural	HMA Overlay Minor Structural on I-94, 3.09 mi. W. of US 421 to 0.40 mi. E. of	INDOT	NHPP Interstate	\$12,632,046	\$0		\$0	\$400,000	\$0	\$12,232,046	\$0	\$5,000	\$0	\$12,185,046	\$0	\$0	\$12,632,046	Exempt
2100236	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance on SR 912, US 20 to 0.98 mi. N of I-	INDOT	NHPP Non Interstate	\$1,454,741	\$0		\$0	\$140,000	\$0	\$1,314,741	\$0	\$5,000	\$5,000	\$1,304,741	\$0	\$0	\$1,454,741	Exempt
2100238	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance on US 41, 1.42 miles South of I-80/I-94 (Ridge Rd) to I-80/I-94	INDOT	NHPP Non Interstate	\$2,223,555	\$0		\$0	\$283,000	\$0	\$1,881,555	\$59,000	\$9,000	\$0	\$1,931,555	\$0	\$0	\$2,223,555	Exempt
2100239	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance on I-65, 2.10 mi. S. of SR 2 to 0.95 mi. S. of SR 2	INDOT	NHPP Interstate	\$1,575,934	\$0		\$0	\$100,000	\$0	\$1,475,934	\$0	\$0	\$0	\$1,455,934	\$0	\$0	\$1,575,934	Exempt
2100241	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance on SR 8, 0.74 mi. W. of SR 49 to 0.49 mi. E. of SR 49 (Kouts)	INDOT	NHPP Non Interstate	\$1,896,443	\$0		\$0	\$183,000	\$0	\$1,713,443	\$0	\$5,000	\$5,000	\$1,703,443	\$0	\$0	\$1,896,443	Exempt
2000606	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance, US 12 US 12/20 Split (Melton Rd.) to 1.07 mi. W. of SR 249 (Burns Harbor	INDOT	NHPP Non Interstate	\$2,994,144	\$1,368,536		\$0	\$667,000	\$0	\$3,695,680	\$0	\$3,742,680	\$0	\$0	\$0	\$0	\$4,362,680	Exempt
2000607	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance, US 12 Porter/LaPorte Co. Line to MI	INDOT	NHPP Non Interstate	\$10,562,759	\$4,866,690		\$0	\$2,066,000	\$0	\$13,363,449	\$0	\$13,203,449	\$0	\$0	\$0	\$0	\$15,429,449	Exempt
2000609	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance, US 35 SR 39 to US 20	INDOT	NHPP Non Interstate	\$3,210,908	\$1,357,727		\$0	\$300,000	\$0	\$4,268,635	\$0	\$4,013,635	\$0	\$0	\$0	\$0	\$4,568,635	Exempt
2000610	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance, US 6 SR 149 to SR 49	INDOT	NHPP Non Interstate	\$1,566,463	\$689,616		\$0	\$349,000	\$0	\$1,907,079	\$0	\$1,958,079	\$0	\$0	\$0	\$0	\$2,256,079	Exempt
2000613	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance, SR 4 SR 2 to 2.02 mi. E. of SR 2 (Boyd	INDOT	NHPP Non Interstate	\$1,670,937	\$667,734		\$0	\$300,000	\$100,000	\$1,938,671	\$0	\$1,978,671	\$0	\$0	\$0	\$0	\$2,338,671	Exempt
2000614	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance, SR 49 0.1 mi. N. of US 12 (NICTD Bridge) to Dunes State Park Entrance	INDOT	NHPP Non Interstate	\$561,528	\$355,982		\$0	\$242,600	\$0	\$674,910	\$0	\$759,510	\$0	\$0	\$0	\$0	\$917,510	Exempt
2001884	HMA Overlay, Preventive Maintenance	HMA Overlay, Preventive Maintenance, US 12, 3.17 mi. E. of SR 912 (Bridge St) to 0.38 mi. E. of I-65 (Beginning of	INDOT	NHPP Non Interstate	\$6,636,000	\$1,659,000		\$0	\$380,000	\$0	\$7,915,000	\$0	\$400,000	\$7,285,000	\$0	\$0	\$0	\$8,295,000	Exempt

INDOT Project Listing																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	PE	RW	CN	CE	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
2100113	Planning/Study	Planning and Environmental Linkages Study for 2 corridors on US 30: SR 49 to Ohio State Line and US 31: Tipton/Hamilton Co. line to US 30.	INDOT	NHPP Non Interstate	\$13,526,185	\$4,083,746	\$0	\$17,609,931	\$0	\$0	\$0	\$4,930,632	\$0	\$0	\$0	\$0	\$17,609,931	Exempt
1900830	Railing Replace Or Repair	N Clark Rd Local Trax North Clark Rd in Gary.	INDOT	State Funds	\$0	\$18,658,260	\$3,777,800	\$2,204,060	\$6,046,000	\$12,843,000	\$1,343,000	\$14,186,000	\$0	\$0	\$0	\$0	\$22,436,060	Exempt
2100561	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure on I-65, I65 under 1.13th St, 1.36 mi N of US231, City of Crown Point	INDOT	NHPP Interstate	\$1,827,600	\$0	\$0	\$178,000	\$0	\$1,649,600	\$0	\$15,000	\$0	\$1,634,600	\$0	\$0	\$1,827,600	Exempt
2100559	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure on US 41, 0.120 N US 30	INDOT	NHPP Non Interstate	\$9,307,000	\$0	\$0	\$912,000	\$0	\$8,395,000	\$0	\$25,000	\$10,000	\$8,360,000	\$0	\$0	\$9,307,000	Exempt
2002346	Replace Superstructure	Replace Superstructure, I-65, at CR H-10/153RD AVE over I-65 NB/SB, 0.358 N SR 2	INDOT	NHPP Interstate	\$1,796,021	\$449,005	\$0	\$694,000	\$0	\$1,551,026	\$0	\$0	\$1,883,026	\$0	\$0	\$0	\$2,245,026	Exempt
1900045	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure, I-65 SB at Singleton Ditch, 1.91mi S of SR 2.	INDOT	NHPP Interstate	\$1,818,720	\$255,000	\$0	\$245,000	\$0	\$1,678,720	\$150,000	\$1,818,720	\$0	\$0	\$0	\$0	\$2,073,720	Exempt
1900044	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure, I-65 NB at Singleton Ditch, 1.91mi S of SR 2.	INDOT	NHPP Interstate	\$1,818,720	\$255,000	\$0	\$245,000	\$0	\$1,678,720	\$150,000	\$1,818,720	\$0	\$0	\$0	\$0	\$2,073,720	Exempt
1900039	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure, I-65 NB at Brown Ditch, 3.64mi S of SR 2. This contract contains 6 des numbers.	INDOT	NHPP Interstate	\$10,257,581	\$1,479,731	\$0	\$1,200,000	\$0	\$10,537,312	\$0	\$11,397,312	\$0	\$0	\$0	\$0	\$11,737,312	Exempt
1900041	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure, I-65 NB at Jesse Little Ditch, 2.25mi S of SR 2.	INDOT	NHPP Interstate	\$1,939,968	\$275,000	\$0	\$260,000	\$0	\$1,794,968	\$160,000	\$1,939,968	\$0	\$0	\$0	\$0	\$2,214,968	Exempt
1900031	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure, US 6, US 6 at the Kankakee River, 1.85mi E of US 35 Also include another des.	INDOT	State Funds	\$0	\$2,625,532	\$0	\$145,000	\$0	\$2,480,532	\$0	\$2,595,532	\$0	\$0	\$0	\$0	\$2,625,532	Exempt
1900040	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure, I-65 SB at Brown Ditch, 3.64mi S of SR 2.	INDOT	NHPP Interstate	\$1,939,968	\$275,000	\$0	\$260,000	\$0	\$1,794,968	\$160,000	\$1,939,968	\$0	\$0	\$0	\$0	\$2,214,968	Exempt
1900036	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure, SR 49 NB at Coffee Creek, 1.85mi S of I-94. This contract contains 2 des numbers.	INDOT	State Funds	\$0	\$2,900,532	\$0	\$405,000	\$0	\$2,495,532	\$0	\$2,685,532	\$0	\$0	\$0	\$0	\$2,900,532	Exempt
1900037	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure, SR 49 SB at Coffee Creek, 1.85mi S of I-94.	INDOT	NHPP Non Interstate	\$1,342,766	\$200,000	\$0	\$185,000	\$0	\$1,247,766	\$110,000	\$1,342,766	\$0	\$0	\$0	\$0	\$1,542,766	Exempt
2100552	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure, SR 53 over BEAVER DAM DITCH, 0.193 N of US 231	INDOT	NHPP Non Interstate	\$1,545,200	\$0	\$0	\$141,000	\$100,000	\$1,304,200	\$0	\$10,000	\$5,000	\$1,289,200	\$0	\$0	\$1,545,200	Exempt
1900042	Replace Superstructure	Bridge Rehabilitation: Replace Superstructure, I-65 SB at Jesse Little Ditch, 2.25mi S of SR 2.	INDOT	NHPP Interstate	\$1,939,968	\$275,000	\$0	\$260,000	\$0	\$1,794,968	\$160,000	\$1,939,968	\$0	\$0	\$0	\$0	\$2,214,968	Exempt
1902735	Rest Area Modernization	Michigan City Welcome Center Renovation	INDOT	State Funds	\$0	\$23,031,615	\$0	\$1,562,815	\$0	\$21,468,800	\$0	\$0	\$21,468,800	\$0	\$0	\$0	\$23,031,615	Exempt
2101774	Signs, Lighting, Signals And Markings	Wrong Way Entry Ramp Initiative: I-65 & US 231	INDOT	NHPP Interstate	\$145,672	\$16,186	\$0	\$22,581	\$0	\$132,826	\$6,451	\$0	\$0	\$0	\$0	\$0	\$161,858	Exempt
1900446	Small Structure - New	Small Structure - New, US 41 1.0mi S of US 30.	INDOT	State Funds	\$0	\$760,223	\$0	\$195,000	\$0	\$520,223	\$45,000	\$555,223	\$0	\$0	\$0	\$0	\$760,223	Exempt
2100940	Small Structure Maint and Repair	Small Structure Maint and Repair on US 6, 1.51 E JCT SR 149	INDOT	NHPP Non Interstate	\$201,625	\$0	\$0	\$20,000	\$20,000	\$161,625	\$0	\$161,625	\$0	\$0	\$0	\$0	\$201,625	Exempt
2200613	Small Structure Pipe Lining	Small Structure Pipe Lining, SR 149, 0.41 N JCT SR 130	INDOT	NHPP Non Interstate	\$343,591	\$0	\$0	\$49,000	\$20,000	\$274,591	\$0	\$20,000	\$0	\$0	\$274,591	\$0	\$343,591	Exempt
2200621	Small Structure Pipe Lining	Small Structure Pipe Lining, SR 149, 0.98 S JCT US 20	INDOT	NHPP Non Interstate	\$292,716	\$0	\$0	\$40,000	\$20,000	\$232,716	\$0	\$25,000	\$5,000	\$222,716	\$0	\$0	\$292,716	Exempt
2200625	Small Structure Pipe Lining	Small Structure Pipe Lining, SR 39 at Kingsbury Creek, 2.33 N JCT US 6	INDOT	NHPP Non Interstate	\$239,601	\$0	\$0	\$35,000	\$10,000	\$194,601	\$0	\$10,000	\$0	\$0	\$194,601	\$0	\$239,601	Exempt
2200625	Small Structure Pipe Lining	Small Structure Pipe Lining, I-80 Ramp 25 over UNT, 0.03 E JCT SR 152	INDOT	NHPP Interstate	\$209,454	\$0	\$0	\$75,000	\$0	\$134,454	\$0	\$10,000	\$0	\$0	\$124,454	\$0	\$209,454	Exempt
2002295	Small Structure Pipe Lining	Small Structure Pipe Lining, SR 39, 2.12 N JCT SR 8	INDOT	NHPP Non Interstate	\$237,095	\$28,000	\$0	\$28,000	\$0	\$214,595	\$22,500	\$0	\$227,095	\$0	\$0	\$0	\$265,095	Exempt
2001935	Small Structure Pipe Lining	Small Structure Pipe Lining, SR 49 over DITCH, 0.22 S CALUMET ROAD	INDOT	NHPP Non Interstate	\$284,324	\$71,081	\$0	\$60,000	\$0	\$295,405	\$0	\$0	\$295,405	\$0	\$0	\$0	\$355,405	Exempt
2100806	Small Structure Pipe Lining	Small Structure Pipe Lining on SR 39, over Marquadt Ditch, at CR 1400 S	INDOT	NHPP Non Interstate	\$1,014,400	\$0	\$0	\$42,000	\$70,000	\$882,400	\$20,000	\$10,000	\$10,000	\$882,400	\$0	\$0	\$1,014,400	Exempt
2100762	Small Structure Pipe Lining	Small Structure Pipe Lining on SR 49, SR49 over UNT to Damon Run, 0.70 mi S of I90	INDOT	NHPP Non Interstate	\$570,200	\$0	\$0	\$51,000	\$50,000	\$469,200	\$0	\$5,000	\$0	\$464,200	\$0	\$0	\$570,200	Exempt
2101106	Small Structure Replacement	Small Structure Replacement on SR 2, over UNT Crooked Creek, 4.63 mi E SR49	INDOT	NHPP Non Interstate	\$494,907	\$0	\$0	\$40,000	\$50,000	\$404,907	\$0	\$30,000	\$0	\$374,907	\$0	\$0	\$494,907	Exempt
2101078	Small Structure Replacement	Small Structure Replacement on SR 39, SR39 over UNT, 2.75 mi S SR2	INDOT	NHPP Non Interstate	\$483,918	\$0	\$0	\$37,000	\$50,000	\$396,918	\$0	\$30,000	\$0	\$366,918	\$0	\$0	\$483,918	Exempt
2100844	Small Structure Replacement	Small Structure Replacement on US 12, 0.60 E SR 212 over White Ditch	INDOT	NHPP Non Interstate	\$2,281,700	\$0	\$0	\$218,000	\$50,000	\$2,013,700	\$0	\$10,000	\$5,000	\$1,998,700	\$0	\$0	\$2,281,700	Exempt
1900020	Small Structure Replacement	Small Structure Replacement, US 6, 2.4mi E of SR 49.	INDOT	NHPP Non Interstate	\$236,451	\$205,000	\$0	\$195,000	\$0	\$227,151	\$19,300	\$236,451	\$0	\$0	\$0	\$0	\$441,451	Exempt
1900019	Small Structure Replacement	Small Structure Replacement, US 6, 2.82mi E JCT of SR 49.	INDOT	State Funds	\$0	\$486,781	\$0	\$195,000	\$0	\$268,781	\$23,000	\$281,781	\$0	\$0	\$0	\$0	\$486,781	Exempt

INDOT Project Listing																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	PE	RW	CN	CE	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
1900016	Small Structure Replacement	Small Structure Replacement, SR 2, 2.65mi W JCT of US 30. Includes 2 other des numbers.	INDOT	State Funds	\$0	\$1,081,368	\$0	\$264,900	\$0	\$816,468	\$0	\$856,368	\$0	\$0	\$0	\$0	\$1,081,368	Exempt
2200623	Small Structure Replacement	Small Structure Replacement, SR 8 over Phillips Ditch, 5.65 mi E US 231	INDOT	NHPP Non Interstate	\$815,555	\$0	\$0	\$115,000	\$30,000	\$670,555	\$0	\$30,000	\$20,000	\$0	\$650,555	\$0	\$815,555	Exempt
1900028	Small Structure Replacement	Small Structure Replacement, US 421 US 421, 3.22mi S of I-94 SB Includes one other des number.	INDOT	State Funds	\$0	\$1,272,053	\$0	\$281,100	\$0	\$990,953	\$0	\$1,057,053	\$0	\$0	\$0	\$0	\$1,272,053	Exempt
1900029	Small Structure Replacement	Small Structure Replacement, US 421 US 421, 1.20mi S of I-94 SB.	INDOT	State Funds	\$0	\$709,586	\$0	\$195,000	\$0	\$473,486	\$41,100	\$504,586	\$0	\$0	\$0	\$0	\$709,586	Exempt
2002299	Small Structure Replacement	Small Structure Replacement, US 35, 0.65 N JCT I-80/90	INDOT	NHPP Non Interstate	\$302,133	\$75,533	\$0	\$80,000	\$20,000	\$277,666	\$0	\$10,000	\$267,666	\$0	\$0	\$0	\$377,666	Exempt
2002298	Small Structure Replacement	Small Structure Replacement, US 30 over UNT, 00.04 E I-65, at Mall entrance B of the Southlake Mall	INDOT	NHPP Non Interstate	\$818,012	\$204,503	\$0	\$200,000	\$0	\$822,515	\$0	\$0	\$857,515	\$0	\$0	\$0	\$1,022,515	Exempt
2200506	Small Structures & Drains Construction	Small Structures & Drains Construction	INDOT	NHPP Non Interstate	\$577,195	\$0	\$0	\$78,000	\$50,000	\$449,195	\$0	\$55,000	\$5,000	\$0	\$439,195	\$0	\$577,195	Exempt
2002398	Small Structures & Drains Construction	Small Structures & Drains Construction, 12 Locations on SR 49 between RPs 5.64 to 17.58 in Jasper and Porter Counties	INDOT	NHPP Non Interstate	\$820,258	\$187,180	\$0	\$47,538	\$24,000	\$935,900	\$0	\$187,180	\$748,720	\$0	\$0	\$0	\$1,007,438	Exempt
2101032	Small Structures & Drains Construction	Small Structures & Drains Construction on I-94 from 0.43 mi E of SR49 to 0.40 mi E of US421	INDOT	NHPP Interstate	\$7,498,396	\$0	\$0	\$250,000	\$250,000	\$6,998,396	\$0	\$100,000	\$50,000	\$6,848,396	\$0	\$0	\$7,498,396	Exempt
2101034	Small Structures & Drains Construction	Small Structures & Drains Construction on I-94 from 0.43 mi E of SR49 to 0.40 mi E of US421 (Median)	INDOT	NHPP Interstate	\$8,416,370	\$0	\$0	\$200,000	\$0	\$8,216,370	\$0	\$0	\$0	\$8,216,370	\$0	\$0	\$8,416,370	Exempt
2200812	Substructure Repair And Rehabilitation	Substructure Repair and Rehab, SR2 over Spring Run Creek, 0.63mi W of SR55	INDOT	NHPP Non Interstate	\$184,228	\$0	\$0	\$50,000	\$0	\$134,228	\$0	\$50,000	\$134,228	\$0	\$0	\$0	\$184,228	Exempt
2200815	Substructure Repair And Rehabilitation	Substructure Repair And Rehabilitation, US 12 over EJ&E RR, IHB RR, CAREY ST, 01.19 E US 20	INDOT	NHPP Non Interstate	\$588,748	\$0	\$0	\$15,000	\$0	\$573,748	\$0	\$65,000	\$523,748	\$0	\$0	\$0	\$588,748	Exempt
2200871	Substructure Repair And Rehabilitation	Substructure Repair And Rehabilitation, SR 55 over MAIN BEAVER DAM DITCH, 01.40 N US 231	INDOT	NHPP Non Interstate	\$240,937	\$0	\$0	\$0	\$0	\$240,937	\$0	\$10,000	\$230,937	\$0	\$0	\$0	\$240,937	Exempt
2100030	Traffic Signals Modernization	Traffic Signal Modernization on SR 2 At Intersection of SR55 W JCT (Grant St)	INDOT	State Funds	\$0	\$145,000	\$0	\$25,000	\$0	\$120,000	\$0	\$120,000	\$0	\$0	\$0	\$0	\$145,000	Exempt
IN-FTNP-INDU-305176	Bicycle Enhancement	Construct 1,900 ft of the Marquette Greenway; Lake Street to Grand Boulevard.	NPS-INDU	FLTP	\$1,125,000	\$0	\$0	\$0	\$0	\$1,125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,125,000	Exempt
IN-NP-INDU-187645	Bicycle Enhancement	Trail; Construction of Marquette Greenway from West Beach to Portage Lakefront	NPS-INDU	FLTP	\$1,353,473	\$0	\$0	\$0	\$0	\$1,353,473	\$0	\$1,353,473	\$0	\$0	\$0	\$0	\$1,353,473	Exempt
IN-NP-INDU-246664	Bicycle Enhancement	Trail; Construct Marquette Greenway Trail - Broadway to Lake St	NPS-INDU	FLTP	\$3,715,987	\$0	\$0	\$0	\$0	\$3,715,987	\$0	\$3,715,987	\$0	\$0	\$0	\$0	\$3,715,987	Exempt
Total Funds					\$463,015,489	\$156,412,594	\$18,878,740	\$83,006,656	\$13,181,147	\$533,466,776	\$8,652,244	\$274,288,016	\$83,453,536	\$108,789,299	\$80,788,844	\$12,168	\$638,306,823	

Transit Assistance Funding

Transit Listing														
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
NIR-24-001	Transit - Complementary Paratransit	Complementary paratransit service - 2024	E C Transit	FTA 5307 Chicago UZA	\$302,531	\$0	\$75,633	\$378,164	\$0	\$0	\$0	\$0	\$378,164	Exempt
NIR-24-002	Transit - Operating	Transit/Operating / 2024 Operating Assistance	E C Transit	FTA 5307 Chicago UZA	\$192,030	\$0	\$192,030	\$384,060	\$0	\$0	\$0	\$0	\$384,060	Exempt
NIR-25-001	Transit - Operating	Complementary paratransit service; 2025 & 2026	E C Transit	FTA 5307 Chicago UZA	\$584,858	\$0	\$154,000	\$0	\$353,858	\$385,000	\$0	\$0	\$738,858	Exempt
NIR-25-002	Transit - Operating	Maintain Existing Route Service; 2025 & 2026	E C Transit	FTA 5307 Chicago UZA	\$442,030	\$0	\$442,030	\$0	\$384,060	\$500,000	\$0	\$0	\$884,060	Exempt
NIR-25-003	Transit - Preventative Maintenance	Transit Asset Management/2025-2026 Preventative Maintenance	E C Transit	FTA 5307 Chicago UZA	\$400,000	\$0	\$100,000	\$0	\$250,000	\$250,000	\$0	\$0	\$500,000	Exempt
EC-OA-CP-27.28 (temp)	Transit - Operating	Complementary paratransit service; 2027 & 2028	E C Transit	FTA 5307 Chicago UZA	\$385,000	\$0	\$385,000	\$0	\$0	\$0	\$385,000	\$385,000	\$770,000	Exempt
EC-OA-27.28 (temp)	Transit - Operating	Maintain Existing Route Service; 2027 & 2028	E C Transit	FTA 5307 Chicago UZA	\$784,757	\$0	\$784,757	\$0	\$0	\$0	\$783,482	\$786,032	\$1,569,514	Exempt
EC-PM-27.28	Transit - Preventative Maintenance	Transit Asset Management/2027-2028 Preventative Maintenance	E C Transit	FTA 5307 Chicago UZA	\$555,000	\$0	\$138,750	\$0	\$0	\$0	\$318,750	\$375,000	\$693,750	Exempt
NIRPC 2700538 (temp)	Transit - Capital	vehicle replacement 2026	GPTC	FTA 5307 Chicago UZA	\$84,000	\$0	\$21,000	\$0	\$0	\$105,000	\$0	\$0	\$105,000	Exempt
NIR-24-004	Transit - Capital	Transit/Customer Exp. / 2024 Trans. Facilities	GPTC	FTA 5307 Chicago UZA	\$40,000	\$0	\$10,000	\$50,000	\$0	\$0	\$0	\$0	\$50,000	Exempt
NIR-25-011	Transit - Capital	simulator for driver training	GPTC	FTA 5307 Chicago UZA	\$296,000	\$0	\$74,000	\$0	\$370,000	\$0	\$0	\$0	\$370,000	Exempt
NIR-25-012	Transit - Capital	Station Improvements	GPTC	FTA 5339 Chicago UZA	\$55,200	\$0	\$13,800	\$0	\$44,000	\$25,000	\$0	\$0	\$69,000	Exempt
NIR-24-005	Transit - Complementary Paratransit	Transit/Operating / 2024 Comp Paratransit	GPTC	FTA 5307 Chicago UZA	\$779,140	\$0	\$194,785	\$973,925	\$0	\$0	\$0	\$0	\$973,925	Exempt
NIR-24-006	Transit - Operating Assistance	Transit/Operating / 2024 JARC	GPTC	FTA 5307 Chicago UZA	\$725,623	\$0	\$725,623	\$1,451,246	\$0	\$0	\$0	\$0	\$1,451,246	Exempt
NIR-25-006	Transit - Operating	Operating Assistance	GPTC	FTA 5307 Chicago UZA	\$909,626	\$0	\$1,325,592	\$0	\$893,260	\$1,341,958	\$0	\$0	\$2,235,218	Exempt
NIR-25-013	Transit - Operating - Expansion	Transit Expansion - Hobart Yrs 1-3	GPTC	CMAQ Chicago UZA	\$2,250,000	\$0	\$562,500	\$937,500	\$937,500	\$937,500	\$0	\$0	\$2,812,500	Non-Exempt
NIR-24-007	Transit - Operating	Transit/Operating / 2024 Operating Assistance	GPTC	FTA 5307 Chicago UZA	\$776,279	\$0	\$776,279	\$1,552,558	\$0	\$0	\$0	\$0	\$1,552,558	Exempt
NIR-25-004	Transit - Operating	Operating Assistance	GPTC	FTA 5307 Chicago UZA	\$1,057,381	\$0	\$1,057,381	\$0	\$1,051,240	\$1,063,522	\$0	\$0	\$2,114,762	Exempt
NIR-25-005	Transit - Operating	Operating Assistance	GPTC	FTA 5307 Chicago UZA	\$1,487,981	\$0	\$1,506,122	\$0	\$1,469,387	\$1,524,716	\$0	\$0	\$2,994,103	Exempt
NIR-25-007	Transit - Planning/Oversight	Transit Planning	GPTC	FTA 5307 Chicago UZA	\$160,000	\$0	\$40,000	\$0	\$100,000	\$100,000	\$0	\$0	\$200,000	Exempt
NIR-24-008	Transit - Planning/Oversight	Planning / 2024 Planning	GPTC	FTA 5307 Chicago UZA	\$97,241	\$0	\$24,310	\$121,551	\$0	\$0	\$0	\$0	\$121,551	Exempt
NIR-24-009	Transit - Preventative Maintenance	Transit/Asset Management / 2024 Preventative Maint.	GPTC	FTA 5307 Chicago UZA	\$3,605,748	\$0	\$901,437	\$4,507,185	\$0	\$0	\$0	\$0	\$4,507,185	Exempt
NIR-25-008	Transit - Preventative Maintenance	Preventative Maintenance	GPTC	FTA 5307 Chicago UZA	\$7,211,496	\$0	\$1,825,410	\$0	\$4,529,721	\$4,507,185	\$0	\$0	\$9,036,906	Exempt
NIR-25-009	Transit - Vehicle Replacements	Vehicle Replacement	GPTC	FTA 5339 Chicago UZA	\$154,000	\$0	\$38,500	\$0	\$192,500	\$0	\$0	\$0	\$192,500	Exempt

Transit Listing														
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
NIR-25-010	Transit - Vehicle Replacements	Vehicle replacement	GPTC	FTA 5307 Chicago UZA	\$4,360,000	\$0	\$1,090,000	\$0	\$2,825,000	\$2,625,000	\$0	\$0	\$5,450,000	Exempt
NIR-24-010	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Vehicle Replacement	GPTC	FTA 5339 Chicago UZA	\$1,080,000	\$0	\$270,000	\$1,350,000	\$0	\$0	\$0	\$0	\$1,350,000	Exempt
NIRPC 2700657 (temp)	Transit - Operating - Expansion	Transit/Operating /2025-2028 Expansion Westlake or Hobart Microtransit	GPTC	CMAQ Chicago UZA	\$2,101,500	\$0	\$525,375	\$0		\$926,875	\$850,000	\$850,000	\$2,626,875	Non-Exempt
NIRPC 2700646 (temp)	Transit - Operating	Operating Assistance-2027	GPTC	FTA 5307 Chicago UZA	\$1,248,795	\$0	\$1,248,795	\$0	\$0	\$0	\$2,497,590	\$0	\$2,497,590	Exempt
NIRPC 2700648 (temp)	Transit - Operating	Operating Assistance-2028	GPTC	FTA 5307 Chicago UZA	\$1,280,014	\$0	\$1,280,014	\$0	\$0	\$0	\$0	\$2,560,028	\$2,560,028	Exempt
NIRPC 2700645 (temp)	Transit - Complementary Paratransit	Transit/Operating / 2027 & 2028 Comp Paratransit	GPTC	FTA 5307 Chicago UZA	\$1,188,156	\$0	\$1,188,156	\$0	\$0	\$0	\$1,173,488	\$1,202,825	\$4,752,625	Exempt
NIRPC 2700637 (temp)	Transit - Preventative Maintenance	Preventative Maintenance 2027 & 2028	GPTC	FTA 5307 Chicago UZA	\$6,683,607	\$0	\$1,670,902	\$0	\$0	\$0	\$4,125,683	\$4,228,826	\$8,354,509	Exempt
NIRPC 2700654 (temp)	Transit - Capital	Maintenance Facility Improvements	GPTC	FTA 5339Chicago UZA	\$100,000	\$0	\$25,000	\$0	\$0	\$0	\$125,000	\$0	\$125,000	Exempt
NIRPC 2700650 (temp)	Transit Vehicle Replacement	Purchase 35' EV bus	GPTC	FTA 5307 Chicago UZA	\$480,000	\$0	\$1,520,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	Exempt
NIRPC 2700652 (temp)	Transit Vehicle Replacement	Purchase 3 BOC vans	GPTC	FTA 5339 Chicago UZA	\$230,000	\$0	\$57,500	\$0	\$0	\$0	\$287,500	\$0	\$287,500	Exempt
NIR-24-016	Transit - Capital	Transit/Expansion / 2024 Operations Expansion	LCCS	FTA 5307 Chicago UZA	\$134,000	\$0	\$33,600	\$167,600	\$0	\$0	\$0	\$0	\$167,600	Exempt
NIR-24-013	Transit - Operating	Transit/Expansion / 2024 Operations Expansion	LCCS	FTA 5310 Chicago UZA	\$12,500	\$0	\$12,500	\$25,000	\$0	\$0	\$0	\$0	\$25,000	Exempt
NIR-25-014	Transit - Operating	Operating Assistance for Enhanced Mobility	LCCS	FTA 5310 Chicago UZA	\$500,788	\$0	\$500,788	\$0	\$500,788	\$500,788	\$0	\$0	\$1,001,576	Exempt
NIR-24-012	Transit - Operating	Operating/Transit / 2024 Operating Assistance	LCCS	FTA 5310 Chicago UZA	\$200,000	\$0	\$200,000	\$400,000	\$0	\$0	\$0	\$0	\$400,000	Exempt
NIR-24-011	Transit - Operating	Operating/Transit / 2024 ADA Operating Assistance	LCCS	FTA 5310 Chicago UZA	\$125,000	\$0	\$125,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000	Exempt
NIR-25-015	Transit - Operating	Operating Assistance	LCCS	FTA 5307 Chicago UZA	\$450,395	\$0	\$500,790	\$0	\$450,395	\$500,790	\$0	\$0	\$951,185	Exempt
NIR-24-014	Transit - Preventative Maintenance	Transit/Asset Management / 2021 Preventative Maint.	LCCS	FTA 5307 Chicago UZA	\$101,102	\$0	\$25,276	\$126,378	\$0	\$0	\$0	\$0	\$126,378	Exempt
NIR-25-016	Transit - Preventative Maintenance	Maintain Fleet of Vehicles	LCCS	FTA 5307 Chicago UZA	\$211,654	\$0	\$55,276	\$0	\$128,740	\$138,190	\$0	\$0	\$266,930	Exempt
NIR-24-015	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Vehicle Replacement	LCCS	FTA 5307 Chicago UZA	\$272,272	\$0	\$68,068	\$340,340	\$0	\$0	\$0	\$0	\$340,340	Exempt
LCCS-OA-27.28	Transit - Operating	Operating Assistance- 2027 & 2028	LCCS	FTA 5310 Chicago UZA	\$1,089,000	\$0	\$1,089,000	\$0	\$0	\$0	\$1,514,000	\$664,000	\$2,178,000	Exempt
LCCS-OA-28	Transit - Operating	Operating Assistance- 2028	LCCS	FTA 5307 Chicago UZA	\$361,250	\$0	\$361,250	\$0	\$0	\$0	\$0	\$722,500	\$722,500	Exempt
LCCS-PM-27.28	Transit Preventative Maintenance	Maintain Fleet of Vehicles 2027 & 2028	LCCS	FTA 5307 Chicago UZA	\$251,600	\$0	\$62,900	\$0	\$0	\$0	\$157,250	\$157,250	\$314,500	Exempt
NIR-25-019	Transit - Capital	Support vehicles	NICTD	FTA 5337 St of Good Repair	\$1,093,081	\$0	\$273,270	\$0	\$603,891	\$762,460	\$0	\$0	\$1,366,351	Exempt
NIRPC2700689	Transit - Capital	Double Track Phase II Engineering NRPC2700689	NICTD	FTA 5337 St of Good Repair	\$1,200,000	\$0	\$300,000	\$500,000	\$1,000,000	\$0	\$0	\$0	\$1,500,000	Exempt
NIR-24-026	Transit - Capital	Transit/Asset Management / 2024 Midlife Rebuild	NICTD	FTA 5337 St of Good Repair	\$1,123,600	\$0	\$280,900	\$1,404,500	\$0	\$0	\$0	\$0	\$1,404,500	Exempt
NIR-24-028	Transit - Capital	Transit/Asset management / 2024 Rolling Stock	NICTD	FTA 5337 St of Good Repair	\$6,400,000	\$0	\$1,600,000	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000	Exempt
NIR-25-020	Transit - Capital	Rolling Stock Acquisition	NICTD	FTA 5337 St of Good Repair	\$12,800,000	\$0	\$3,200,000	\$0	\$8,000,000	\$8,000,000	\$0	\$0	\$16,000,000	Exempt
NIR-24-027	Transit - Capital	Transit/Asset Management / 2024 Endlife Rebuild	NICTD	FTA 5337 St of Good Repair	\$4,556,400	\$0	\$1,139,100	\$5,695,500	\$0	\$0	\$0	\$0	\$5,695,500	Exempt

Transit Listing														
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
NIRPC2700688	Transit - Capital	Railway Improvement Bond Repayment NIRPC2700688	NICTD	FTA 5337 St of Good Repair	\$22,720,000	\$0	\$5,680,000	\$7,100,000	\$7,100,000	\$7,100,000	\$0	\$0	\$28,400,000	Exempt
NIR-24-029	Transit - Capital	Transit/Asset management / 2024 Track Equipment	NICTD	FTA 5337 St of Good Repair	\$600,000	\$0	\$150,000	\$750,000	\$0	\$0	\$0	\$0	\$750,000	Exempt
NIR-24-030	Transit - Capital	Transit/Asset management / 2024 Substation improvements	NICTD	FTA 5337 St of Good Repair	\$6,223,228	\$0	\$1,555,807	\$7,779,035	\$0	\$0	\$0	\$0	\$7,779,035	Exempt
NIR-24-025	Transit - Capital	Transit/Asset management / 2024 Bidirectional signaling	NICTD	FTA 5337 St of Good Repair	\$1,552,554	\$0	\$388,139	\$1,940,693	\$0	\$0	\$0	\$0	\$1,940,693	Exempt
NIR-24-024	Transit - Capital	Transit/Asset Management / 2024 Bridge Rehab	NICTD	FTA 5337 St of Good Repair	\$1,420,000	\$0	\$355,000	\$1,775,000	\$0	\$0	\$0	\$0	\$1,775,000	Exempt
NIR-24-023	Transit - Capital	Transit/Asset Management / 2024 Track Improvements	NICTD	FTA 5337 St of Good Repair	\$600,000	\$0	\$150,000	\$750,000	\$0	\$0	\$0	\$0	\$750,000	Exempt
NIR-24-022	Transit - Capital	Transit/Asset Management / 2024 Signal Catenary Upgrades	NICTD	FTA 5337 St of Good Repair	\$1,200,000	\$0	\$300,000	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	Exempt
NIR-24-021	Transit - Capital	Transit/Asset Management / 2024 PTC Routers & Servers	NICTD	FTA 5337 St of Good Repair	\$400,000	\$0	\$100,000	\$500,000	\$0	\$0	\$0	\$0	\$500,000	Exempt
NIRPC2700690	Transit - Capital	South Bend Station Relocation NIRPC2700690	NICTD	FTA 5337 St of Good Repair	\$1,933,670	\$0	\$483,418	\$2,417,088	\$0	\$0	\$0	\$0	\$2,417,088	Exempt
NIR-24-020	Transit - Capital	Transit/Asset management / 2024 Maint. Equipment	NICTD	FTA 5337 St of Good Repair	\$208,000	\$0	\$52,000	\$260,000	\$0	\$0	\$0	\$0	\$260,000	Exempt
NIR-25-018	Transit - Capital	Track Equipment	NICTD	FTA 5337 St of Good Repair	\$1,400,000	\$0	\$280,000	\$0	\$840,000	\$840,000	\$0	\$0	\$1,680,000	Exempt
NIRPC2700682	Transit - Capital	Railcar Lease NIRPC2700682	NICTD	FTA 5337 St of Good Repair	\$9,868,731	\$0	\$2,467,183	\$2,586,480	\$2,586,480	\$2,586,480	\$2,586,480	\$0	\$12,335,914	Exempt
NIR-25-021	Transit - Operating	West Lake Extension	NICTD	Federal Special	\$16,469,470	\$0	\$12,861,586	\$0	\$14,665,528	\$14,665,528	\$0	\$0	\$29,331,056	Non-Exempt
NIR-25-022	Transit - Planning/Oversight	Track Engineering	NICTD	FTA 5337 St of Good Repair	\$800,000	\$0	\$200,000	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000	Exempt
NIR-25-025	Transit - Preventative Maintenance	Substation Improvements	NICTD	FTA 5337 St of Good Repair	\$9,867,598	\$0	\$2,466,899	\$0	\$5,534,497	\$6,800,000	\$0	\$0	\$12,334,497	Exempt
NIR-25-026	Transit - Preventative Maintenance	Railcar Mid-Life Overhaul	NICTD	FTA 5337 St of Good Repair	\$1,600,000	\$0	\$400,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$2,000,000	Exempt
NIR-25-027	Transit - Preventative Maintenance	MED Improvement Project	NICTD	FTA 5337 St of Good Repair	\$1,600,000	\$0	\$400,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$2,000,000	Exempt
NIR-25-030	Transit - Preventative Maintenance	Maintenance Overhaul	NICTD	FTA 5307 Chicago UZA	\$12,376,229	\$0	\$3,339,086	\$0	\$7,284,951	\$8,430,364	\$0	\$0	\$15,715,315	Exempt
NIR-24-031	Transit - Preventative Maintenance	Transit/Asset management / 2024 Maintenance Overhaul	NICTD	FTA 5307 Chicago UZA	\$5,588,738	\$0	\$1,397,185	\$6,985,923	\$0	\$0	\$0	\$0	\$6,985,923	Exempt
NIR-25-028	Transit - Preventative Maintenance	Railcar End of Life Overhaul	NICTD	FTA 5337 St of Good Repair	\$10,400,000	\$0	\$2,600,000	\$0	\$6,000,000	\$7,000,000	\$0	\$0	\$13,000,000	Exempt
NIRPC2700558	Transit - Preventative Maintenance	Software Replacement/Upgrades	NICTD	FTA 5337 St of Good Repair	\$160,000	\$0	\$40,000	\$0	\$0	\$200,000	\$0	\$0	\$200,000	Exempt
NIRPC2700557	Transit - Preventative Maintenance	Bridge rehabilitation/ repairs	NICTD	FTA 5337 St of Good Repair	\$1,600,000	\$0	\$400,000	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	Exempt
NIR-25-031	Transit - Preventative Maintenance	Police cameras	NICTD	FTA 5337 St of Good Repair	\$80,000	\$0	\$20,000	\$0	\$100,000	\$0	\$0	\$0	\$100,000	Exempt
NIR-25-029	Transit - Preventative Maintenance	Facility Improvements	NICTD	FTA 5337 St of Good Repair	\$1,000,000	\$0	\$250,000	\$0	\$1,250,000	\$0	\$0	\$0	\$1,250,000	Exempt
NIR-25-023	Transit - Preventative Maintenance	Signal/Catenary Upgrades	NICTD	FTA 5337 St of Good Repair	\$2,400,000	\$0	\$600,000	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$3,000,000	Exempt
NIR-24-032	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Support Vehicles	NICTD	FTA 5337 St of Good Repair	\$450,160	\$0	\$112,540	\$562,700	\$0	\$0	\$0	\$0	\$562,700	Exempt
NIRPC2700635 (temp)	Transit - Capital	HL1 Railcar Lease	NICTD	FTA 5337 St of Good Repair	\$2,069,184	\$0	\$517,296	\$0	\$0	\$0	\$2,586,480	\$0	\$2,586,480	Exempt
NIRPC 2700635 (temp)	Transit - Capital	HL1 Railcar Lease	NICTD	FTA 5337 St of Good Repair	\$2,069,184	\$0	\$517,296	\$0	\$0	\$0	\$0	\$2,586,480	\$2,586,480	Exempt

Transit Listing														
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
NIRPC 2700672 (temp)	Transit - Capital	Track Improvements	NICTD	FTA 5337 St of Good Repair	\$2,000,000	\$0	\$500,000	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000	Exempt
NIRPC 2700666 (temp)	Transit - Capital	PTC Hardware Replacement	NICTD	FTA 5337 St of Good Repair	\$480,000	\$0	\$120,000	\$0	\$0	\$0	\$0	\$600,000	\$600,000	Exempt
NIRPC 2700670 (temp)	Transit - Capital	Substation Improvements	NICTD	FTA 5337 St of Good Repair	\$2,400,000	\$0	\$600,000	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	Exempt
NIRPC 2700668 (temp)	Transit - Capital	Station Improvements	NICTD	FTA 5337 St of Good Repair	\$4,646,899	\$0	\$1,161,725	\$0	\$0	\$0	\$0	\$5,808,624	\$5,808,624	Exempt
NIRPC 2700624 (temp)	Transit - Capital	Passenger Communication Upgrades	NICTD	FTA 5337 St of Good Repair	\$1,200,000	\$0	\$300,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	Exempt
NIRPC 2700659 (temp)	Transit - Capital	Support Vehicles	NICTD	FTA 5337 St of Good Repair	\$727,989	\$0	\$181,997	\$0	\$0	\$0	\$909,986	\$0	\$909,986	Exempt
NIRPC 2700659 (temp)	Transit - Capital	Support Vehicles	NICTD	FTA 5337 St of Good Repair	\$600,000	\$0	\$150,000	\$0	\$0	\$0	\$0	\$750,000	\$750,000	Exempt
NIRPC 2700653 (temp)	Transit - Capital	Midlife Rebuild	NICTD	FTA 5337 St of Good Repair	\$6,400,000	\$0	\$1,600,000	\$0	\$0	\$0	\$8,000,000	\$0	\$8,000,000	Exempt
NIRPC 2700653 (temp)	Transit - Capital	Midlife Rebuild	NICTD	FTA 5337 St of Good Repair	\$6,400,000	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$8,000,000	\$8,000,000	Exempt
NIRPC 2700621 (temp)	Transit - Capital	Bidirectional Signaling	NICTD	FTA 5337 St of Good Repair	\$800,000	\$0	\$200,000	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	Exempt
NIRPC 2700621 (temp)	Transit - Capital	Bidirectional Signaling	NICTD	FTA 5337 St of Good Repair	\$800,000	\$0	\$200,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	Exempt
NIRPC 2700662 (temp)	Transit - Capital	Railcar routers	NICTD	FTA 5337 St of Good Repair	\$160,000	\$0	\$40,000	\$0	\$0	\$0	\$200,000	\$0	\$200,000	Exempt
NIRPC 2700627 (temp)	Transit - Capital	Double Track Phase II	NICTD	FTA 5337 St of Good Repair	\$2,172,959	\$0	\$543,240	\$0	\$0	\$0	\$0	\$2,716,199	\$2,716,199	Exempt
NIRPC 2700626 (temp)	Transit - Capital	DT Phase II	NICTD	FTA 5337 St of Good Repair	\$2,172,959	\$0	\$543,240	\$0	\$0	\$0	\$2,716,199	\$0	\$2,716,199	Exempt
NIRPC 2700636 (temp)	Transit - Capital	Computer Replacement	NICTD	FTA 5337 St of Good Repair	\$160,000	\$0	\$40,000	\$0	\$0	\$0	\$200,000	\$0	\$200,000	Exempt
NIRPC 2700671 (temp)	Transit - Capital	Track Equipment	NICTD	FTA 5337 St of Good Repair	\$560,000	\$0	\$140,000	\$0	\$0	\$0	\$700,000	\$0	\$700,000	Exempt
NIRPC 2700671 (temp)	Transit - Capital	Track Equipment	NICTD	FTA 5337 St of Good Repair	\$640,000	\$0	\$160,000	\$0	\$0	\$0	\$0	\$800,000	\$800,000	Exempt
NIRPC 2700669 (temp)	Transit - Capital	Substation Improvements	NICTD	FTA 5337 St of Good Repair	\$5,440,000	\$0	\$1,360,000	\$0	\$0	\$0	\$6,800,000	\$0	\$6,800,000	Exempt
NIRPC 2700647 (temp)	Transit - Capital	Metra Electric District Capital Investment	NICTD	FTA 5337 St of Good Repair	\$800,000	\$0	\$200,000	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	Exempt
NIRPC 2700647 (temp)	Transit - Capital	Metra Electric District Capital Investment	NICTD	FTA 5337 St of Good Repair	\$1,600,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	Exempt
NIRPC 2700639 (temp)	Transit - Capital	MED Railway Improvement	NICTD	FTA 5337 St of Good Repair	\$5,680,000	\$0	\$1,420,000	\$0	\$0	\$0	\$7,100,000	\$0	\$7,100,000	Exempt
NIRPC 2700639 (temp)	Transit - Capital	MED Railway Improvement	NICTD	FTA 5337 St of Good Repair	\$5,680,000	\$0	\$1,420,000	\$0	\$0	\$0	\$0	\$7,100,000	\$7,100,000	Exempt
NIRPC 2700633 (temp)	Transit - Capital	Facility Improvement	NICTD	FTA 5337 St of Good Repair	\$1,718,925	\$0	\$429,731	\$0	\$0	\$0	\$2,148,656	\$0	\$2,148,656	Exempt
NIRPC 2700620 (temp)	Transit- Preventative Maintenance	Preventative Maintenance 2027 & 2028	NICTD	FTA 5307 Chicago UZA	\$18,265,522	\$0	\$4,566,380	\$0	\$0	\$0	\$11,302,922	\$11,528,980	\$22,831,902	Exempt
NIR-24-048	Transit - Capital	Transit/Operating / 2024 Operational Support Equipment	NIRPC	FTA 5307 Chicago UZA	\$72,493	\$0	\$18,123	\$90,616	\$0	\$0	\$0	\$0	\$90,616	Exempt
NIR-24-049	Transit - Planning/Oversight	Planning / 2024 Transit Oversight	NIRPC	FTA 5307 Chicago UZA	\$345,600	\$0	\$86,400	\$432,000	\$0	\$0	\$0	\$0	\$432,000	Exempt
NIRPC-OA-27.28 (temp)	Transit - Planning/Oversight	Planning / 2027 & 2028 Transit Oversight	NIRPC	FTA 5307 Chicago UZA	\$578,677	\$0	\$144,669	\$0	\$0	\$0	\$356,329	\$367,018	\$723,346	Exempt
NIR-25-032	Transit - Operating	Operating Assistance	North Township	FTA 5307 Chicago UZA	\$531,175	\$0	\$544,000	\$0	\$531,175	\$544,000	\$0	\$0	\$1,075,175	Exempt

Transit Listing														
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
NIR-24-033	Transit - Operating	Transit/Operating / 2024 Operating Assistance	North Township	FTA 5307 Chicago UZA	\$259,175	\$0	\$259,175	\$518,350	\$0	\$0	\$0	\$0	\$518,350	Exempt
NIR-25-033	Transit - Preventative Maintenance	Preventative Maintenance	North Township	FTA 5307 Chicago UZA	\$86,400	\$0	\$21,600	\$0	\$54,000	\$54,000	\$0	\$0	\$108,000	Exempt
NIR-24-034	Transit - Preventative Maintenance	Transit/Asset Management / 2024 Preventative Maint.	North Township	FTA 5307 Chicago UZA	\$43,200	\$0	\$10,800	\$54,000	\$0	\$0	\$0	\$0	\$54,000	Exempt
NIR-24-035	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Vehicle Replacement	North Township	FTA 5310 Chicago UZA	\$67,380	\$0	\$16,845	\$84,225	\$0	\$0	\$0	\$0	\$84,225	Exempt
NIR-25-034	Transit - Vehicle Replacements	Vehicle Replacement	North Township	FTA 5339 Chicago UZA	\$138,760	\$0	\$34,690	\$0	\$86,725	\$86,725	\$0	\$0	\$173,450	Exempt
NT-OA-27.28 (temp)	Transit - Operating	Transit/Operating / 2024 Operating Assistance	North Township	FTA 5307 Chicago UZA	\$470,050	\$0	\$470,050	\$0	\$0	\$0	\$467,500	\$472,600	\$940,100	Exempt
NT-PM-27.28 (temp)	Transit - Preventative Maintenance	Transit/Asset Management / 2027 & 2028 Preventative Maint.	North Township	FTA 5307 Chicago UZA	\$74,120	\$0	\$18,530	\$0	\$0	\$0	\$46,325	\$46,325	\$92,650	Exempt
NIR-25-035	Transit - Preventative Maintenance	Preventative Maintenance	OE	FTA 5307 Chicago UZA	\$208,000	\$0	\$52,800	\$0	\$128,800	\$132,000	\$0	\$0	\$260,800	Exempt
NIR-24-036	Transit - Preventative Maintenance	Transit/Asset Management / 2024 Preventative Maint.	OE	FTA 5307 Chicago UZA	\$102,400	\$0	\$25,600	\$128,000	\$0	\$0	\$0	\$0	\$128,000	Exempt
NIR-24-037	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Vehicle Replacement	OE	FTA 5307 Chicago UZA	\$161,840	\$0	\$40,460	\$202,300	\$0	\$0	\$0	\$0	\$202,300	Exempt
NIR-25-036	Transit - Vehicle Replacements	Vehicle Replacements	OE	FTA 5310 Chicago UZA	\$350,000	\$0	\$87,500	\$0	\$218,750	\$218,750	\$0	\$0	\$437,500	Exempt
OE-PM-27.28 (temp)	Transit - Preventative Maintenance	Transit/Asset Management / 2027 & 2028 Preventative Maint.	OE	FTA 5307 Chicago UZA	\$238,000	\$0	\$59,500	\$0	\$0	\$0	\$148,750	\$148,750	\$297,500	Exempt
OE-VR-27.28 (temp)	Transit Vehicle Replacement	Vehicle Replacements	OE	FTA 5339 Chicago UZA	\$470,000	\$0	\$117,500	\$0	\$0	\$0	\$293,750	\$296,750	\$587,500	Exempt
NIR-24-038	Transit - Operating	Transit/Operating / 2024 Operating Assistance	PCACS	FTA 5310 Chicago UZA	\$75,000	\$0	\$75,000	\$150,000	\$0	\$0	\$0	\$0	\$150,000	Exempt
NIR-25-038	Transit - Operating	Operating Assistance	PCACS	FTA 5310 Chicago UZA	\$105,000	\$0	\$105,000	\$0	\$100,000	\$110,000	\$0	\$0	\$210,000	Exempt
NIR-25-037	Transit - Operating	Operating Assistance	PCACS	FTA 5307 Chicago UZA	\$245,000	\$0	\$330,000	\$0	\$235,000	\$340,000	\$0	\$0	\$575,000	Exempt
NIR-25-039	Transit - Preventative Maintenance	Preventative Maintenance	PCACS	FTA 5307 Chicago UZA	\$80,000	\$0	\$20,000	\$0	\$50,000	\$50,000	\$0	\$0	\$100,000	Exempt
NIR-24-039	Transit - Operating	Transit/Expansion / 2024 Operations Expansion	PCACS	FTA 5310 Chicago UZA	\$25,000	\$0	\$25,000	\$50,000	\$0	\$0	\$0	\$0	\$50,000	Exempt
NIR-24-040	Transit - Preventative Maintenance	Transit/Asset Management / 2024 Preventative Maint.	PCACS	FTA 5307 Chicago UZA	\$40,000	\$0	\$10,000	\$50,000	\$0	\$0	\$0	\$0	\$50,000	Exempt
NIR-24-041	Transit - Vehicle Replacements	Transit/Asset Management / 2024 Vehicle Replacement	PCACS	FTA 5310 Chicago UZA	\$112,000	\$0	\$28,000	\$140,000	\$0	\$0	\$0	\$0	\$140,000	Exempt
NIR-25-040	Transit - Vehicle Replacements	Vehicle Replacement	PCACS	FTA 5339 Chicago UZA	\$241,000	\$0	\$60,250	\$0	\$150,000	\$151,250	\$0	\$0	\$301,250	Exempt
PCACS-OA-27.28 (5307) (temp)	Transit - Operating	Operating Assistance 2027 & 2028	PCACS	FTA 5307 Chicago UZA	\$294,780	\$0	\$294,780	\$0	\$0	\$0	\$294,780	\$294,780	\$589,560	Exempt
PCACS-OA-27.28 (5310) (temp)	Transit - Operating	Operating Assistance 2027 & 2028	PCACS	FTA 5310 Chicago UZA	\$353,800	\$0	\$353,800	\$0	\$0	\$0	\$353,800	\$353,800	\$707,600	Exempt
PCACS-PM-27.28	Transit - Preventative Maintenance	Preventative Maintenance, 2027 & 2028	PCACS	FTA 5307 Chicago UZA	\$74,800	\$0	\$18,700	\$0	\$0	\$0	\$46,750	\$46,750	\$93,500	Exempt
NIR-24-045	Transit - Capital	Transit/Operating / 2024 Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$549,247	\$0	\$1,167,148	\$1,716,395	\$0	\$0	\$0	\$0	\$1,716,395	Exempt
NIR-24-044	Transit - Capital	Transit/Operating / 2024 Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$358,688	\$0	\$291,312	\$650,000	\$0	\$0	\$0	\$0	\$650,000	Exempt
NIR-24-046	Transit - Capital	Transit/Operating / 2024 Cost of Contracting	Valparaiso Transit	FTA 5307 Chicago UZA	\$475,834	\$0	\$1,011,146	\$1,486,980	\$0	\$0	\$0	\$0	\$1,486,980	Exempt
NIR-25-043	Transit - Operating	South Shore Connect Capital Cost of Contracting FY 2025-2026	Valparaiso Transit	FTA 5307 Chicago UZA	\$121,600	\$0	\$258,400	\$0	\$190,000	\$190,000	\$0	\$0	\$380,000	Exempt

Transit Listing														
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FEDERAL FUND TYPE	FED	STATE	LOC	2024	2025	2026	2027	2028	TOTAL YEAR	AQ EXEMPT
NIR-25-044	Transit - Operating	Chicago Dash - Capital Cost of Contracting FY 2025-2026	Valparaiso Transit	FTA 5307 Chicago UZA	\$1,186,697	\$0	\$2,579,920	\$0	\$1,839,207	\$1,927,410	\$0	\$0	\$3,766,617	Exempt
VALPO-CC-27.28	Transit - Operating	Chicago Dash - Capital Cost of Contracting FY 2027-2028	Valparaiso Transit	FTA 5307 Chicago UZA	\$1,105,337	\$0	\$2,348,842	\$0	\$0	\$0	\$1,727,090	\$1,727,090	\$3,454,179	Exempt
NIR-22-043	Transit - Operating	Valparaiso Transit Transit Operations Expansion	Valparaiso Transit	CMAQ Chicago UZA	\$1,266,000	\$0	\$316,500	\$527,500	\$0	\$0	\$0	\$0	\$1,582,500	Exempt
NIR-25-045	Transit - Operating	Capital Cost of Contracting V-Line	Valparaiso Transit	FTA 5307 Chicago UZA	\$746,000	\$0	\$1,585,250	\$0	\$1,165,625	\$1,165,625	\$0	\$0	\$2,331,250	Exempt
NIRPC 2700586 (temp)	Transit Vehicle Replacement	Replace 3 vehicles for V-line 2028	Valparaiso Transit	FTA 5307 Chicago UZA	\$421,600	\$0	\$105,400	\$0	\$0	\$0	\$0	\$527,000	\$527,000	Exempt
NIR-25-046	Transit - Vehicle Replacements	South Shore Connect Bus replacement 2025	Valparaiso Transit	FTA 5339 Chicago UZA	\$156,800	\$0	\$39,800	\$0	\$196,600	\$0	\$0	\$0	\$196,600	Exempt
NIR-24-018	Transit - Capital	Transit / Asset Management / 2024 Vehicle Replacements	MC Transit	STBG Mich City Transfer to FTA	\$256,000	\$0	\$64,000	\$320,000	\$0	\$0	\$0	\$0	\$320,000	Exempt
NIR-25-017	Transit - Operating	Operating Assistance	MC Transit	FTA 5307 Mich City UZA	\$1,462,736	\$0	\$1,462,736	\$0	\$1,462,736	\$1,462,736	\$0	\$0	\$2,925,472	Exempt
NIR-24-017	Transit - Operating	Transit / Operating Assistance / 2024	MC Transit	FTA 5307 Mich City UZA	\$812,513	\$0	\$812,513	\$1,625,026	\$0	\$0	\$0	\$0	\$1,625,026	Exempt
NIR-24-019	Transit - Vehicle Replacements	Michigan City Transit vehicle replacement	MC Transit	STBG Mich City Transfer to FTA	\$280,000	\$0	\$70,000	\$350,000	\$0	\$0	\$0	\$0	\$350,000	Exempt
NIRPC 2700693 (temp)	Transit - Vehicle Replacements	Vehicle Replacements	MC Transit	STBG Mich City Transfer to FTA	\$592,000	\$0	\$148,000	\$0	\$0	\$0	\$400,000	\$340,000	\$740,000	Exempt
MCT-OA-27.28	Transit - Operating	Transit / Operating Assistance / 2027 & 2028	MC Transit	FTA 5307 Mich City UZA	\$2,085,370	\$0	\$2,011,622	\$0	\$0	\$0	\$2,048,496	\$2,048,496	\$4,096,992	Exempt
NIR-24-043	Transit - Capital	Transit / Asset Management / 2024 Vehicle Replacements	TransPorte (LaPorte)	STBG Mich City Transfer to FTA	\$237,350	\$0	\$59,338	\$296,688	\$0	\$0	\$0	\$0	\$296,688	Exempt
NIR-25-041	Transit - Operating	Operating Assistance	TransPorte (LaPorte)	FTA 5307 Mich City UZA	\$519,290	\$0	\$519,290	\$0	\$519,290	\$519,290	\$0	\$0	\$1,038,580	Exempt
NIR-24-042	Transit - Operating	Transit / Operating Assistance / 2024	TransPorte (LaPorte)	FTA 5307 Mich City UZA	\$292,868	\$0	\$419,456	\$712,324	\$0	\$0	\$0	\$0	\$712,324	Exempt
NIR-25-042	Transit - Vehicle Replacements	La Porte Transporte replacement busses	TransPorte (LaPorte)	STBG Mich City UZA	\$176,000	\$0	\$44,000	\$0	\$110,000	\$110,000	\$0	\$0	\$220,000	Exempt
LPT-OA-27.28	Transit - Operating	Operating Assistance FY 2027 & 2028	TransPorte (LaPorte)	FTA 5307 Mich City UZA	\$739,292	\$0	\$2,750,228	\$0	\$0	\$0	\$1,744,760	\$1,744,760	\$3,489,520	Exempt
Total Funds					\$280,817,506	\$0	\$107,425,820	\$73,116,950	\$80,993,829	\$84,388,272	\$69,906,931	\$69,746,003	\$390,619,639	

Air quality conformity

As required by the Section 176(c) of the Clean Air Act and 40 CFR Parts 51 and 93, the 2024-2028 Transportation Improvement Program is required to demonstrate Transportation Conformity to the Indiana State Implementation Plan. This requires showing that on-road mobile source emissions (of various Criteria Pollutants for which the U.S. Environmental Protection Agency has designated Northwest Indiana to be nonattainment or maintenance of) caused by regionally significant, non-exempt projects in the 2022-2026 Transportation Improvement Program do not exceed budgets found in the Indiana State Implementation Plan.

NIRPC drafted the Transportation Conformity Determination Analysis Report for *NWI 2050* and the 2022-2026 Transportation Improvement Program in consultation with the Interagency Consultation Group for Air Quality, comprised of the following agencies:

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

Fiscal constraint

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

Funding assumptions

This TIP has clearly demonstrated a need for more revenue to invest in NWI’s transportation infrastructure. For every FHWA \$1 available for programming, NIRPC receives \$10 in funding requests in the call for projects for TIPs. As a region we will need to come up with additional strategies to pursue the transformative investments

we need to advance our Region forward. This is a critical path in *NWI 2050*. In programming this TIP, to leverage as much federal-aid available to us from FHWA and FTA, the budget must consider two major factors: how much will revenue grow, and how much will cost growth impact the projects in the TIP?

The funding for this TIP is assumed to be a modest increase of 1.018% in funding over the next two years and a fixed rate after that per a recommendation from INDOT. This allows for a conservative programming approach, in an effort to avoid having to remove projects from the TIP should aggressively funding growth assumptions not materialize. The basis for a modest revenue growth budget is due to the following: The gas tax which is supposed to fund transportation investments at the federal level has not been increased since 1993. This has allowed the Highway Trust Fund to become depleted and in need of general fund infusions. This has been the case since the expiration of SAFETEA-LU in 2009. Additionally, pressure on LPAs and transit operators to match federal funds grows with downward pressure from property tax caps, and the evolution towards discretionary grants from the state that also require match to support local asset management. Project cost growth is considered in the project cost estimates or highway projects in INDOT’s project management platform, SPMS. Transit operators opted to constrain their cost growth and only seek additional funding for operations and preventative maintenance if additional funding from FTA materializes.

Constraint tables

FHWA derived funding sources

By practice of INDOT, FHWA funds are allocated to each MPO by funding source, but MPOs are provided with the flexibility use those funding allocations as guides. Therefore, some FHWA funding sources may appear to be in surplus or deficit, but so long as the overall regional annual allocation is not exceeded, this TIP will be found to be fiscally constrained. This chart includes funds that have been loaned to other MPOs and are being paid back at a later date.

FHWA	Chicago UZA					Michigan City UZA				
	2024	2025	2026	2027	2028-Illustrative	2024	2025	2026	2027	2028-Illustrative
STBG Available	\$ 15,189,165	\$ 15,492,948	\$ 15,802,807	\$ 15,802,807	\$ 24,244,022	\$ 1,236,857	\$ 1,263,959	\$ 1,291,605	\$ 1,291,605	\$ 1,291,605
STBG Programmed	\$ 8,812,660	\$ 18,325,393	\$ 10,653,981	\$ 15,630,270	\$ 21,037,474	\$ 1,653,350	\$ 1,495,030	\$ 1,334,322	\$ 1,165,810	\$ 857,000
HSIP Available	\$ 3,512,000	\$ 2,839,505	\$ 2,896,295	\$ 2,934,886	\$ 3,540,421	\$ 420,166	\$ 429,309	\$ 439,365	\$ 445,757	\$ 452,264
HSIP Programmed	\$ 125,000	\$ 2,533,811	\$ 2,276,300	\$ 1,556,200	\$ 6,075,000	\$ -	\$ 688,000	\$ 330,000	\$ 369,349	\$ -
CMAQ Available	\$ 2,698,431	\$ 2,750,143	\$ 2,805,146	\$ 2,855,638	\$ 3,473,290	\$ 659,036	\$ 668,745	\$ 678,649	\$ 690,865	\$ 703,300
CMAQ Programmed	\$ 4,618,613	\$ 1,649,600	\$ 6,181,470	\$ 5,783,129	\$ 8,221,334	\$ 250,000	\$ 358,975	\$ 1,247,120	\$ 690,000	\$ 1,684,073
TA Available	\$ 2,114,882	\$ 2,157,179	\$ 2,200,323	\$ 2,200,323	\$ 2,200,323	\$ 236,501	\$ 241,231	\$ 246,056	\$ 246,056	\$ 246,056
TA Programmed	\$ 7,414,334	\$ 1,054,691	\$ 4,929,065	\$ 2,262,275	\$ 2,238,388	\$ 812,696	\$ 200,000	\$ -	\$ 663,946	\$ -
CRP Available	\$ 1,845,276	\$ 1,882,181	\$ 1,919,825	\$ 1,919,825	\$ 1,919,825	\$ 206,352	\$ 210,479	\$ 214,689	\$ 218,553	\$ 222,487
CRP Programmed	\$ 976,124	\$ 1,331,200	\$ 1,610,240	\$ 64,000	\$ 589,680	\$ 80,000	\$ 125,735	\$ -	\$ -	\$ -
PROTECT Available	\$ 681,916	\$ 695,554	\$ 709,465	\$ 722,235	\$ 735,236	\$ 75,688	\$ 77,202	\$ 78,746	\$ 80,163	\$ 81,606
PROTECT Programmed	\$ 310,000	\$ 454,504	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Available	\$ 26,041,670	\$ 25,817,510	\$ 26,333,861	\$ 26,435,714	\$ 36,113,117	\$ 2,834,600	\$ 2,890,925	\$ 2,949,110	\$ 2,972,999	\$ 2,997,318
(+/-)	\$ 3,784,939	\$ 468,311	\$ 682,805	\$ 1,139,840	\$ (2,048,759)	\$ 38,554	\$ 23,185	\$ 37,668	\$ 83,894	\$ 456,245

Appendix 1 - official actions and compliance

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



RESOLUTION 23-05

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE FY 2024-2028 TRANSPORTATION IMPROVEMENT PROGRAMS FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA

July 20, 2023

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 Infrastructure Investment and Jobs Act of 2021 (PL 117-58), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS, the FY 2024-2028 Transportation Improvement Program is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *NWI 2050 Plan*; and

WHEREAS, the FY 2024-2028 Transportation Improvement Program is an implementation of the *NWI 2050 Plan*, is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

WHEREAS, the FY 2024-2028 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

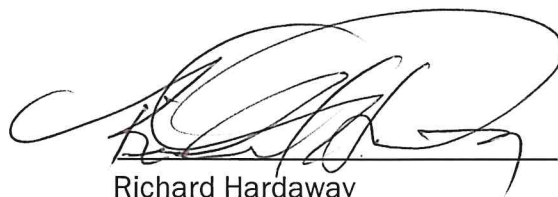
WHEREAS, the draft of FY 2024-2028 Transportation Improvement Program was reviewed by the Air Quality Conformity Task Force's Interagency Consultation Group (ICG); and

WHEREAS, the adoption of the FY 2024-2028 Transportation Improvement Program is subjected to public comment in the manner prescribed by the 2019 Public Participation Plan, *ENGAGE NWI*; and

WHEREAS, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission adopt the FY 2024-2028 Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the FY 2024-2028 Transportation Improvement Program by adding the new program as an attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this twentieth day of July, 2023.

A handwritten signature in black ink, appearing to read 'Richard Hardaway', written over a horizontal line.

Richard Hardaway
Chairperson

ATTEST:

A handwritten signature in black ink, appearing to read 'Sue Lynch', written over a horizontal line.

Sue Lynch
Secretary

Appendix 2 - public engagement

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

(This report will be completed at the end of the Public Comment period.)



Public Comment Report

Adoption of the 2024-2028 Transportation Improvement Program (TIP)

Northwestern Indiana Regional Planning Commission

July 20, 2023

Adoption of the 2024-2028 Transportation Improvement Program was released for a 30-day public comment period which began on March 6, 2023, and ended April 7, 2023. The draft TIP, including the projects submitted, was made available at www.nirpc.org as well as multiple social media sites. Upon completion of the Public Comment period, no comments from the public were received during the comment period on the proposed adoption. NIRPC conducted a Public Meeting/Open House on Wednesday April 5, 2023, in Merrillville (Dean and Barbara White Community Center) with no comments on this TIP Adoption. Additional Open Houses were held in Hammond (Purdue Northwest Campus – April 10), Michigan City (Michigan City Public Library – April 12), and Valparaiso (Porter County Government Building – April 13). These open houses were held outside of the Public Comment window, but in conjunction with NIRPC's Long Range Plan update: *2050+ Plan*. Another Public Meeting/Open House was held in conjunction with INDOT during their STIP Open House on May 24 in Merrillville (at the Dean and Barbara White Community Center). No comments pertaining to the TIP were received during any of the Public Meetings.

NIRPC submitted the draft TIP to INDOT and USDOT (FHWA & FTA). Two comments of concern were received from FHWA. The first comments revolve around small deficits showing in 2024 in both UZAs and 2026 for the Michigan City UZA. These have been corrected. The second comment relates to funds that were loaned very recently to another MPO. FHWA would like to see a better description of this loan. A sentence has been included describing this loan.

Appendix 3 - checklist on federally required elements of a TIP

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

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

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

NIRPC's 2024-2028 TIP goes above and beyond the four-year requirement and includes a program of projects for five years as requested by INDOT, with the understanding that FHWA and FTA

will view the fifth-year projects as illustrative. This TIP will be updated again in two years, ahead of the federally mandated four years, as is practice of INDOT and Indiana's fourteen MPOs to develop a compatible STIP. This TIP is conforming to the requirements of transportation conformity regulations. Please see the section on air quality conformity starting on page .

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

NIRPC's 2024-2028 TIP has been developed and adopted according to Engage NWI, NIRPC's 2019 Public Participation Plan which directs MPO staff to hold a 30-day public comment period and a public meeting. This is in accordance with the regulation described above. Further, the TIP has been published on our website at: <https://www.nirpc.org/2040-plan/transportation/transportation-improvement-program-tip/> and the full program of projects and details may also be found on our electronic TIP database at: <https://rtip.nirpc.org/>. The publication of the TIP and notice of public comment opportunity was shared with media outlets and posted on NIRPC's social media accounts.

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

NIRPC's 2024-2028 TIP not only incorporates the performance targets required by regulation, but goes above and beyond to

address the other areas of importance to NWI. The programming approach for this TIP was completely overhauled with performance-based planning and the implementation of the MPO's long-range plan as a central objective of achieving the targets laid out in NIRPC's performance-based planning framework. This is detailed starting on page .

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

NIRPC's 2024-2028 TIP includes a description of each of the investment programs that have been created to respond to the performance-based planning requirements and to implement the MPO's long-range plan. Each of these investment programs have been linked to the performance-based planning framework so that is clear that the MPO's program of projects are making progress towards achieving the adopted performance targets.

(e) The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities), except the following that may be included: (1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102; (2) Metropolitan planning projects funded under 23 U.S.C. 104(d), and 49 U.S.C. 5305(d); (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e); (4) At the discretion of the State and MPO, metropolitan planning projects funded with Surface Transportation Program funds; (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes); (6) National planning and research projects funded under 49 U.S.C.

5314; and (7) Project management oversight projects funded under 49 U.S.C. 5327.

NIRPC's 2024-2028 TIP includes all required projects pursuant to this regulation. Each project is listed in the "Investments" section of the TIP which starts on page 48.

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

NIRPC's 2024-2028 TIP includes all regionally significant projects (no matter where the funding may originate) requiring action by FHWA and FTA. A list of these projects is included in the section "Air quality conformity" starting on page . Additionally, each project that is regionally significant is noted as such on its more descriptive table in the "Investments" section of the TIP which starts on page .

(g) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the Following: (1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase; (2) Estimated total project cost, which may extend beyond the 4 years of the TIP; (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-

Federal funds); (4) Identification of the agencies responsible for carrying out the project or phase; (5) In nonattainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP; (6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A); and (7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.

NIRPC's 2024-2028 TIP includes all phases for each project programmed in this TIP. This is noted as such on the descriptive project tables in the "Investments" section of the TIP which starts on page . The descriptive project tables include (1) enhanced project descriptions from prior NIRPC TIPs, (2) include the total estimated project cost, including costs beyond the five-year window of the TIP, (3) an annualized amount of federal funds proposed to be obligated, (4) identification of the agencies responsible for carrying out each phase, (5) not applicable, (6) improved descriptions for air quality analysis over prior NIRPC TIPs, and (7) an identification of all projects that will advance the accessibility of NWI's transportation system.

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

NIRPC's 2024-2028 TIP contains such projects as requested for programming by INDOT, and in a few cases LPAs, and in others by transit operators. Special review was placed upon these projects by MPO staff to ensure they were "exempt projects" and also federal-aid eligible, such as proposed on a federal-aid roadway.

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

NIRPC's 2024-2028 goes to great length to explain how the programming of the TIP is clearly linked to the MPO's long-range plan. Narrative to this effect is throughout the document. However, the "Programming approach" section starting on page and should demonstrate how this was accomplished.

(j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for

illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

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

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

All phases of a project are identified for funding: PE – engineering; ROW – right-of-way; CN – construction; CE – construction inspection (CE is a suballocation of CN, and may be represented

as part of CN or stated outright). Projects in the first two years of the TIP are fully programmed for all phases. Each year of the TIP is constrained to annual funding amounts, plus available carryover in the case of FTA funded projects. Projects that are programmed with PE or ROW funds in this TIP, but are expected to utilize CN funds in a year beyond the scope of this TIP will be listed in the long-range plan, *NWI 2050*, to demonstrate commitment to the project.

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

NIRPC and other MPOs discuss with INDOT on how to show revenue growth in every TIP. This TIP assumes a modest revenue growth of 1.02% per year for the first two years and is constant thereafter. NIRPC will monitor federal appropriations, and LPA and transit operators’ ability to match the federal funds they have been awarded. If federal funding decreases or an LPA or transit operator no longer can match the federal funds, the projects will be reviewed and a determination will be made in consultation with the Transportation Resources Oversight Committee, Technical Planning Committee, and the Commission as to the remedy for the decrease in funding. The most likely outcome will be that the construction of the project(s) will be pushed out one fiscal year, so that the TIP remains in fiscal constraint.

(m) Procedures or agreements that distribute sub-allocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by predetermined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized

and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

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

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

(o) In metropolitan nonattainment and maintenance areas, a 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, according to the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the

most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

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

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

§ 450.328 TIP revisions and relationship to the STIP

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

This TIP responds to this requirement in the narrative described on page 22-23.

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

NIRPC understands this to be a requirement of INDOT.

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

This TIP includes such projects and are listed on the same list, and at the end of the INDOT projects. These projects can be found on page 58.