



RESOLUTION 21-11

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

April 15, 2021

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

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

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

WHEREAS, the FY 2022-2026 Transportation Improvement Program is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *NWI 2050 Plan*; and

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

WHEREAS, the FY 2022-2026 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

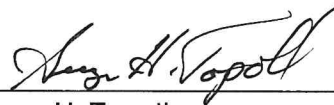
WHEREAS, the draft of FY 2022-2026 Transportation Improvement Program was reviewed by the Air Quality Conformity Task Force's Interagency Consultation Group (ICG); and

WHEREAS, the adoption of the FY 2022-20264 Transportation Improvement Program is subjected to public comment in the manner prescribed by the 2019 Public Participation Plan with no comments received; and

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

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

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



George H. Topoll
Chairperson

ATTEST:



Richard Hardaway
Secretary



Invest NWI

2022-2026

Transportation Improvement Program

Northwestern Indiana Regional Planning Commission
2022-2026 Transportation Improvement Program

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Introduction

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

The transportation network within NWI is multimodal and one of our strongest regional assets. This includes high-volume interstates down to our local streets, regional trails to local sidewalks, from our commuter rail link to Chicago to our bus transit systems crisscrossing our three counties. Each aspect of our transportation network faces opportunities and challenges that must be strategically addressed with careful planning and investment. The 2022-2026 Transportation Improvement Program (TIP) is our region's near-term strategy to make improvements to our transportation network. The TIP was developed using NIRPC's collective long-range plan for the region, the *NWI 2050 Plan*, which includes input from communities, organizations, and the public in NWI.

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

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

NWI's 2022-2026 TIP explained

Who is involved in the TIP?

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

Federal government / United State Department of Transportation

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

USDOT and any recipient of federal transportation funds, such as NWI communities and transit operators, receive direction from transportation authorization bills passed by Congress and signed by the President. In 2015, Congress passed the Fixing America's Surface Transportation (FAST) Act, signed by

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

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

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

State government / Indiana Department of Transportation

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

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

and national transportation system. INDOT, through its own processes, identifies and prioritizes investments for the transportation assets they control as a state agency. This is discussed in more detail in the section, “INDOT’s approach to performance-based planning.” Any investment proposed by INDOT that uses federal-aid or is regionally significant under air quality conformity regulations (see “Air quality conformity”), must be programmed into the TIP for the NWI MPO. There is a section devoted later in the TIP to all projects proposed by INDOT for funding between 2022 and 2026.

Regional government / Northwestern Indiana Regional Planning Commission

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

Because NIRPC is the MPO for NWI, it is responsible for all regional and multimodal transportation planning. There are some core planning documents the MPO must develop and adopt: a Metropolitan Transportation Plan, updated every four years (this is known as the *NWI 2050 Plan*); a Transportation Improvement Program (this TIP), updated annually going forward; a Unified Planning Work Program (UPWP) identifying all planning activities, updated annually.

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NWI is a diverse and dynamic place whose complexities are reflected in the regional transportation system. NWI's planning area includes arguably some of the most strategic and critical links in the national transportation system. These factors combine to make the role of MPO for NWI exciting and challenging. NIRPC, in undertaking its mission, is cognizant of its obligations and responsibilities. Falling under various federal and state statutes, NIRPC promotes inclusion and does not discriminate on the basis of race, color, creed, national origin, or any other factor.

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

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

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

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

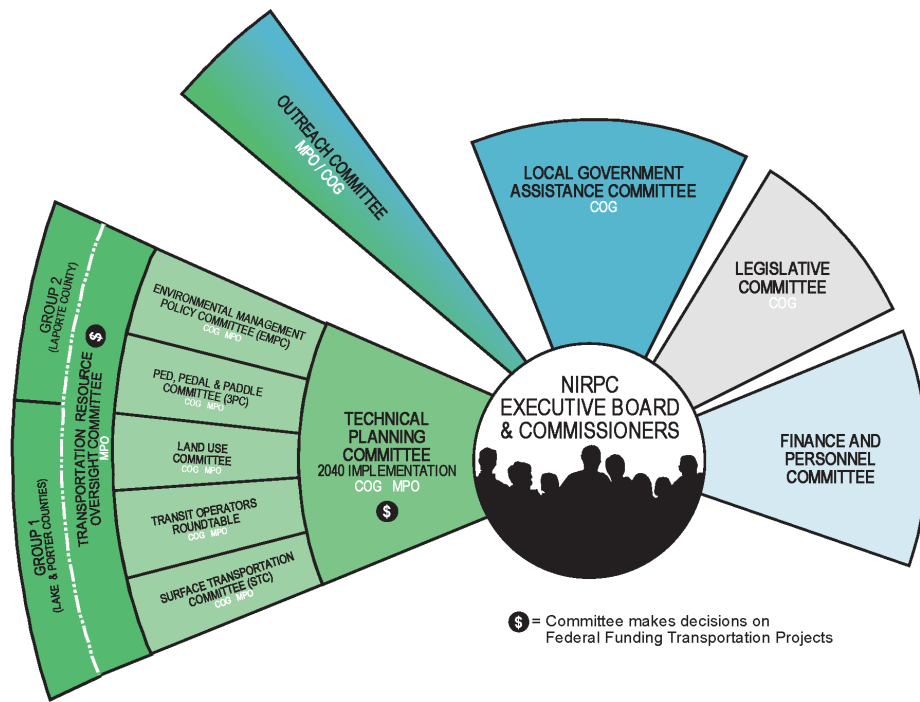
Local governments and transit operators

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

Public input

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

When a planning process is undertaken, the Commission may rely on its existing committees or form ad-hoc committees that are specific to a single project or issue. These forums provide a venue to seek input and deliberate the issues, data, analysis, and ultimately make recommendations to the Commission for their



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consideration. Draft plans are made available for public review and comment according to the 2014 PPP. At the conclusion of a public comment period, a Public Comment Report is generated, detailing the comment, their individual significance, and the MPOs response. If a significant comment is made, suggested revisions to the plan are shared with the Commission for their consideration, and the revisions, if accepted, are made to the plan and possibly put out for another public comment period. If a plan receives no significant suggestions for revision, the plan is proposed to the Commissioner for adoption.

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

The MPO is committed to public participation in the planning process. All meetings involved in this process are open to the public, and the public is provided with the opportunity to comment during the public comment period of the meeting agenda. Multiple methods of communication are utilized in the planning processes of the MPO including: email, postal mail, social media (Facebook <https://www.facebook.com/nirpcmpo/>, Twitter <https://twitter.com/NIRPC>, Instagram <https://www.instagram.com/regionmpo/>, and LinkedIn

<https://www.linkedin.com/company/nirpc>), the website (nirpc.org), pop-up events, open houses, public hearings, and others. All public meetings rooms are verified in advance that they are ADA accessible, and every attempt with adequate notification is made to accommodate individuals who need alternative formats. In addition, the meetings of Commission and its committee are now live streamed on NIRPC's YouTube channel <https://www.youtube.com/user/NIRPCPlanning>.

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

A Transportation Improvement Program (TIP), is a short-range plan that programs FHWA and FTA transportation funds for the improvement of NWI's transportation network. These funds, described in the "Funding overview" section of this TIP, are used for highway, transit, and non-motorized transportation investments. NWI's TIP is formally updated every other year and includes projects undertaken by LPAs, transit operators, and INDOT. The TIP must be responsive to, and aligned with, the MPO's air quality conforming long-range plan. The MPO's long-range plan is the *NWI 2050 Plan*. The TIP also represents the near-term investments, or first five years, of the long-range plan which must, by federal law, look twenty years into the future. FHWA and FTA planning regulations guide the preparation and development of TIP.



Northwestern Indiana Metropolitan Planning Area, with communities

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Federal planning factors and goals

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

National planning goals

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

To maintain the highway infrastructure asset system in a state of good repair.

To achieve a significant reduction in congestion on the National Highway System.

To improve the efficiency of the surface transportation system.

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

To enhance the performance of the transportation system while protecting and enhancing the natural environment.

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Regionally significant projects

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

Performance-based planning

MAP-21 and the FAST Act require states and MPOs to establish target metrics, measure, and assess performance and progress toward the successful completion of goals. Known as performance-based planning (PbP), this approach is a major change to TIPs in the United States and is reflected here. While FHWA and FTA required certain metrics to be measured, NIRPC has proposed through the *NWI 2050 Plan* that NWI's PbP framework go above and beyond. This is detailed in the "NWI's approach to performance-based planning" section of this TIP.

Fiscal constraint

A TIP must demonstrate that the projects programmed with federal-aid do not exceed a reasonable estimate of funds available to make the improvements the projects seek to make. This is known as fiscal constraint, a determination that the federal funds available to NWI are not "overdrawn" and that the funds required to match the federal-aid is in fact available. Each project must provide an estimate of cost and specify the funding sources that are reasonably expected to pay for the construction or implementation of the project. Further, funding must be available to adequately operate and maintain current network

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

The annual list of obligated projects

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

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When is the TIP developed?

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

Where do TIP projects extend to?

Urbanized areas within the metropolitan planning area

NWI's TIP contains projects from LPAs, transit operators, and INDOT for the entire three-county MPO coverage area—Lake, Porter, and La Porte counties. The MPO is part of the U.S. Census Bureau's Chicago Metropolitan Statistical Area (MSA). NWI contains two urbanized areas. The larger UZA, in Northern Lake and Porter counties, is a part of the Chicago urbanized area and is classified by population under *Group 1*. The northwest corner of La Porte County is part of the smaller, Michigan City-La Porte UZA, classified as *Group 2*. This distinction is important because funding for the TIP is acquired through the two distinct UZAs from FHWA and FTA. The UZA distinction also limits where certain funding sources may be spent. The NWI MPO metropolitan planning area covers the entire three-county region, but the UZA are specific within that area. NWI has 771,815 people (2010 Census) and covers 1,520 square miles. There are forty-one cities and towns and ten transit operators within the NIRPC planning area.

Federal-aid eligible roadways

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

Why is the TIP important to NWI?

The NWI 2050 Plan is implemented through the TIP

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

TIP development in the future

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

August

Annual List of Obligated Projects published

September

Confirm funding targets and/or scoring criteria if necessary

October

Notice of Funding Available published and application open

December

Project evaluations and CMAQ/HSIP eligibility determinations

February

Draft TIP is submitted to INDOT Air quality conformity modeling

March

30-day public comment period

April

Anticipated vote to adopt TIP

Environmental Justice & Title VI areas have priority

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

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

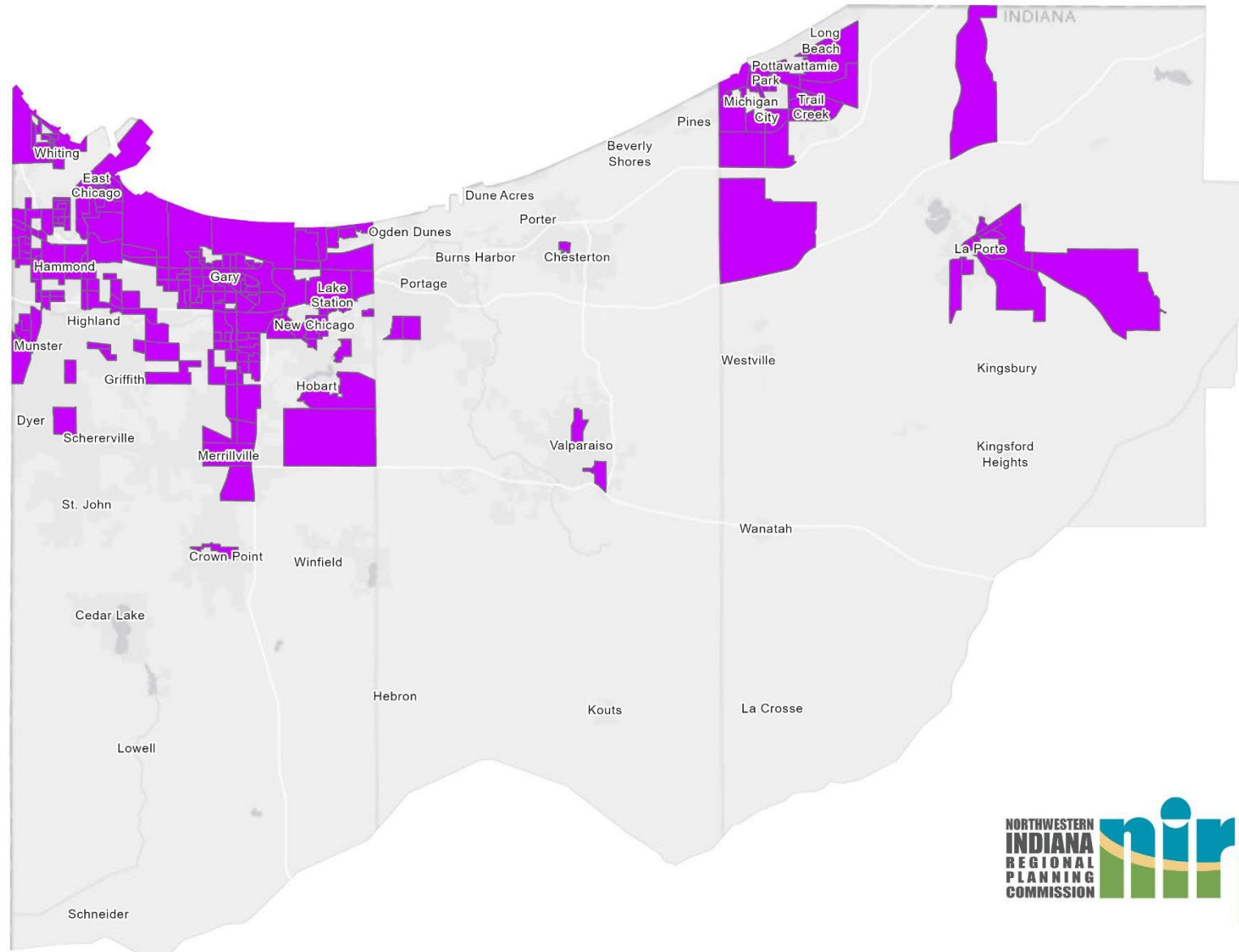
NIRPC strives to follow these principles by ensuring disadvantaged populations, defined as minority and low-income populations, are included in the transportation planning process, and that those communities benefit equally from the transportation system without experiencing a disproportionate share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

Environmental Justice and Title VI in Northwestern Indiana

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

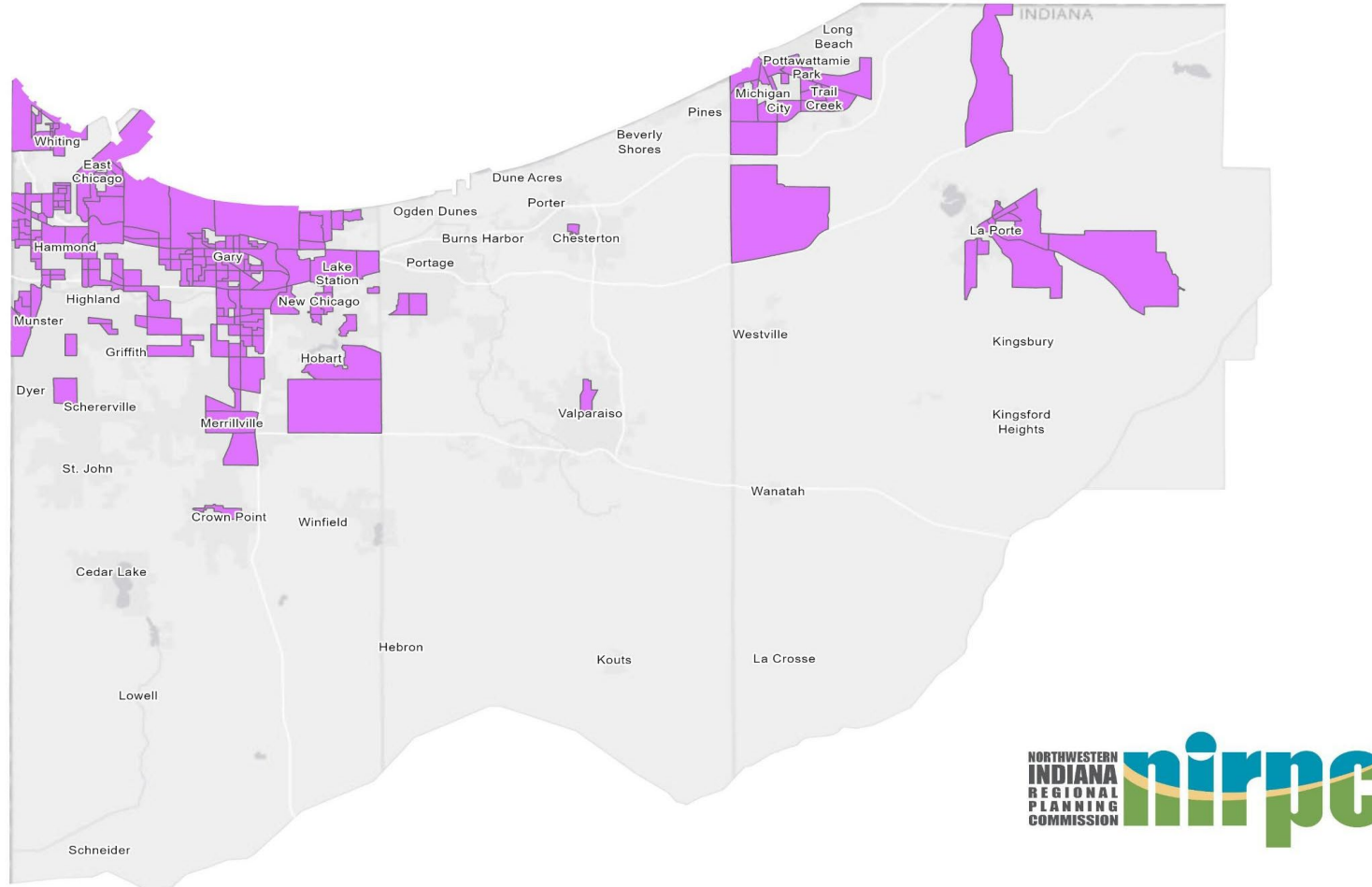
Areas with populations of four-or-greater Environmental Justice groups

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



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

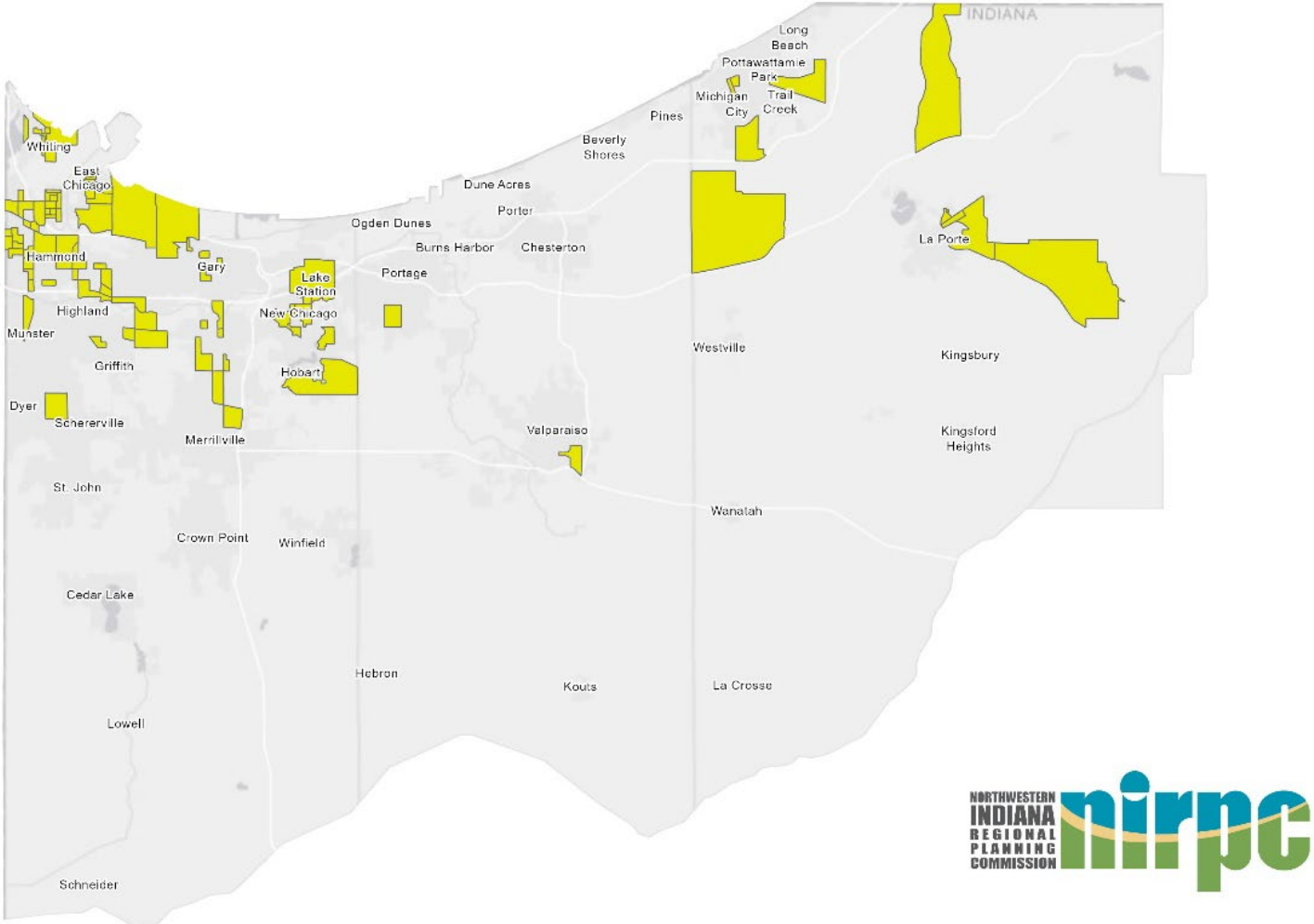
Areas with higher than regionally average populations of individuals with disabilities.



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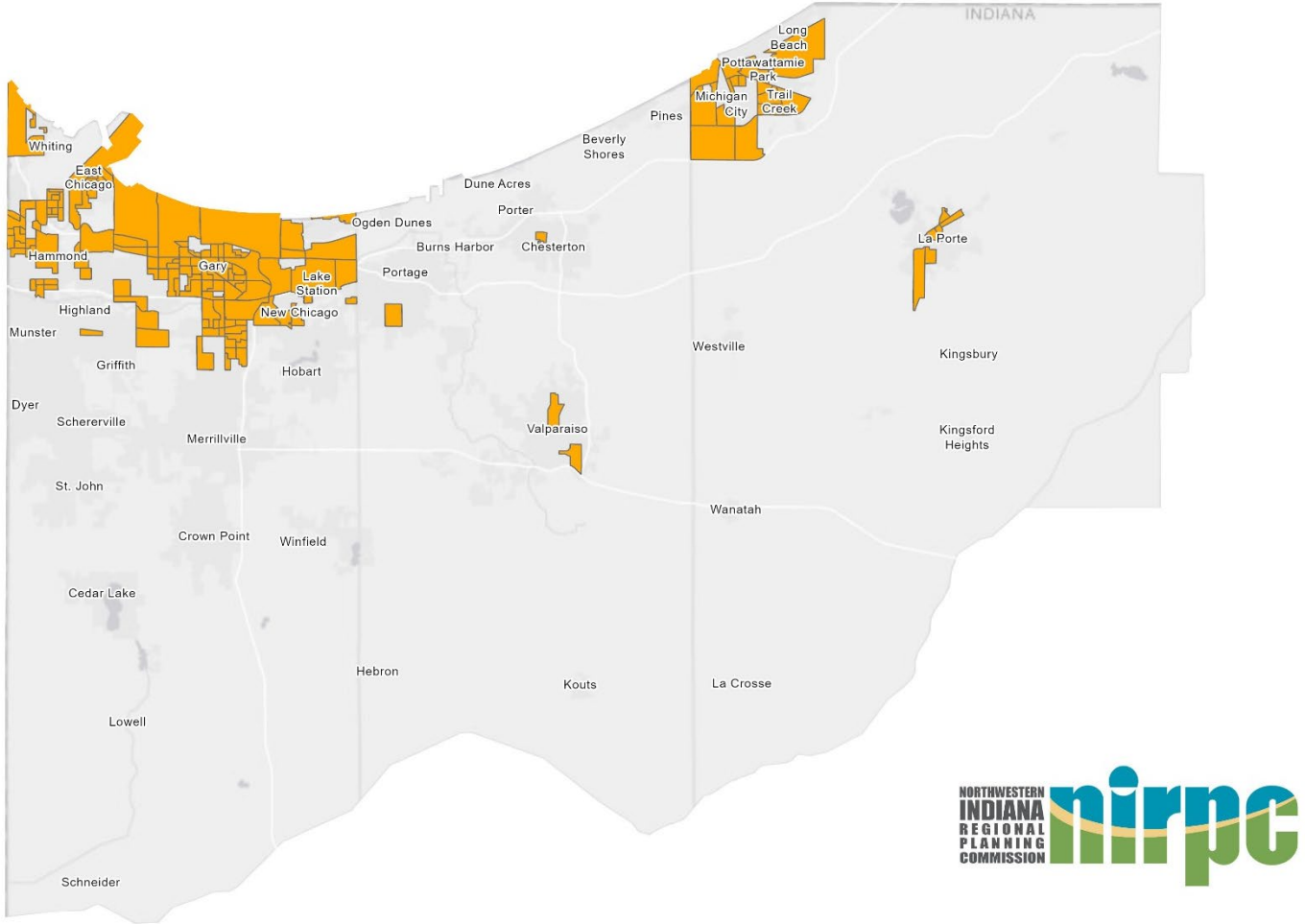
**Areas with higher-than-average (by region) populations of
Limited-English proficiency**

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



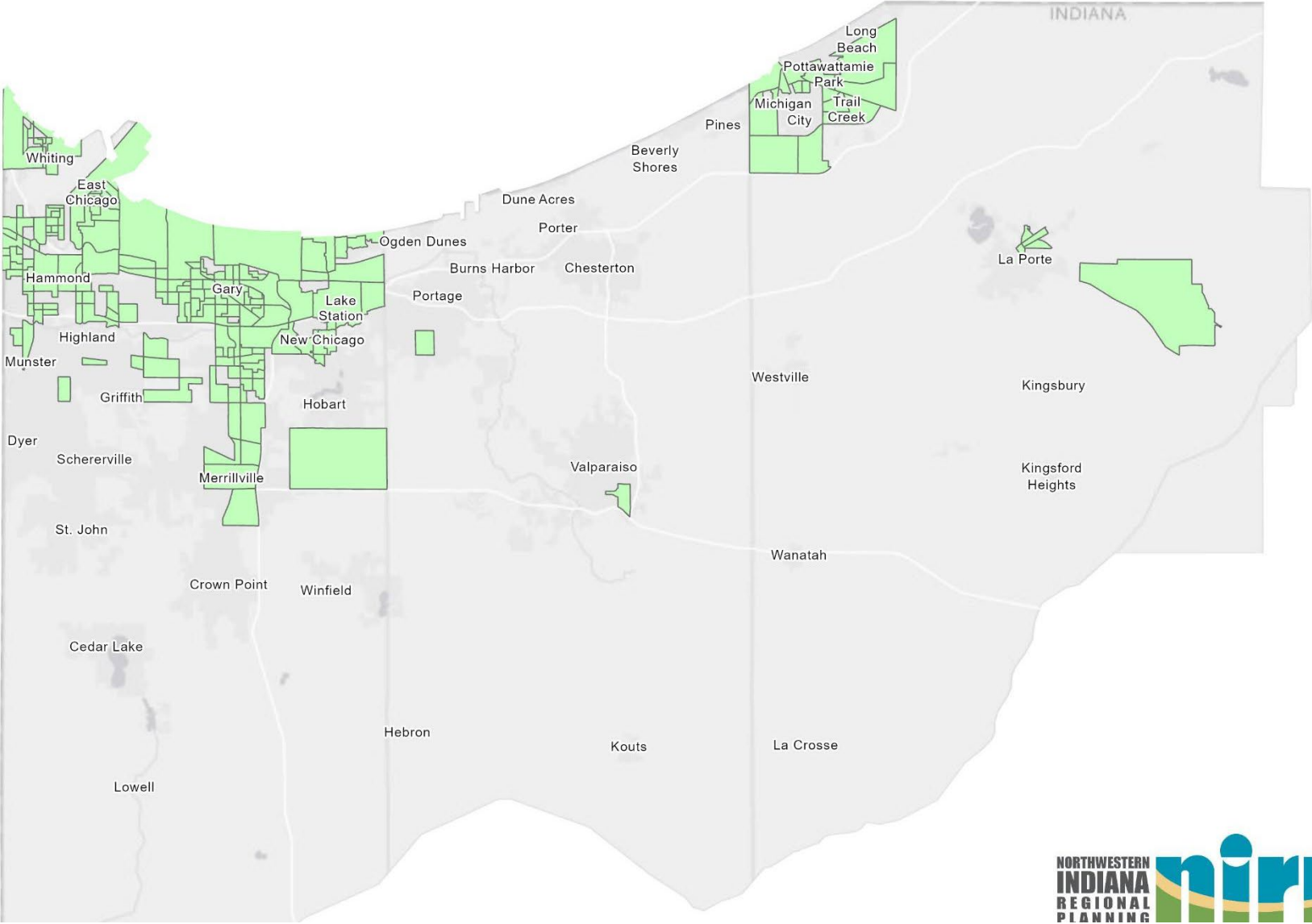
Areas with higher-than-average (by region) populations of individuals who are lower income

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

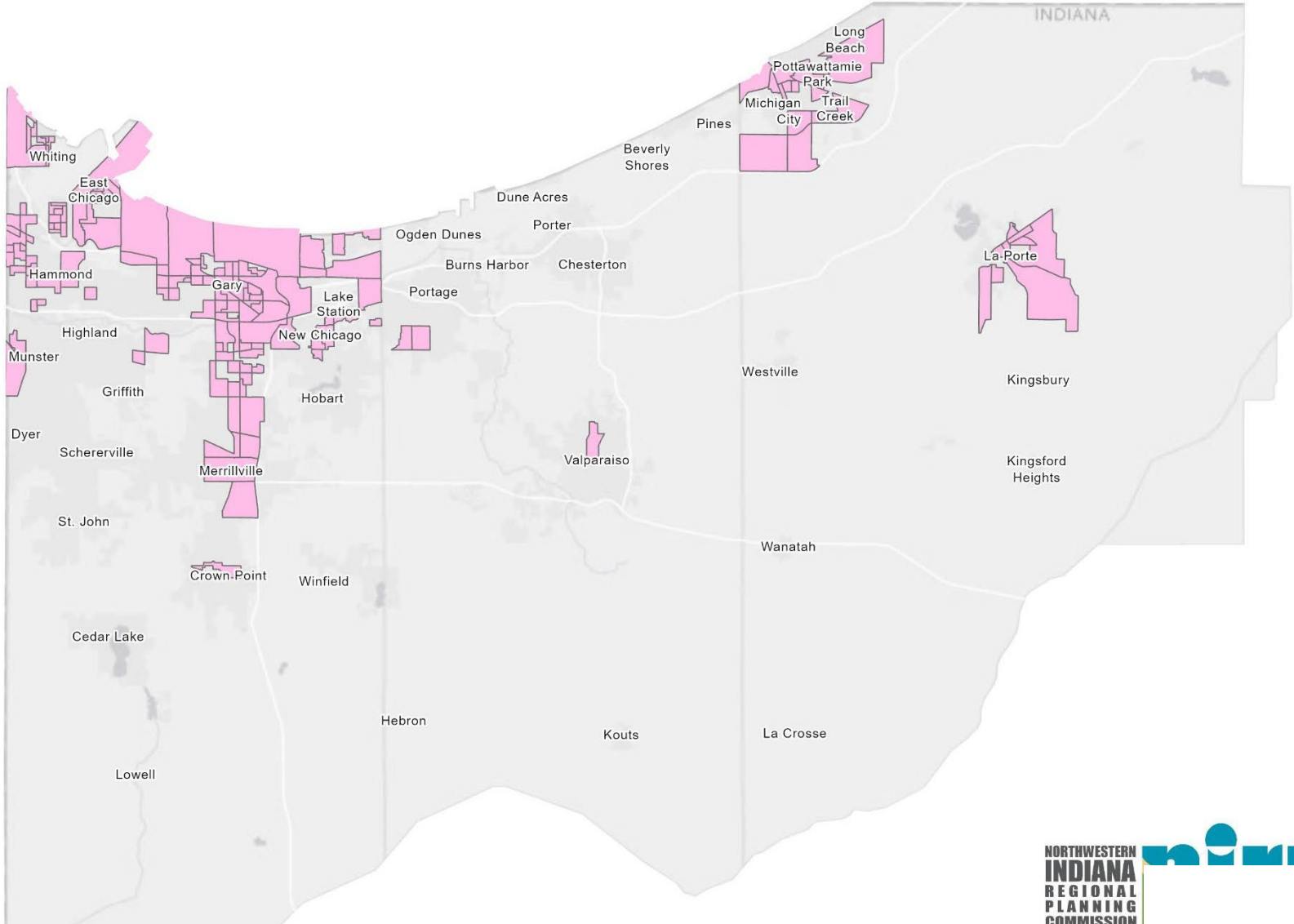


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Areas with higher than average (by region) populations with individuals who are minorities

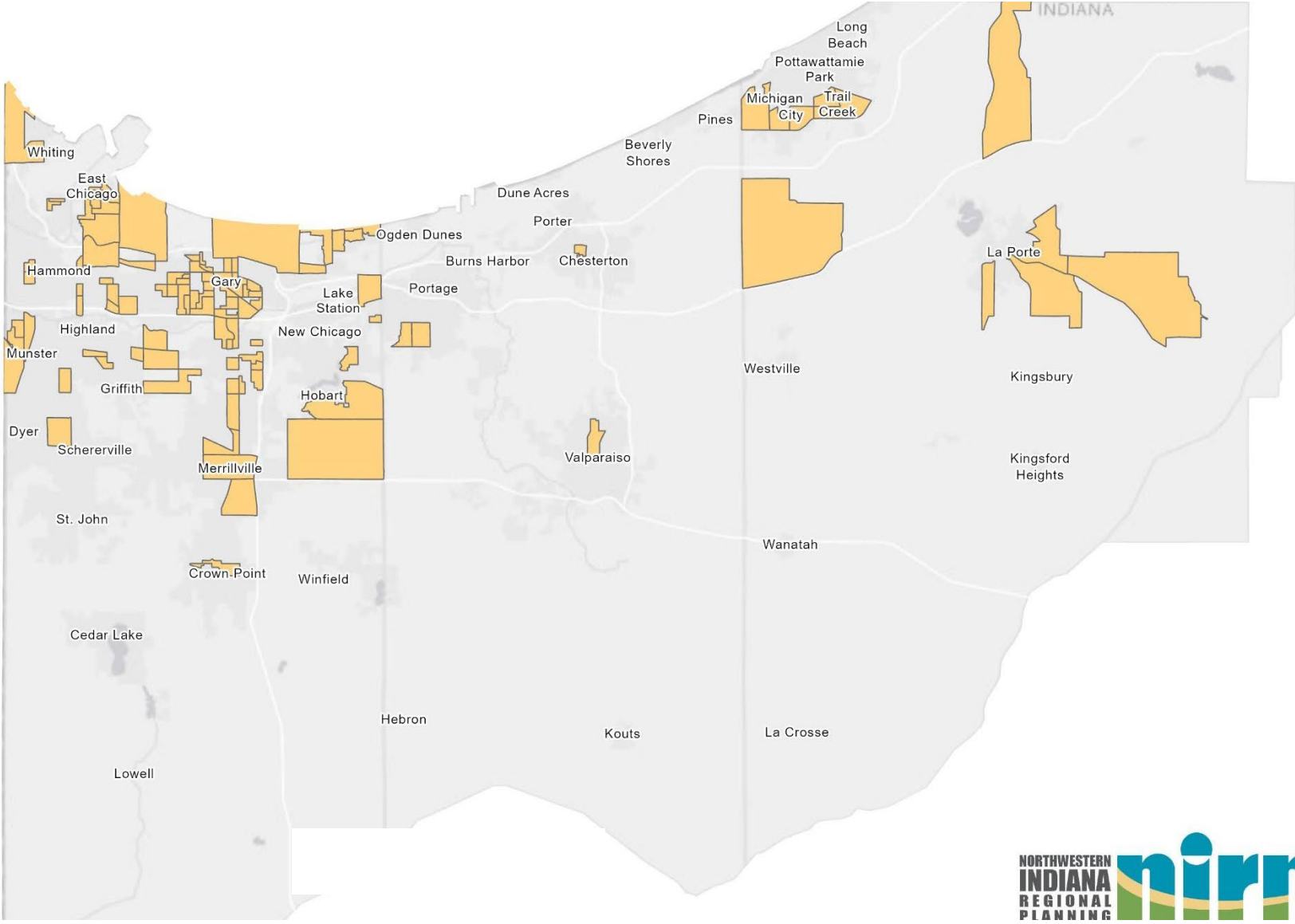


Areas with higher than average (by region) populations that are zero-car households

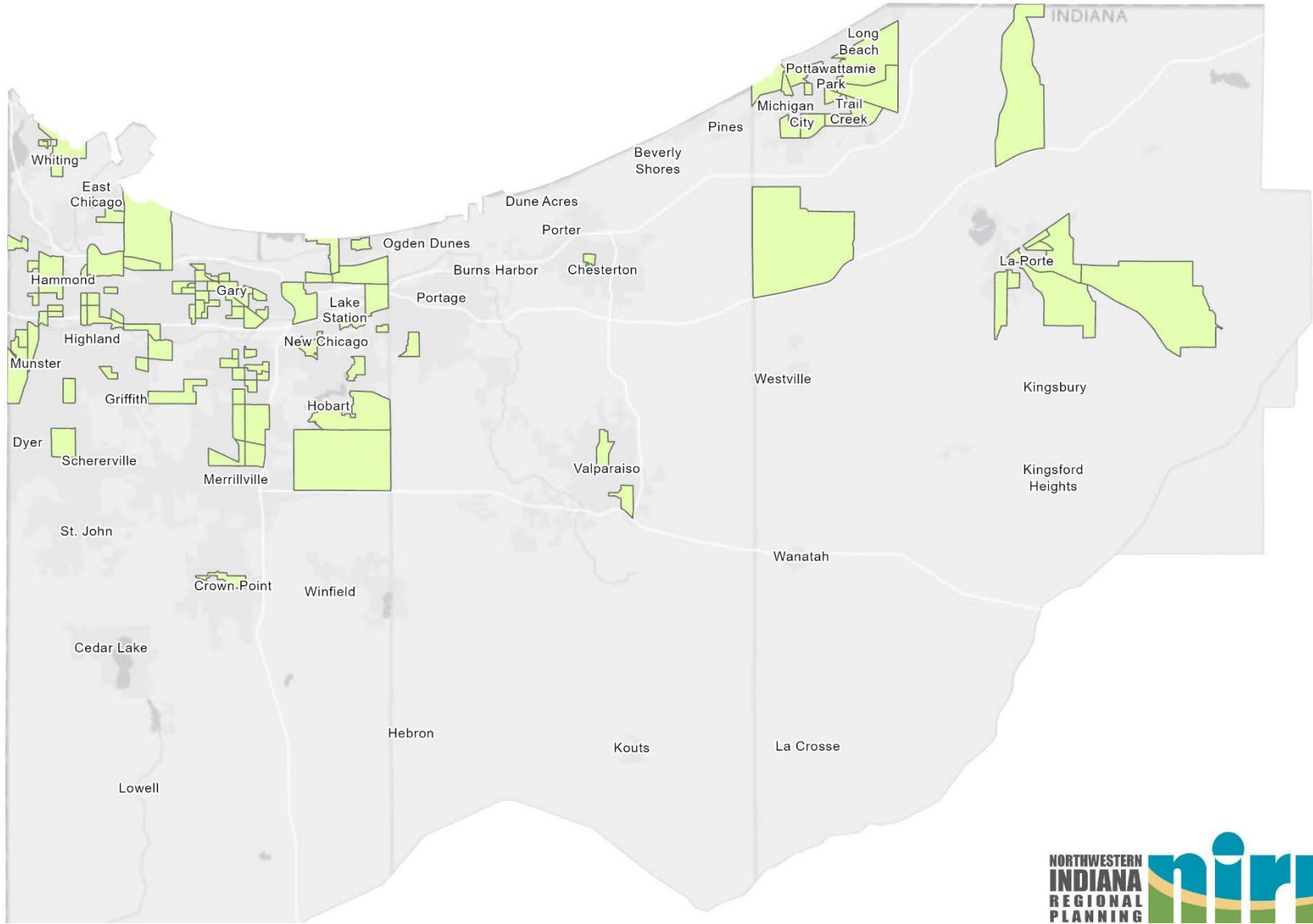


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Areas with higher than average (by region) populations with individuals who are older

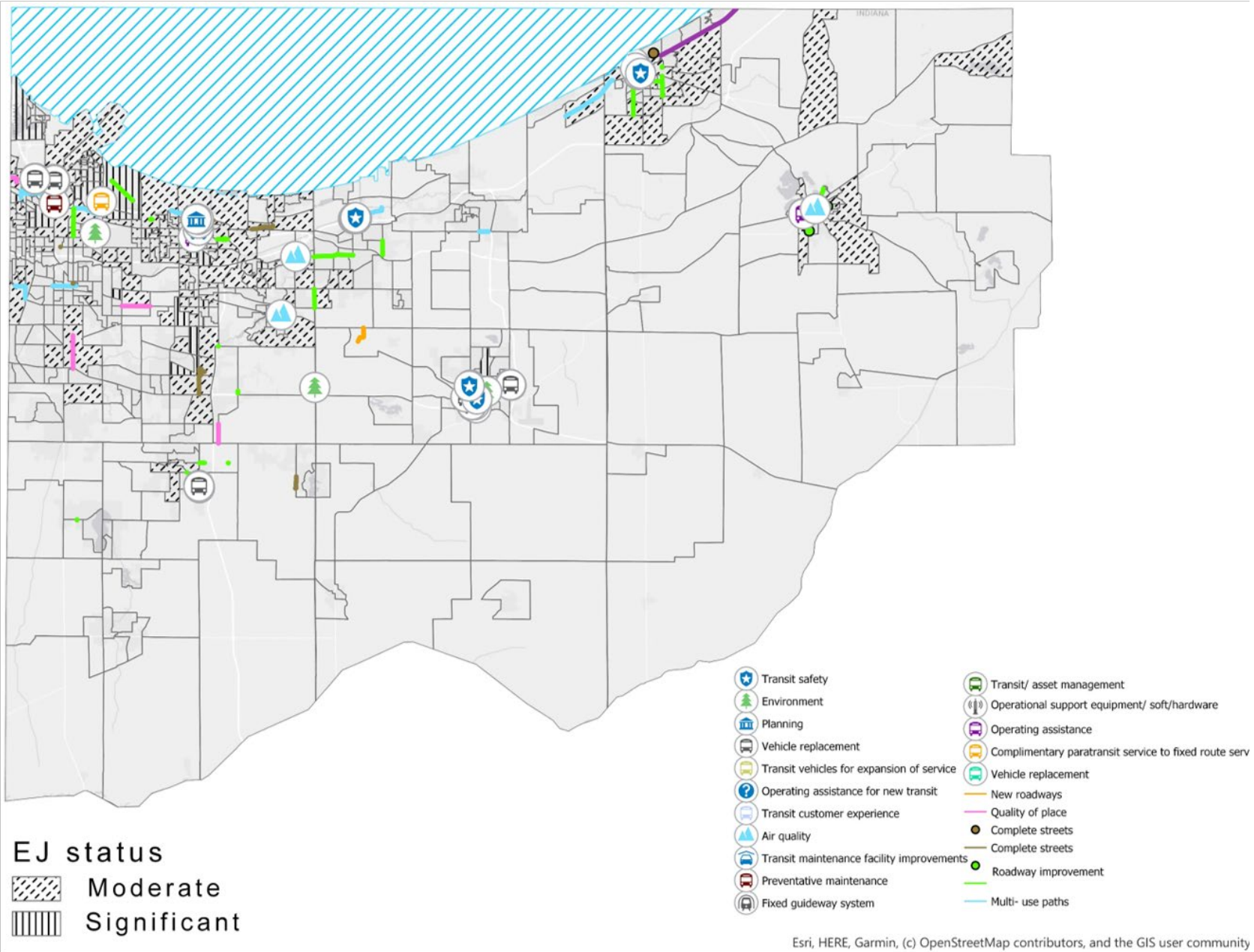


Areas with higher than average (by region) populations who are veterans



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

Transportation Projects in NWI & EJ areas



How is the TIP developed and managed?

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

TIP development

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

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

This approach and evaluation criteria were approved by the Commission at the November 2018 meeting of the Executive Board.

The evaluation criteria are one of three inputs into the final selection of projects: project score, geographic equity, and fiscal constraint.

Funding sources

The TIP is funded by multiple levels of government, though primarily by the federal government through the FAST Act. Funds from FHWA are overseen by INDOT and distributed to the fourteen MPOs in Indiana. NWI receives allocations for four FHWA funding sources in both the Chicago and Michigan City UZAs.

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

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

Each funding source comes with eligibility requirements, and these may include how the funds may be used, and in some cases, additional demonstrations of eligibility will be required before being approved for programming into the TIP. Below is a description of each of the federal funding sources available for programming in NWI.

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

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

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 with 5310 for capital purposes require a 20% match by the project sponsor. For operations there is a 50% match required by the project sponsor.

5337 | State of Good Repair Grants

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

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

5339 | Grants for Buses and Bus Facilities Formula Program

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

5339 provides funding to states transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Projects awarded with 5339 require a 20% match by the project sponsor. The Federal share may exceed 80 percent for certain projects related to the ADA, the Clean Air Act (CAA), and certain bicycle projects.

TIP management

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

Quarterly tracking meetings

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

Quarterly TIP amendments

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

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

Air quality

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

Amendments & Administrative Modifications

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

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

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

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

Major amendments require ICG review (and a conformity consultation call when the amendment involves a non-exempt project), a public review and comment period of 30 calendar days prior to final action by the Commission, and re-determination of fiscal constraint.

Amendments that add new air quality non-exempt projects to the TIP will be processed only when the project is listed in a new air quality conformity determination in association with a concurrent amendment to the adopted long-range plan.

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

Programming approach

New approach linked to *NWI 2050 Plan*

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

1. **Propose enhanced programming rules to:**
 - a. Avoid future issues with TIP deficits due in part to projects failing to advance to project letting;
 - b. Ensure consistency with state and fed programming requirements and better ensure no FWHA funds lapse back to INDOT or transit funds to FTA;
 - c. Establish region-wide “playbook” for engineering, right-of-way, and construction funding phases, and to ensure all sponsors are treated the same when or if they need amendments due to project development delays; and
 - d. Increase transparency to sponsors and the public.
2. **Leverage all federal-aid available to NWI by:**
 - a. Providing full view on all available fund sources to all project sponsors in the same NOFA;
 - b. Programming highway and transit projects in both Chicago and Michigan City UZAs at the same time; and
 - c. Developing a process that will be placed on a routine timeline, which is predictable and more transparent to sponsors and public, replacing the previously periodic NOFAs that were funding and UZA based that never

fully programmed all federal funds available to NWI.

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

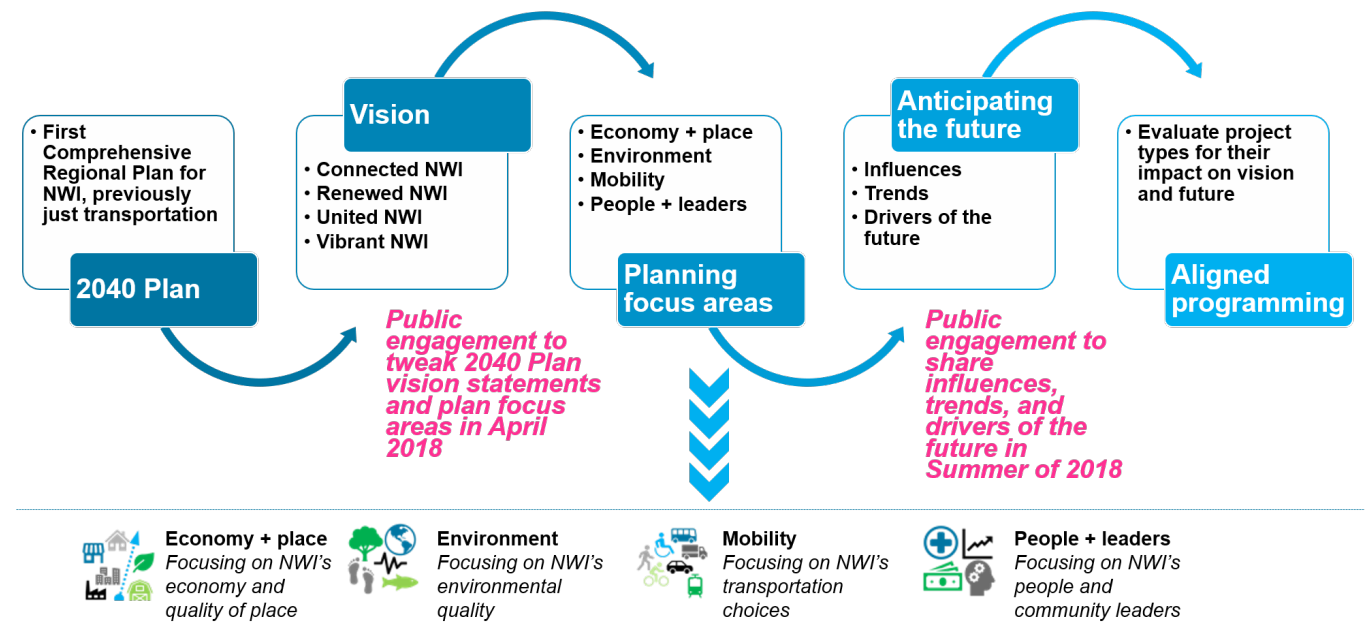
In linking the *NWI 2050 Plan* to the TIP, the methodology to allocate funds to projects ensures that funding will advance regional priorities and achieve performance-based planning targets. The regional priorities in the *NWI 2050 Plan* are known as the “sixteen critical paths to achieve the vision.”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

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

As part of Section 1203 of the Moving America for Progress in the 21st Century (MAP-21) requirements and reinforced in the Fixing America’s Surface Transportation Act (FAST), the 2022–2026 TIP reflects the *NWI 2050 Plan*’s focus on establishing a performance-based planning approach to transportation decision making. Pivoting off of the federal performance-based planning requirements and the sixteen critical paths to achieve the visions of the *NWI 2050 Plan*, NIRPC built a performance-based planning framework above and beyond federal requirements that responds to each critical path to measure progress.



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Federal requirements:

- Performance-based Planning (PbP) is federally required since MAP-21 (2012) and reinforced by FAST Act (2015)
- For twenty USDOT performance measures, states have one year after the United States Department of Transportation (USDOT) issues final performance rulemakings to adopt performance targets. Metropolitan Planning Organizations (MPOs) have 180-days after states to either adopt state performance targets or set their own. NIRPC has so far chosen to support the state performance targets.
- For eight USDOT required performance measures, NIRPC's subrecipient transit operators cooperatively comply with the performance targets.

Going above and beyond:

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

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

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

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	1,600 kg/day in 2019, 2,600 kg/day in 2021		
NOx Reduction from CMAQ Projects (kg/day)	at least 1,600 kg/day in 2019, 2,200 kg/day in 2021	Every 2 years	56,040.23
CO Reduction from CMAQ Projects (kg/day)	at least 200 kg/day in 2019, 400 kg/day in 2021	Every 2 years	512.49
PM10 Reduction from CMAQ Projects (kg/day)	at least 0.30 kg/day in 2019, 0.50 kg/day in 2021	Every 2 years	0.00
Percent of Interstate pavements in good condition	at least 84.24% in 2019 and	Every 2 years	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.

	84.24% in 2021		
Percent of Interstate pavements in poor condition	no more than 0.80% in 2019 and 0.80% in 2021	Every 2 years	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Percent of non-Interstate NHS pavements in good condition	at least 78.71% in 2019 and 78.71% in 2021	Every 2 years	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Percent of non-Interstate NHS pavements in poor condition	no more than 3.10% in 2019 and 3.10% in 2021	Every 2 years	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Percent of NHS bridge area in good condition	at least 48.32% in 2019 and 48.32% in 2021	Every 2 years	31.56%
Percent of NHS bridge area in poor condition	no more than 2.63% in 2019 and 2.63% in	Every 2 years	4.20%

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	2021		
Number of vehicles submitted for replacement more than one year from the end of their useful life	0	Every year	0
Number of revenue vehicles in operation that have met or exceeded the end of their useful life	no more than 50%	Every year	Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Number of revenue vehicles exceeding their useful life not pending replacement in a grant	no more than 20%		Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Number of non-revenue vehicles in operation that have met or exceeded the end of their useful life	no more than 10%		Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
Annual cost of total vehicle replacements	no more than 10% of total 5307 NWI apportionment	Every year	\$639,517
Percent of person miles traveled on the Interstate that are reliable	at least 90.5% in 2019 and 92.8% in 2021	Every 2 years	83%

Percent of person miles traveled on the non-Interstate NHS that are reliable	at least 89.8% in 2021	Every 2 years	95%
Truck Travel Time Reliability Index (TTTRI)	no more than 1.27 in 2019 and 1.24 in 2021	Every 2 years	1.54
Peak hours of excessive delay per capita in the Chicago, IL-IN Urbanized Area	no more than 15.4 in 2021	Every 2 years	14.4

INDOT's approach to performance-based planning

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

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

The resulting program of projects is approved by INDOT's Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and respective MPO TIPs. Projects specifically designed to make progress toward INDOT's bridge and pavement

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

Transit approach to performance-based planning

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

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

The 13 NWI 2050 Plan investment programs

Seventy-seven project types were identified as eligible for FHWA or FTA funds in federal regulations on project eligibility. Each of the project types were organized into one of thirteen investment programs. Each of the investment programs was assigned to one of NIRPC's topical committees according to subject matter expertise at those committees. The topical committees make recommendations to the Technical Planning Committee which then makes final recommendations to the Commission. Each of the project types were scored for their direct and indirect impacts on the *NWI 2050 Plan* critical paths to achieve the visions for NWI.

Below are the thirteen investment programs (ranked by the average score of the project types that make up the program), and the highest scoring project types that have been assigned funding targets. The funding targets are not fixed and funds may be reallocated based on the number of applications received to each program. Project applicants may also apply for project types that did not receive a funding target, as all project types technically remain eligible under federal law, but targeted project types will be funded first.

All funding decisions are subject to final approval of the Commission. The Commission may elect to re-prioritize funding targets at its discretion and make awards to projects that are eligible under federal and state guidelines. All project applications will be self-scored by applicants, receive a preliminary score through internal deliberation by NIRPC staff, and then receive a final score by the assigned topical committee. The Technical Planning Committee will review scores and

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Investment impact on regional vision and plan focus areas 80% High = 1, Med = 1/2, Low = 0													Investment impact on future scenarios 12% High = 1/4 of score Med = 1/8 of score Low = 0			Investment difficulty factor 8% High = 0 med = 4 low = 8					Final impact score					CMAQ	HSIP	STBG	TA	5307
																										\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)
																										\$ 3.61	\$ 2.90	\$ 11.95	\$ 0.98	\$ 12.14
																										\$ assigned	\$ assigned	\$ assigned	\$ assigned	\$ assigned
																										\$ 2.75	\$ 0.15	\$ 1.95	\$ 0.98	\$ 2.00
																										\$ to program	\$ to program	\$ to program	\$ to program	\$ to program
																										\$ 0.86	\$ 2.75	\$ 10.00	\$ 0.00	\$ 10.14
																										Eligible?	Eligible?	Eligible?	Eligible?	Eligible?
																										Federal share	Federal share	Federal share	Federal share	Federal share
																										Recommended amount	Recommended amount	Recommended amount	Recommended amount	Recommended amount
1/2	0	1	1/2	1/2	1/2	1	0	0	0	1/2	0	1	1/2	0	1/2	H	H	M	L	8.0	51	N	N	N	N	N	Y 80	2.00		
1/2	1/2	1	1	1/2	0	1	0	0	0	0	0	1	0	1/2	0	M	H	M	L	8.0	46	N	N	N	N	N	N	N		
1	0	1	1	0	0	1	1/2	0	0	0	0	1	0	1/2	0	M	M	M	L	8.0	44	N	N	N	N	N	Y 80	-		
0	0	1/2	0	0	0	1/2	0	0	0	0	0	0	0	1/2	0	M	M	L	4.0	16	N	N	N	N	N	N	N	N		
1	1/2	1	1	1	1/2	1	0	0	0	0	0	1	1/2	0	1/2	H	H	M	L	8.0	58	N	N	N	N	N	Y 80	-		
1	1/2	1	1	1	0	1	1/2	0	0	1/2	0	1	0	0	1/2	M	H	H	L	8.0	58	N	N	Y 90 0.15	Y 80 1.95	Y 80	-	N		
1	1	1	1	1	1/2	1	0	0	0	0	0	1	1	0	1	H	H	M	M	4.0	62	N	N	N	N	N	Y 50	-		
1	1/2	1	1	1	1/2	1	0	0	1/2	1/2	0	1	1	0	1/2	H	H	M	M	4.0	62	N	N	N	N	N	Y 80	-		
1	1	1	1	1	1/2	1	1/2	1	0	1	1/2	1	0	0	1	H	H	H	M	4.0	74	Y 80	2.50	N	N	Y 80	-	N		
1	1	1	1	1	1/2	1	0	1/2	1/2	1/2	1	1	1	0	1	H	H	H	H	0.0	72	N	N	N	N	N	Y 80	-		
1/2	0	1	1	0	0	1	1/2	1/2	1/2	1/2	1	1	0	0	1	H	H	H	L	8.0	63	N	N	N	N	N	Y 80	-		
1	0	1	1	0	1/2	1	1	0	1/2	1/2	0	1	0	0	1	H	H	M	M	4.0	67	N	N	N	N	N	Y 80	-		
1/2	0	1	1	0	0	1	1/2	1/2	1/2	1/2	1	1	0	0	1	H	H	M	L	8.0	51	N	N	Y 80	-	N	Y 80	-		
0	0	0	0	1/2	1	0	1/2	0	1	1/2	0	1	1	1	1/2	H	H	H	M	4.0	51	N	N	Y 80	-	N	Y 80	-		
0	0	0	0	1/2	1	1/2	1/2	0	1	1/2	0	1	1	1	1/2	H	H	H	L	8.0	58	N	N	N	N	N	Y 80	-		
0	0	1/2	0	1/2	1	1	1/2	0	1	1/2	0	1	1	1	1/2	H	H	H	L	8.0	63	N	N	N	Y 80	-	Y 80	-	N	
0	0	0	0	1/2	1	0	1/2	0	1	0	1/2	1	1	0	0	H	H	M	L	8.0	46	N	N	Y 80	-	Y 80	0.25	N		
0	0	0	0	1/2	1/2	0	0	0	0	0	0	1/2	0	0	0	L	L	L	L	8.0	16	Y 80	-	N	N	N	N	N		

80+ project types

eligible funding sources

recommend a portfolio of fiscally constrained projects to ultimately fund in the 2022-2026 TIP.

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

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

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

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		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	Land Use Committee	Creating Livable Communities or TOD planning program Description: funds to conduct transportation and land use planning/linkages across all modes	Tier 1	Yes	STBG	Yes, located in CLC or TOD area
	Transit Operators	Transit planning and administrative oversight Description: funding to plan and oversee transit	Tier 1	Yes	5307	No

	Technical Planning Committee	Transportation planning (general) Description: funds to conduct transportation planning across all modes	Tier 1	No, but eligible	None	No
	Environmental	Development of regional environmental protection plans Description: planning funds to address environmental protection and transportation linkages	Tier 1	No, but eligible	None	No
	Surface Transportation Committee	Data collection / software / equipment or development /implementation of PbP system Description: funding to assist with performance-based planning	Tier 3	No, but eligible	None	No
		Safety data collection / analysis and improvement of data Description: funds to assist in the collection of safety data and analysis of the data	Tier 3	No, but eligible	None	No
		Transportation safety planning or road safety audits Description: funds to specifically conduct transportation safety planning or road safety audits	Tier 3	No, but eligible	None	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	TA	No

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		Contribute to restoration / enhancement / creation of habitats/wetlands or mitigation bank Description: improve habitats + wetlands as a standalone project or bank land for mitigation	Tier 2	No, but eligible	None	No
		Vegetation management in ROWs Description: funds to assist in the management of vegetation along FA roadways	Tier 2	Yes	TA	No
		Vehicle related wildlife mortality reduction Description: treatments to reduce the death of wildlife and improve safety for vehicles	Tier 2	No, but eligible	None	No
		Archeological activities for mitigation Description: funds to assist with archeological activities in construction	Tier 3	No, but eligible	None	No
Quality of place	Land Use Committee	Traffic calming Description: treatments that reduce travel speed and improve ped/bike comfort	Tier 1	Yes	HSIP	Yes, through INDOT
		Divided highway conversion to boulevards Description: projects to improve the livability of federal-aid arterial roadways	Tier 1	No, but eligible	None	No
		Inventory / control / removal of outdoor advertising 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

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

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<p>Travel demand management strategies / programs Description: funds that assist with reducing the demand for travel and congestion</p>	Tier 2	No, but eligible	None	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, yes, 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

		Promote/educate highway safety matters + project to enforce law Description: funds to promote or educate roadway safety (usually a state level initiative)	Tier 3	No, but eligible	None	If HSIP, yes, through INDOT
Transit / safety	Transit Operators Roundtable	Transit security Description: funding required to be spent to improve the safety and security of transit	Tier 1	Yes	5307, 5337	No
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

Programmatic funding target

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

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

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

Transit / asset management
Group 1 \$31,012,188 / Group 2 \$230,000

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

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

Transit / customer experience
Group 1 \$524,397 / Group 2 No target

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

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

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

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

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

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

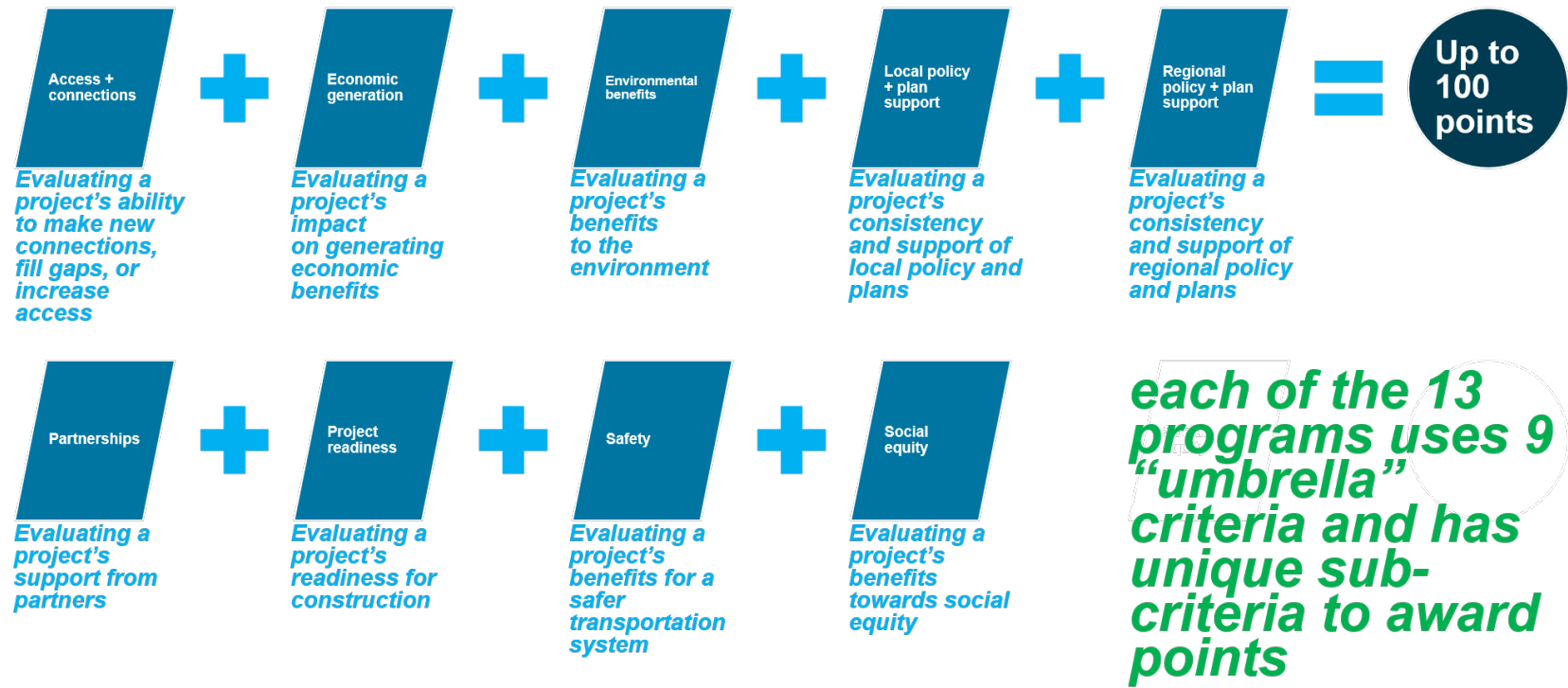
New roadways
Group 1 no target / Group 2 no target

Funding allocation / targets

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

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.”



Programming rules

Programming rules were developed for projects funded with FHWA derived funds in the 2022-2026 TIP. The programming rules below will govern the funds awarded in the 2022-2026 TIP. The rules will also assist in the management of the TIP, through amendments and/or modification, after it is adopted and approved by INDOT and USDOT. They are presented below to achieve a common understanding across both UZAs, fund sources, and transportation modes..

1. Sponsor must provide a guarantee that their match will be available for each phase and year of the project. Sponsors are encouraged to identify funding sources (public and private) that will be used for the sponsor's match. This may include innovative financing techniques to ensure success for the project.
2. The sponsor must have a current ADA transition and Title VI plan on file with NIRPC. Further, if a project will advance progress on implementing the sponsor's ADA transition plan, provide a description on what progress will be made.
3. Living Streets policy and guidelines should be followed wherever possible. If the policy cannot be met, a reasonable explanation must be given in the application explaining why.
4. Preliminary Engineering (PE) and Right of Way (ROW) phases will be limited to a combined total of 7.5% of the estimated construction estimate (not including Construction Engineering (CE)).
5. If funding for PE is awarded by NIRPC, that phase must start within the fiscal year in which it is programmed. If the sponsor cannot show that this phase has begun within this time frame, the entire project may lose its funding. The intent is for the sponsor to begin the project and work towards the targeted letting date, so that all programmed funds are obligated and not lapsed back to INDOT. FHWA guidelines must be followed for all projects awarded federal funds. See <https://www.fhwa.dot.gov/federalaid/150311.cfm>.
6. If ROW is required and federal funds are involved in this process, it must be encumbered in the fiscal year that it is programmed. The sponsor may elect to apply for funds for this phase at the time of the application, or at a later date, if funds are available.
7. The application must include a map at sufficient enough scale to clearly identify beginning and ending points of the project. Sponsors are encouraged to include photographs or other visuals to identify the scope of work required and to help explain the project to the reviewers.
8. The project must let in the fiscal year that it is programmed. Only one exception will be allowed for the letting: 1) The letting will be allowed to move to the next available year that there is available funding within the existing five-year TIP. If a project is moved outside of the TIP, that project must reapply in the next NOFA for future funding, keeping in mind FHWA rules.
9. A project as submitted in a NOFA should not change its scope in such a way that it appears to be an entirely different project. All changes must follow the Project Substitution & Scope Change Guidelines as approved by TROC. Project changes allowed by TROC include: 1) Changes in the project's limits, upon approval of the Transportation Resources Oversight Committee (TROC). 2) Downsizing the scope, or phasing the project provided the overall funding request does not increase (future phases will have to compete in future NOFAs). Other changes will be referred to the appropriate topical committee for determination. Once a project is awarded, the funds programmed to that project shall remain with that project for the year in which it is programmed. If the project is eliminated or suspended by the Sponsor, the funds will be reprogrammed by TROC.

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10. If an LPA wishes to change the scope a project or a phase of a project after being awarded funding, the LPA must follow the Project Substitution & Scope Change Guidelines as approved by TROC.
11. If a project is applying for funds from CMAQ or HSIP category, additional eligibility determinations must be met. For projects requesting CMAQ funding, please see <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>. For HSIP funding please see <https://safety.fhwa.dot.gov/legislationandpolicy/fast/guidance.cfm>. Technical assistance from NIRPC will be available for these funding sources.
12. During construction, Change Orders will be limited to 10% of the CN letting amount or less than \$100,000, depending upon available funds. Change Orders of \$100,000 or greater, or a culmination of Change Orders for any project equal to or greater than \$100,000, will be subject to TROC approval.
13. Transfers of funds from FHWA derived sources to be flexed to FTA will be requested by NIRPC, pursuant to INDOT rules, and generally only after a full year appropriation has been made by Congress.
14. For Group 1: An amount of \$250,000 per year, will be set aside for PE and ROW for future projects in future NOFAs. These funds will be set aside beginning with the third year of the TIP. (i.e. \$250,000 in 2025; \$500,000 in 2026).
15. For Group 2: An amount of \$70,000 per year compounded, will be set aside for PE and ROW for future projects in future NOFAs. These funds will be set aside beginning with the third year of the TIP. (i.e. \$70,000 in 2024; \$140,000 in 2025; \$210,000 in 2026). If a project involves improvements on INDOT roadway, the funding from NIRPC for the work on the roadway shall not exceed 49% of the total construction costs. The LPA shall be responsible for the remaining 51% of the funding for the work in the roadway. All other work will be eligible for funding at the regular rate.
16. Project selection shall be based upon construction funding or NIRPC's long range plan (*NWI 2050*). Only those projects selected for construction shall be eligible for PE and/or ROW funding. Exceptions will be made for transformative projects specifically mentioned in NIRPC's long range plan.
17. If you are proposing phasing your project please include:
 - A plan for phasing
 - A proposed schedule for future phases
 - An inflated cost estimate for each future phase

 - A financial plan for the entire suite
 - All phases of the suite should be able to stand alone and rely upon future NOFAs to fund them.
18. CN costs should include CE, if the LPA is considering asking for those funds.
19. Any project that exceed \$6,000,000 for the CN Engineer's estimate and cannot be broken down into smaller phases, shall be deemed a 'Transformative Project' and will be reviewed separately from the other projects in the NOFA by the topical committee that is reviewing that project type.
20. All CN (and CE) estimates should be uninflated and given in FY 2021 dollars (except for phased projects which has phases outside of the current NOFA). NIRPC staff will inflate all project costs according to the final programmed year.
21. All LPA with projects in the TIP are required to complete, in a timely manner, Quarterly Reports (either in LTAP, RTIP or other form determined by NIRPC) and to participate in Local Quarterly Meetings as set up by NIRPC. These meetings and reports are required by the FAST Act. Failure to complete at least three reports annually and

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

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

1. Transit vehicles (some rules may only apply to NIRPC subrecipients): 1) If an operator has more than one vehicle that has met the end of its useful life, they may choose to swap the priorities of the vehicles only if the vehicle swapped has a lower-rated condition assessment. 2) NIRPC will not submit any vehicle replacement into a grant unless it is confirmed that the vehicle will meet the end of its useful life within the following calendar year, the vehicle will be bumped into the following priority year and all other vehicles will advance in priority. 3) Preliminary specifications on vehicle replacements and capital purchases are due before FTA grant submissions and/or TIP applications. 4) NIRPC will not program any vehicle replacement for a sub-recipient into the TIP unless it is part of the Indiana State QPA or an identified state cooperative agreement. 5) NIRPC will not submit any vehicles for early replacement to FTA if none of the vehicle's systems have been rated as "inoperable," or a "0" condition assessment. 6) Operators will have to submit an annual condition assessment for every vehicle in their fleet, failure to submit a condition assessment will result in no TIP awards or grant executions for an operator's vehicle replacements. 7) Vehicles will only be replaced until the cap of 5307 funding designated in the TAM plan for vehicle replacements has been reached. 8) Vehicles may be purchased beyond the cap, if it

allows the small transit providers to meet the goals set in their TAM plan.

2. Late or missing data submissions may result in denial of programming for federal funds. Including: 1) National Transit Database (NTD); 2) Annual List of Obligated Projects (ALOP); 3) Other subrecipient reporting to NIRPC: Vehicle Usage & Accident, Drug & Alcohol Testing, Disadvantage Business Enterprise Report, Preventive Maintenance Reporting, Operating Assistance Financial Report, Capital Cost of Contracting Financial Report, Income Financial Report, ADA Review Documentation, Biennial Review Documentation, Certifications and Assurance Compliance, Availability of Local Match Annual Report, Triennial Review Documentation, State Board of Accounts Audit, and Procurement Documentation.
3. Funding programmed in the TIP that is not obligated in an FTA approved grant two years after the original programming year, will be made available in the following NOFA, recompleted, and reprogrammed to avoid lapsing funds.
4. If an operator does not have enough local match to replace multiple vehicles in a single year, the operator may choose to "bump" a vehicle from one year to another, advancing the priority of all other replacements, provided the group can maintain its ULB thresholds.
5. Pursuant to FTA regulations, operators may not receive operating assistance funds valued in excess of their proportional share of Vehicle Revenue Hours as a percentage of a maximum of 75% of a single year's total 5307 apportionment.
6. Operators seeking FHWA CMAQ funds to pilot new transit service understand that the funds are for startup service and that it is the responsibility of the operator to secure future operating funds to sustain the transit service.
7. Operators are expected to spend down obligated carryover in grants, and unobligated carryover not yet in a grant, before requesting new funds from the most recent apportionment through the "split letter" process. An operator's existing

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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 2022 to 2026?

Transit -
Operations

\$33,607,500

Multi-Use (off
road) Paths

\$15,500,000

Transit - Asset
Management

\$156,210,940

Air Quality

\$9,500,000

Transit Customer Service/
Experience

\$2,621,985

Complete Streets

\$10,080,000

Transit -
Expansion (Bus)

\$6,250,000

Environment

\$2,250,000

Transit - Security/
Safety

\$1,544,625

Quality of Place

\$3,750,000

Planning/ Transit Oriented
Development

\$6,250,000

Roadway/Bridge
Improvements

\$64,982,500

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Local projects

Chicago Urbanized Area (UZA)

Northwestern Indiana Regional Planning Commission TIP listing																		
Chicago UZA																		
Designation number	Project Type	Project Description	LPA / Sponsor	Federal Fund s, Type	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1601147	Multi-Use (Off Road) Trail	Multi-use Trail Program / Bike/Pedestrian Facilities at Marquette Trail	Burns Harbor	CMAQ Chicago UZA	\$647,341	\$0	\$161,835	\$0 2	\$40,000	\$649,176	\$120,000	\$769,176	\$0 3	\$0 4	\$0 5	\$0 6	\$809,176	Exempt
NIRPC2700 500 (temp)	Complete Streets	Complete Streets sidewalks on 133rd and Morris	Cedar Lake	STBG Chicago UZA	\$1,861,300	\$0	\$437,825	\$110,000	\$0	\$2,189,125	\$0	\$0	\$110,000	\$0	\$2,189,125	\$0	\$2,299,125	Exempt
1902832	Multi-Use (Off Road) Trail	Multi-use paths / Westchester-Liberty Phase 3	Chesterton	TAP Chicago UZA	\$1,400,000	\$0	\$350,000	\$0	\$150,000	\$1,600,000	\$0	\$150,000	\$1,600,000	\$0	\$0	\$0	\$1,750,000	Non-Exempt
NIRPC2700 501 (temp)	Intersection Improvement - Safety	Installation of EVP devises on traffic signals	Chesterton	STBG Chicago UZA	\$1,751,940	\$0	\$281,790	\$183,941	\$0	\$1,849,789	\$0	\$0	\$183,941	\$0	\$1,849,789	\$0	\$2,033,730	Exempt
NIRPC2700 502 (temp)	Multi-Use (Off Road) Trail	Veterans Memorial and Pennsey Greenway Trails in Crown Point	Crown Point	TAP Chicago UZA	\$2,000,000	\$0	\$500,000	\$0	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000	Exempt
1901948	Intersection Improvement - Congestion	Intersection Improvement-Roundabout	Crown Point	STBG Chicago UZA	\$1,195,948	\$0	\$277,962	\$308,910	\$0	\$1,165,000	\$0	\$85,462	\$1,165,000	\$0	\$0	\$0	\$1,473,910	Exempt

Northwestern Indiana Regional Planning Commission TIP listing

Chicago UZA

Designation number	Project Type	Project Description	LPA / Sponsor	Federal Funds, Type	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
		US 231 & 113th																
1601146	Multi-Use (Off Road) Trail	Multi-use Trails Program / Bike/Pedestrian Facilities at Marquette Trail	East Chicago	CMAQ Chicago UZA	\$1,075,840	\$0	\$268,960	\$309,800	\$0	\$1,035,000	\$0	\$0	\$1,035,000	\$0	\$0	\$0	\$1,344,800	Non-Exempt
901321	Intersection Improvement - Congestion	Intersection Improvement at 129th & Dickey	East Chicago	Federal Special; EDA funding	\$1,000,000	\$0	\$1,250,000	\$0	\$0	\$2,250,000	\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$2,250,000	Non-Exempt
NIRPC2700 503 (temp)	Pavement Reconstruction/Rehabilitation	Michigan Ave Reconstruction-FUTURE PROJECT	East Chicago	STBG Chicago UZA	\$3,592,206	\$0	\$898,052	\$0	\$0	\$4,490,258	\$0	\$0	\$0	\$0	\$0	\$4,490,258	\$4,490,258	Exempt
900064	Roadway Reconstruction/Rehabilitation	Indy Blvd from McShane Dr to Michigan St	East Chicago	DEMO	\$642,584	\$5,000,000	\$168,784	\$843,920	\$0	\$4,967,448	\$0	\$4,967,448	\$0	\$0	\$0	\$0	\$5,811,368	Exempt
1802973	Pavement Reconstruction/Rehabilitation	15th Ave from MLK Blvd to I-65	Gary	STBG Chicago UZA	\$3,196,000	\$0	\$799,000	\$245,000	\$0	\$3,750,000	\$0	\$0	\$0	\$3,750,000	\$0	\$0	\$3,995,000	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
NIRPC2600 420 (temp)	Complete Streets	5th Ave Complete Streets	Gary	TAP Chicago UZA	\$300,000	\$0	\$75,000	\$0	\$375,000	\$0	\$0	\$0	\$0	\$375,000	\$0	\$0	\$375,000	Non-Exempt
1902830	Intersection Improvement - Safety	Signal Modernization	Gary	STBG Chicago	\$368,501	\$0	\$92,125	\$32,451	\$0	\$428,175	\$0	\$428,175	\$0	\$0	\$0	\$0	\$460,626	Exempt

Northwestern Indiana Regional Planning Commission
2022-2026 Transportation Improvement Program

Northwestern Indiana Regional Planning Commission TIP listing

Chicago UZA

Designation number	Project Type	Project Description	LPA / Sponsor	Federal Funds, Type	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
		n 5th Ave & Bigger St.		go UZA														
NIRPC2700 504 (temp)	Intersection Improvement - Congestion	Roundabout at Broad St and Ave H	Griffith	STBG Chicago UZA	\$109,620	\$0	\$12,180	\$121,800	\$0	\$0	\$0	\$0	\$121,800	\$0	\$0	\$0	\$121,800	Exempt
NIRPC2700 506 (temp)	Bridge Replacement	Trail on Michigan St bridge over Kennedy	Hammond	STBG Chicago UZA	\$720,314	\$0	\$180,079	\$0	\$0	\$900,393	\$0	\$0	\$0	\$0	\$900,393	\$0	\$900,393	Exempt
1901784	Intersection Improvement - Congestion	Intersection Improvement; Hammond - Michigan St (US 20) at Indianapolis Blvd (SR 152)	Hammond	CMAQ Chicago UZA	\$276,000	\$0	\$69,000	\$0	\$0	\$345,000	\$0	\$0	\$345,000	\$0	\$0	\$0	\$345,000	Non-Exempt
1901900	Multi-Use (Off Road) Trail	Multi-use paths / Hammond Marquette Greenway	Hammond	TAP Chicago UZA	\$100,000	\$0	\$25,000	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000	Non-Exempt
NIRPC2700 505 (temp)	Pavement Reconstruction/Rehabilitation	Summer St Reconstruction-FUTURE PROJECT	Hammond	STBG Chicago UZA	\$3,713,783	\$0	\$928,446	\$0	\$0	\$4,642,229	\$0	\$0	\$0	\$0	\$0	\$4,642,229	\$4,642,229	Exempt
2002586	Resurfacing	Hohman Ave Complete Streets	Hammond	STBG Chicago UZA	\$1,200,000	\$0	\$1,375,000	\$0	\$0	\$2,575,000	\$0	\$0	\$2,575,000	\$0	\$0	\$0	\$2,575,000	Exempt
1902700	Roadway Reconstruction/Rehabilitation	Pavement Rehabilitation - Summer St	Hammond	STBG Chicago UZA	\$3,300,000	\$0	\$4,260,000	\$810,000	\$0	\$6,750,000	\$0	\$0	\$6,750,000	\$0	\$0	\$0	\$7,560,000	Exempt
1901902	Roadway Reconstruction/Rehabilitation	Kennedy Ave Road Diet with Pavement	Hammond	STBG Chicago UZA	\$3,220,000	\$0	\$805,000	\$0	\$0	\$4,025,000	\$0	\$0	\$0	\$4,025,000	\$0	\$0	\$4,025,000	Exempt

Northwestern Indiana Regional Planning Commission TIP listing

Chicago UZA

Designation number	Project Type	Project Description	LPA / Sponsor	Federal Funds, Type	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
		Rehabilitation ;																
2002582	Multi-Use (Off Road) Trail	Signal on Erie Lackawanna Trail at Kennedy Ave	Highland	TAP Chicago UZA	\$280,000	\$0	\$70,000	\$0	\$0	\$350,000	\$0	\$0	\$350,000	\$0	\$0	\$0	\$350,000	Non-Exempt
1902707	Intersection Improvement - Congestion	Roundabout Hobart - 61st Ave & Marcella Dr	Hobart	CMAQ Chicago UZA	\$2,992,400	\$0	\$748,100	\$0	\$0	\$3,740,500	\$0	\$0	\$3,740,500	\$0	\$0	\$0	\$3,740,500	Exempt
1902708	Other	Hobart Diesel Vehicles Replacement with CNG	Hobart	CMAQ Chicago UZA	\$1,539,867	\$0	\$384,966	\$0	\$0	\$1,924,833	\$0	\$0	\$0	\$1,924,833	\$0	\$0	\$1,924,833	Non-Exempt
1382598	Roadway Reconstruction/Rehabilitation	Road Reconstruction (3R/4R Standards) at County Line Rd from US 6 to Cleveland Ave	Hobart	STBG Chicago UZA	\$7,129,800	\$0	\$1,782,450	\$0	\$316,000	\$8,596,250	\$0	\$316,000	\$0	\$0	\$0	\$0	\$8,912,250	Non-Exempt
1902675	Multi-Use (Off Road) Trail	Veteran's Memorial Trail (P1) 113th to Delaware Parkway	Lake County	STBG Chicago UZA	\$1,074,203	\$0	\$268,551	\$0	\$0	\$1,212,810	\$129,944	\$0	\$0	\$1,342,754	\$0	\$0	\$1,342,754	Exempt
1902676	Bridge - Other	Veteran's Memorial Parkway Trail Bridge Over Broadway	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
1702831	Bridge Replacement	Bridge Replacement; Belshaw Road over Bruce Ditch	Lake County		\$0	\$0	\$1,765,000	\$305,000	\$80,000	\$1,200,000	\$180,000	\$1,380,000	\$0	\$0	\$0	\$0	\$1,765,000	Exempt
NIRPC2700 507 (temp)	Bridge Replacement	Bridge Replacement; Colorado St	Lake County	STBG Chicago	\$836,000	\$0	\$605,501	\$0	\$0	\$1,441,501	\$0	\$0	\$0	\$0	\$1,441,501	\$0	\$1,441,501	Exempt

Northwestern Indiana Regional Planning Commission
2022-2026 Transportation Improvement Program

Northwestern Indiana Regional Planning Commission TIP listing

Chicago UZA

Designation number	Project Type	Project Description	LPA / Sponsor	Federal Funds, Type	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
		over Deep River		go UZA														
1702830	Bridge Replacement	Bridge Replacement; 117th Ave over West Creek	Lake County		\$0	\$0	\$1,766,600	\$306,600	\$80,000	\$1,380,000	\$0	\$80,000	\$1,380,000	\$0	\$0	\$0	\$1,766,600	Exempt
1902819	Bridge Replacement	Bridge Replacement; 45th Ave over Hart Ditch	Lake County		\$0	\$0	\$5,770,550	\$535,550	\$60,000	\$4,500,000	\$675,000	\$0	\$110,000	\$0	\$5,175,000	\$0	\$5,770,550	Exempt
9980080	Existing Roadway Capacity Improvement	Added Travel Lanes at 45th Ave; Colfax to Whitcomb St.	Lake County	DEM O < BR> STBG Chicago UZA	\$8,173,142	\$0	\$3,055,786	\$0	\$1,646,928	\$9,582,000	\$0	\$9,582,000	\$0	\$0	\$0	\$0	\$11,228,928	Non-Exempt
1173429	Pavement Reconstruction/Rehabilitation	Road reconstruction Central Ave & Fairview	Lake Station	STBG Chicago UZA	\$750,000	\$61,875	\$344,301	\$68,750	\$0	\$1,087,426	\$0	\$0	\$68,750	\$0	\$0	\$1,087,426	\$1,156,176	Exempt
1802924	Complete Streets	ADA ramps & sidewalk installation/repair; SR 2 from Harding St West to Willow St	Lowell	STBG Group III	\$2,321,839	\$0	\$580,459	\$735,410	\$440,000	\$1,501,642	\$225,246	\$440,000	\$0	\$1,726,888	\$0	\$0	\$2,902,298	Exempt
1802920	Multi-Use (Off Road) Trail	Freedom Trail; Nichols St to Liberty Park	Lowell		\$0	\$1,732,080	\$433,020	\$183,625	\$108,500	\$1,689,350	\$183,625	\$108,500	\$0	\$1,872,975	\$0	\$0	\$2,165,100	Exempt
NIRPC2700509 (temp)	Intersection Improvement - Congestion	Roundabouts at Mississippi & 79th- FUTURE PROJECT	Merrillville	STBG Chicago UZA	\$3,927,129	\$0	\$981,782	\$0	\$0	\$4,908,911	\$0	\$0	\$0	\$0	\$0	\$4,908,911	\$4,908,911	Exempt

Northwestern Indiana Regional Planning Commission TIP listing

Chicago UZA

Designation number	Project Type	Project Description	LPA / Sponsor	Federal Funds, Type	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
NIRPC2700 508 (temp)	Intersection Improvement - Congestion	Roundabout at Mississippi & 69th	Merrillville	STBG Chicago UZA	\$100,000	\$0	\$25,000	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000	Exempt
1901951	Complete Streets	Sidewalks in Merrill Heights neighborhood	Merrillville	TAP Chicago UZA	\$941,820	\$0	\$235,455	\$0	\$0	\$1,177,275	\$0	\$0	\$0	\$1,177,275	\$0	\$0	\$1,177,275	Exempt
1901949	Complete Streets	Complete Streets / Broadway; east side of Broadway from 73rd to US 30	Merrillville	TAP Chicago UZA	\$672,000	\$0	\$168,000	\$0	\$65,000	\$775,000	\$0	\$775,000	\$0	\$0	\$0	\$0	\$840,000	Non-Exempt
NIRPC2700 510 (temp)	Pavement Reconstruction/Rehabilitation	Main St reconstruction; Columbia Avenue to Hart Ditch	Munster	STBG Chicago UZA	\$5,352,593	\$0	\$1,338,148	\$397,500	\$0	\$6,293,241	\$0	\$0	\$397,500	\$0	\$6,293,241	\$0	\$6,690,741	Exempt
NIRPC2700 511 (temp)	Air Quality Education	NIRPC Green Fleets Program	NIRPC	STBG Chicago UZA	\$756,000	\$0	\$189,000	\$0	\$0	\$945,000	\$0	\$0	\$0	\$0	\$472,500	\$472,500	\$945,000	Exempt
NIRPC2700 512 (temp)	Planning/Study	Road Safety Audits for Northwest Indiana	NIRPC	STBG Chicago UZA	\$310,000	\$0	\$0	\$310,000	\$0	\$0	\$0	\$0	\$77,500	\$77,500	\$77,500	\$77,500	\$310,000	Exempt
NIRPC1600 453 (temp)	Air Quality Education	SSCC Green Fleets Air Quality Public Education	NIRPC	CMAQ Chicago UZA	\$1,440,000	\$0	\$360,000	\$0	\$0	\$1,800,000	\$0	\$450,000	\$450,000	\$450,000	\$0	\$0	\$1,800,000	Non-Exempt
NIRPC1600 400 (temp)	Transit - Planning/Oversight	Planning / 2024 TIP Management Software	NIRPC	STBG Chicago UZA	\$56,275	\$0	\$14,069	\$0	\$0	\$70,344	\$0	\$0	\$0	\$70,344	\$0	\$0	\$70,344	Non-Exempt
NIRPC1600 399 (temp)	Transit - Planning/Oversight	Planning / 2023 TIP Management Software	NIRPC	STBG Chicago UZA	\$54,636	\$0	\$13,659	\$0	\$0	\$68,295	\$0	\$0	\$68,295	\$0	\$0	\$0	\$68,295	Non-Exempt

Northwestern Indiana Regional Planning Commission
2022-2026 Transportation Improvement Program

Northwestern Indiana Regional Planning Commission TIP listing

Chicago UZA

Designation number	Project Type	Project Description	LPA / Sponsor	Federal Funds, Type	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
NIRPC1600398 (temp)	Transit - Planning/Oversight	Planning / 2022 TIP Management Software	NIRPC	STBG Chicago UZA	\$53,045	\$0	\$13,261	\$0	\$0	\$66,306	\$0	\$66,306	\$0	\$0	\$0	\$0	\$66,306	Non-Exempt
NIRPC1600405 (temp)	Transit - Planning/Oversight	Planning / 2024 Transit Oversight	NIRPC	FTA 5307 Chicago UZA	\$345,600	\$0	\$86,400	\$0	\$0	\$432,000	\$0	\$0	\$0	\$432,000	\$0	\$0	\$432,000	Non-Exempt
1902124	Roadway Reconstruction/Rehabilitation	Crisman Rd Reconstruction; McClasland Ave to Old Porter Rd	Portage	DEMO	\$2,846,282	\$0	\$711,570	\$334,000	\$0	\$3,223,852	\$0	\$3,223,852	\$0	\$0	\$0	\$0	\$3,557,852	Exempt
1173430	Roadway Reconstruction/Rehabilitation	Road Reconstruction (3R/4R Standards) at Central Ave; Lake/Porter Co. Line to Willowcreek Road	Portage	DEMO < BR> STBG Chicago UZA	\$5,136,085	\$0	\$3,360,000	\$2,589,835	\$500,000	\$5,406,250	\$0	\$2,506,250	\$3,750,000	\$0	\$0	\$0	\$8,496,085	Non-Exempt
1173594	Multi-Use (Off Road) Trail	Calumet Trail from Mineral Springs Rd to SR 49	Porter County	TAP Chicago UZA	\$1,675,027	\$0	\$718,757	\$300,000	\$0	\$1,869,450	\$224,334	\$0	\$2,093,784	\$0	\$0	\$0	\$2,393,784	Exempt
1500419	Multi-Use (Off Road) Trail	Marquette Greenway, Calumet Trail (Phase 5)	Porter County	TAP Chicago UZA	\$1,600,000	\$0	\$400,000	\$250,000	\$0	\$1,750,000	\$0	\$250,000	\$0	\$1,750,000	\$0	\$0	\$2,000,000	Exempt
1702828	Bridge Replacement	Bridge Replacement; CR 250 E (Brummit Rd) over Little Calumet River	Porter County		\$0	\$0	\$820,000	\$0	\$0	\$820,000	\$0	\$820,000	\$0	\$0	\$0	\$0	\$820,000	Exempt

Northwestern Indiana Regional Planning Commission TIP listing

Chicago UZA

Designation number	Project Type	Project Description	LPA / Sponsor	Federal Funds, Type	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1702827	Bridge Replacement	Bridge Replacement; Smoke Rd over Jones Ditch	Porter County		\$0	\$0	\$541,000	\$0	\$0	\$541,000	\$0	\$541,000	\$0	\$0	\$0	\$0	\$541,000	Exempt
1802941	Bridge Replacement	Bridge Replacement; C.R 200 West (Babcock Rd) over Damon Run	Porter County		\$0	\$0	\$1,730,000	\$280,000	\$70,000	\$1,200,000	\$180,000	\$0	\$0	\$1,380,000	\$0	\$0	\$1,730,000	Exempt
1802932	Bridge Replacement	Bridge Replacement; Waverly Road over the Little Calumet River	Porter County		\$0	\$0	\$3,170,000	\$415,000	\$110,000	\$2,300,000	\$345,000	\$0	\$0	\$2,645,000	\$0	\$0	\$3,170,000	Exempt
1702821	Bridge Replacement	Bridge Replacement; Mineral Springs Rd over Little Calumet River	Porter County		\$0	\$0	\$606,000	\$0	\$0	\$606,000	\$0	\$0	\$606,000	\$0	\$0	\$0	\$606,000	Exempt
1902001	New Road Construction	Willowcreek Rd Extension SR 130 to 700 N	Porter County	STBG Chicago UZA	\$5,872,349	\$0	\$1,468,088	\$402,469	\$405,000	\$6,532,968	\$0	\$0	\$0	\$807,469	\$0	\$6,532,968	\$7,340,437	Non-Exempt
1382603	Existing Roadway Capacity Improvement	Quality of Place / Added Travel Lanes- Kennedy Ave (Phase 2); Junction Ave to Oak St	Schererville	STBG Chicago UZA	\$8,258,707	\$0	\$2,064,677	\$0	\$75,000	\$10,248,384	\$0	\$75,000	\$0	\$10,248,384	\$0	\$0	\$10,323,384	Non-Exempt
NIRPC2700 513 (temp)	New Road Construction	Cline Ave Extension; 93rd Avenue to 101st Avenue	St. John	STBG Chicago UZA	\$559,366	\$0	\$139,842	\$375,000	\$324,208	\$0	\$0	\$0	\$0	\$0	\$699,208	\$0	\$699,208	Exempt
NIRPC2700 515 (temp)	Multi-Use (Off Road) Trail	Multi use trail from transit parking lot to downtown	Valparaiso	STBG Chicago UZA	\$2,036,404	\$0	\$519,101	\$157,875	\$0	\$2,397,630	\$0	\$0	\$157,875	\$0	\$0	\$2,397,630	\$2,555,505	Exempt

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

Northwestern Indiana Regional Planning Commission TIP listing

Chicago UZA

Designation number	Project Type	Project Description	LPA / Sponsor	Federal Funds, Type	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1902686	Intersection Improvement - Congestion	Roundabout; Valparaiso-Campbell & Lincoln Ave.	Valparaiso	CMAQ Chicago UZA	\$2,925,202	\$0	\$731,300	\$386,351	\$500,000	\$2,770,151	\$0	\$0	\$0	\$500,000	\$2,770,151	\$0	\$3,656,502	Exempt
NIRPC2700 514 (temp)	Intersection Improvement - Congestion	Roundabout at SR 130 & CR 400N	Valparaiso	STBG Chicago UZA	\$142,896	\$0	\$142,896	\$285,792	\$0	\$0	\$0	\$0	\$285,792	\$0	\$0	\$0	\$285,792	Exempt
1702151	Other Type Project	Landscaping at US 30; Hayes Leonard Rd to Industrial Dr	Valparaiso	* N/A	\$0	\$2,287,686	\$571,922	\$0	\$0	\$2,859,608	\$0	\$2,859,608	\$0	\$0	\$0	\$0	\$2,859,608	Non-Exempt
1702150	Other Type Project	Landscaping at US 30; Sturdy Rd to Silhavy Rd	Valparaiso		\$0	\$3,162,500	\$790,625	\$0	\$0	\$3,437,500	\$515,625	\$3,953,125	\$0	\$0	\$0	\$0	\$3,953,125	Non-Exempt
1901947	Complete Streets	Sidewalks along Randolph St	Winfield	TAP Chicago UZA	\$391,000	\$0	\$97,800	\$0	\$0	\$488,800	\$0	\$0	\$488,800	\$0	\$0	\$0	\$488,800	Exempt

Michigan City-La Porte Urbanized Area (UZA)

Michigan City UZA

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1900831	Multi-Use (Off Road) Trail	Chessie Trail 2 RR crossing; Tyler St	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
NIRPC2700 516 (temp)	New Road Construction	North South Corridor	La Porte	STBG Chicago UZA	\$847,000	\$0	\$309,653	\$1,156,653	\$0	\$0	\$0	\$0	\$0	\$0	\$1,156,653	\$0	\$1,156,653	Exempt

Michigan City UZA

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1601867	Multi-Use (Off Road) Trail	Bicycle & Pedestrian Facilities at Chessie Trail II; Pine Lake Ave Entrance to Newporte Landing SW to J Street at 1st St.	La Porte	STBG Mich City UZA	\$1,460,000	\$0	\$365,000	\$425,000	\$200,000	\$1,200,000	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,825,000	Non-Exempt
1902007	Complete Streets	Sidewalk repair/rehab/const ruction throughout city-2024	La Porte	TAP Mich City UZA	\$100,000	\$0	\$25,000	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$0	\$0	\$125,000	Exempt
1902005	Complete Streets	Sidewalk repair/rehab/const ruction throughout city-2023	La Porte	TAP Mich City UZA	\$100,000	\$0	\$25,000	\$0	\$0	\$125,000	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000	Exempt
1902006	Resurfacing	Pavement Resurface/ Rehabilitation throughout the city-2023	La Porte	STBG Mich City UZA	\$117,000	\$0	\$29,250	\$0	\$0	\$146,250	\$0	\$0	\$146,250	\$0	\$0	\$0	\$146,250	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	\$0	\$0	\$312,500	\$0	\$0	\$312,500	Exempt
1902002	Roadway Reconstruction/Rehabilitation	Pavement Rehabilitation; Park St from Furnace St to Erie St	La Porte	STBG Mich City UZA	\$866,000	\$0	\$216,500	\$222,500	\$0	\$860,000	\$0	\$0	\$860,000	\$0	\$0	\$0	\$1,082,500	Exempt
NIRPC2700 517 (temp)	Intersection Improvement - Safety	EVP installation; various signals	La Porte	STBG Chicago UZA	\$33,084	\$0	\$3,676	\$0	\$0	\$36,760	\$0	\$0	\$0	\$36,760	\$0	\$0	\$36,760	Exempt
1902818	Complete Streets	Unincorporated Union Mills- Sidewalks and ramps	LaPorte County	STBG Group IV	\$557,400	\$0	\$139,350	\$119,500	\$119,250	\$400,000	\$58,000	\$0	\$119,250	\$0	\$458,000	\$0	\$696,750	Exempt
1902029	Bridge - Other	Bridge Inspection FY 21-24	LaPorte County		\$0	\$0	\$405,809	\$405,809	\$0	\$0	\$0	\$7,990	\$181,168	\$8,308	\$0	\$0	\$405,809	Exempt
1702833	Bridge Rehabilitation	Bridge Rehabilitation; CR S 652 West over Kankakee River	LaPorte County		\$0	\$0	\$2,385,000	\$175,000	\$50,000	\$1,800,000	\$360,000	\$0	\$2,160,000	\$0	\$0	\$0	\$2,385,000	Exempt
1902815	Bridge Replacement	Bridge Replacement; S CR 1300 S	LaPorte County		\$0	\$0	\$1,000,000	\$118,750	\$15,000	\$770,000	\$96,250	\$0	\$15,000	\$0	\$866,250	\$0	\$1,000,000	Exempt

Northwestern Indiana Regional Planning Commission
2022-2026 Transportation Improvement Program

Michigan City UZA

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1702829	Intersection Improvement - Safety	Intersection Improvement: Lofgren Rd & CR 150 N	LaPorte County		\$0	\$999,836	\$111,093	\$205,748	\$112,525	\$692,656	\$100,000	\$792,656	\$0	\$0	\$0	\$0	\$1,110,929	Exempt
1592335	Multi-Use (Off Road) Trail	Bicycle & Pedestrian Facilities at Marquette /Singing Sands Trail; Along US 12 from IN/MI State Line to Meer Rd	LaPorte County	STBG Mich City UZA	\$1,166,857	\$0	\$291,716	\$129,548	\$372,275	\$956,750	\$0	\$0	\$956,750	\$0	\$0	\$0	\$1,458,573	Non-Exempt
1801831	Multi-Use (Off Road) Trail	Lincoln Trail Extension, from W 300 S (intersection of US 421 & SR 2) to PNW	LaPorte County	DEMO < BR> STBG Mich City UZA	\$2,286,448	\$0	\$620,120	\$458,100	\$446,868	\$2,001,600	\$0	\$290,900	\$0	\$0	\$2,001,600	\$0	\$2,906,568	Exempt
1401027	Bridge Replacement	Bridge Replacement; Ottis Rd over the Little Calumet River	LaPorte County	DEMO	\$1,140,840	\$0	\$294,790	\$308,450	\$100,000	\$1,027,180	\$0	\$1,027,180	\$0	\$0	\$0	\$0	\$1,435,630	Exempt
1902197	Sign - Safety Upgrade	Highway signs replacement/update	LaPorte County	HSIP Mich City UZA	\$173,025	\$0	\$19,225	\$32,250	\$0	\$160,000	\$0	\$160,000	\$0	\$0	\$0	\$0	\$192,250	Exempt
1902689	Roadway Reconstruction/Rehabilitation	Pavement Rehabilitation or Reconstruction; Barker Ave	Michigan City	STBG Mich City UZA	\$90,000	\$0	\$22,500	\$112,500	\$0	\$0	\$0	\$0	\$112,500	\$0	\$0	\$0	\$112,500	Exempt
NIRPC2700521 (temp)	Multi-Use (Off Road) Trail	Singing Sands Trail Phase III-D; Liberty Trail to 2011 E. Hwy 12	Michigan City	TAP Mich City UZA	\$109,255	\$0	\$27,314	\$0	\$136,569	\$0	\$0	\$0	\$0	\$136,569	\$0	\$0	\$136,569	Exempt
1802785	Multi-Use (Off Road) Trail	Amtrak crossing at Singing Sands Phase 1; adjacent to US 12	Michigan City	Rail/Hwy Xings Sec 130 < BR> STBG Mich City UZA	\$1,049,200	\$0	\$150,800	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000	Exempt

Michigan City UZA

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
NIRPC2700 518 (temp)	Multi-Use (Off Road) Trail	Singing Sands trail phase III-A-FUTURE PROJECT	Michigan City	TAP Mich City UZA	\$1,967,039	\$0	\$491,760	\$0	\$0	\$2,458,799	\$0	\$0	\$0	\$0	\$0	\$2,458,799	\$2,458,799	Exempt
1902691	Multi-Use (Off Road) Trail	On Road Trail, Liberty Trail; Liberty St to Lake Ave.	Michigan City	STBG Mich City UZA	\$533,200	\$0	\$133,300	\$0	\$46,500	\$620,000	\$0	\$46,500	\$0	\$620,000	\$0	\$0	\$666,500	Exempt
1902692	Roadway Reconstruction/Rehabilitation	Pavement Rehab/Reconstruct Ohio St	Michigan City	STBG Mich City UZA	\$230,000	\$0	\$57,500	\$287,500	\$0	\$0	\$0	\$0	\$287,500	\$0	\$0	\$0	\$287,500	Exempt
NIRPC2700 519 (temp)	Transit - Vehicle Replacements	La Porte Transporte replacement buses (2)	TransPorte (LaPorte)	STBG Mich City UZA	\$176,000	\$0	\$44,000	\$0	\$0	\$220,000	\$0	\$0	\$0	\$0	\$110,000	\$110,000	\$220,000	Exempt
NIRPC2700 520 (temp)	Transit - Vehicle Replacements	Michigan City Transit vehicle replacement (2)	MC Transit	STBG Mich City Transfer to FTA	\$280,000	\$0	\$70,000	\$0	\$0	\$350,000	\$0	\$0	\$0	\$350,000	\$0	\$0	\$350,000	Exempt
TOTAL					\$13,862,348	\$999,836	\$7,383,356	\$4,157,308	\$1,598,987	\$15,874,995	\$614,250	\$3,525,226	\$5,375,918	\$2,789,137	\$4,592,503	\$2,568,799	\$22,245,540	

Northwestern Indiana Regional Planning Commission
2022-2026 Transportation Improvement Program

Indiana Department of Transportation Projects

INDOT																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
2000998	District Bridge Project (Rehabilitation)	Bridge Reconstruction Or Repair; SR 8 over Davidson Drain	INDOT		\$0	\$130,000	\$0	\$20,000	\$0	\$110,000	\$0	\$110,000	\$0	\$0	\$0	\$0	\$130,000	Exempt
1702993	Auxiliary Lanes, Two Way Left Turn Lanes	Auxiliary Lanes, US 20 Two-way Left Turn Lanes from 400' east of SR 39 to 2.85 mi east of SR 39 (Fail Rd) in LaPorte Co.	INDOT		\$0	\$15,937,504	\$0	\$1,151,484	\$950,000	\$13,836,020	\$0	\$1,610,000	\$13,596,020	\$0	\$0	\$0	\$15,937,504	Exempt
1700025	Adding center left turn lane	US 41 Auxiliary Lanes, Two-way Left Turn Lanes; from US 231 to 3.25 miles south	INDOT		\$0	\$4,450,116	\$0	\$0	\$0	\$4,450,116	\$0	\$4,450,116	\$0	\$0	\$0	\$0	\$4,450,116	Non-Exempt
1702992	Auxiliary Lanes, Two Way Left Turn Lanes	US 20 Auxiliary Lanes, Two-way Left Turn Lanes	INDOT		\$0	\$8,310,311	\$0	\$1,272,123	\$1,100,000	\$5,738,188	\$200,000	\$1,060,000	\$6,108,188	\$0	\$0	\$0	\$8,310,311	Exempt
1900050	Intersection Improvement Project	Auxiliary Lanes, Two-way Left Turn Lanes; US 20, 3.1mi E of SR 39	INDOT		\$0	\$5,727,227	\$0	\$762,247	\$750,000	\$4,214,980	\$0	\$750,000	\$300,000	\$4,089,980	\$0	\$0	\$5,727,227	Exempt
1900049	Intersection Improvement Project	Auxiliary Lanes, Two-way Left Turn Lanes; US 20, 0.25mi E of US 35	INDOT		\$0	\$9,364,237	\$0	\$609,644	\$1,250,000	\$7,504,593	\$0	\$1,250,000	\$500,000	\$7,279,593	\$0	\$0	\$9,364,237	Exempt
1703005	Bridge Replacement	Br Repl, Cast In Place Box Culvert; US 30 @ Crooked Creek	INDOT	NHPP Non Interstate	\$147,200	\$2,877,369	\$0	\$209,000	\$40,000	\$2,775,569	\$0	\$65,000	\$2,775,569	\$0	\$0	\$0	\$3,024,569	Exempt
1703002	Bridge Replacement	Br Repl, Cast In Place Box Culvert; SR 8; Dahl Ditch	INDOT		\$0	\$831,554	\$0	\$82,490	\$30,000	\$719,064	\$0	\$50,000	\$699,064	\$0	\$0	\$0	\$831,554	Exempt
1703009	Bridge Replacement	Br Repl, Comp. Cont. Conc. Construction; SR 49 @ Ahlgrim Ditch	INDOT		\$0	\$931,767	\$0	\$90,400	\$30,000	\$811,367	\$0	\$34,000	\$0	\$811,367	\$0	\$0	\$931,767	Exempt

INDOT

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1703004	Bridge Replacement	Br Repl, Comp.Cont.Precast Conc. Beam; US 30 @ Dyer Ditch	INDOT	NHPP Non Interstate	\$70,400	\$1,334,444	\$0	\$88,000	\$40,000	\$1,276,844	\$0	\$60,000	\$1,256,844	\$0	\$0	\$0	\$1,404,844	Exempt
1800257	Bridge Replacement	Br Repl, Comp.Cont.Pres.Conc.Bulb T-Beam; US 6 @ I 80/94 EB/WB	INDOT	NHPP Non Interstate	\$422,400	\$7,723,980	\$0	\$563,000	\$35,000	\$7,548,380	\$0	\$35,000	\$7,583,380	\$0	\$0	\$0	\$8,146,380	Exempt
1703001	Bridge Replacement	Br Repl, Cont, Pres. Conc. Blub T-Beam(SMPL); SR 2; over West Creek	INDOT		\$0	\$1,799,732	\$0	\$103,040	\$35,000	\$1,661,692	\$0	\$65,000	\$1,641,692	\$0	\$0	\$0	\$1,799,732	Exempt
1703011	Bridge Replacement	Br Repl, Steel Girder; SR 912 Michigan Ave @ SR 912 EB/WB ramps	INDOT	NHPP Interstate NHPP Non Interstate	\$11,220,150	\$2,805,038	\$0	\$932,000	\$35,000	\$13,058,188	\$0	\$55,000	\$13,058,188	\$0	\$0	\$0	\$14,025,188	Exempt
1703012	Bridge Replacement	Br Repl, Steel Girder; SR 912 Ramp B @ Ramp B	INDOT	NHPP Non Interstate	\$981,518	\$245,380	\$0	\$100,000	\$0	\$1,126,898	\$0	\$20,000	\$1,126,898	\$0	\$0	\$0	\$1,226,898	Exempt
2000095	District Bridge Project (Rehabilitation)	Bridge Deck Overlay; SR 912 EB RMP TO I-80	INDOT		\$0	\$992,059	\$0	\$150,000	\$0	\$792,059	\$50,000	\$5,000	\$837,059	\$0	\$0	\$0	\$992,059	Exempt
2000096	District Bridge Project (Rehabilitation)	Bridge Deck Overlay; SR 912 I-80 W-SR 912W RAMP@-.25TH AVE/177TH ST	INDOT		\$0	\$856,103	\$0	\$150,000	\$0	\$656,103	\$50,000	\$5,000	\$701,103	\$0	\$0	\$0	\$856,103	Exempt
2000074	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 2 over PEARLE CREEK	INDOT		\$0	\$374,005	\$0	\$51,300	\$0	\$312,705	\$10,000	\$10,000	\$312,705	\$0	\$0	\$0	\$374,005	Exempt
2000214	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 4 over PLACE DITCH	INDOT	NHPP Non Interstate	\$359,873	\$175,000	\$0	\$175,000	\$0	\$309,873	\$50,000	\$0	\$0	\$359,873	\$0	\$0	\$534,873	Exempt

Northwestern Indiana Regional Planning Commission
2022-2026 Transportation Improvement Program

INDOT																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
2000792	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 4 over LITTLE KANKAKEE RIVER	INDOT	NHPP Non Interstate	\$376,866	\$67,600	\$0	\$57,600	\$0	\$356,866	\$30,000	\$0	\$10,000	\$376,866	\$0	\$0	\$444,466	Exempt
2000825	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 104 over KANKAKEE RIVER	INDOT	NHPP Non Interstate	\$1,975,993	\$728,998	\$0	\$355,000	\$0	\$2,349,991	\$0	\$70,000	\$45,000	\$2,469,991	\$0	\$0	\$2,704,991	Exempt
2000397	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 55 over TURKEY CREEK	INDOT	NHPP Non Interstate	\$384,143	\$276,036	\$0	\$225,000	\$0	\$435,179	\$0	\$0	\$5,000	\$480,179	\$0	\$0	\$660,179	Exempt
2000778	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, I 94 EB over NORRIS DITCH	INDOT	NHPP Interstate	\$1,041,820	\$255,000	\$0	\$250,000	\$0	\$996,820	\$50,000	\$0	\$5,000	\$1,041,820	\$0	\$0	\$1,296,820	Exempt
2000784	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, I 94 WB over NORRIS DITCH NO 2	INDOT	NHPP Interstate	\$1,041,820	\$255,000	\$0	\$250,000	\$0	\$996,820	\$50,000	\$0	\$5,000	\$1,041,820	\$0	\$0	\$1,296,820	Exempt
2000787	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, I 94 at Warnke Road over I-94 EB/WB	INDOT	NHPP Interstate	\$612,573	\$155,000	\$0	\$150,000	\$0	\$567,573	\$50,000	\$0	\$5,000	\$612,573	\$0	\$0	\$767,573	Exempt
2000789	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 8 over COBB DITCH	INDOT	NHPP Non Interstate	\$247,631	\$47,800	\$0	\$37,800	\$0	\$237,631	\$20,000	\$0	\$10,000	\$247,631	\$0	\$0	\$295,431	Exempt
2000811	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 8 over CROOKED CREEK	INDOT	NHPP Non Interstate	\$317,248	\$57,700	\$0	\$47,700	\$0	\$297,248	\$30,000	\$0	\$10,000	\$317,248	\$0	\$0	\$374,948	Exempt
2000819	District Bridge Project	Bridge Deck Overlay, SR 49 over REEVES DITCH	INDOT	NHPP Non	\$1,103,618	\$399,604	\$0	\$168,700	\$0	\$1,334,522	\$0	\$0	\$40,000	\$1,379,522	\$0	\$0	\$1,503,222	Exempt

INDOT

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
	(Rehabilitation)			Interstate														
2000777	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, I 80 EB over SR 912 EB/WB, RAMPS	INDOT	NHPP Interstate	\$801,181	\$205,000	\$0	\$200,000	\$0	\$756,181	\$50,000	\$0	\$5,000	\$801,181	\$0	\$0	\$1,006,181	Exempt
2000213	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 2 over JOHN BRUCE DITCH	INDOT	NHPP Non Interstate	\$989,091	\$407,273	\$0	\$300,000	\$0	\$1,096,364	\$0	\$0	\$10,000	\$1,236,364	\$0	\$0	\$1,396,364	Exempt
2000396	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 55 over GRIESEL DITCH	INDOT	NHPP Non Interstate	\$442,254	\$180,000	\$0	\$175,000	\$0	\$397,254	\$50,000	\$0	\$5,000	\$442,254	\$0	\$0	\$622,254	Exempt
2002038	District Bridge Project (Rehabilitation) in Porter County	Bridge Deck Overlay, SR 49 NB over I-90 EB/WB	INDOT	NHPP Non Interstate	\$2,083,459	\$520,865	\$0	\$400,000	\$0	\$2,204,324	\$0	\$400,000	\$10,000	\$10,000	\$2,184,324	\$0	\$2,604,324	Exempt
2002039	District Bridge Project (Rehabilitation) in Porter County	Bridge Deck Overlay, SR 49 SB over I-90 EB/WB	INDOT	NHPP Non Interstate	\$1,021,810	\$200,000	\$0	\$200,000	\$0	\$1,021,810	\$0	\$200,000	\$5,000	\$5,000	\$1,011,810	\$0	\$1,221,810	Exempt
2002079	District Bridge Project (Rehabilitation) in Porter County	Bridge Deck Overlay, SR 249 NB over LITTLE CALUMET RIVER	INDOT	NHPP Non Interstate	\$2,055,094	\$513,773	\$0	\$500,000	\$0	\$2,068,867	\$0	\$500,000	\$10,000	\$10,000	\$2,048,867	\$0	\$2,568,867	Exempt
2002080	District Bridge Project (Rehabilitation) in	Bridge Deck Overlay, SR 249 SB over LITTLE CALUMET RIVER	INDOT	NHPP Non Interstate	\$899,986	\$200,000	\$0	\$200,000	\$0	\$899,986	\$0	\$200,000	\$5,000	\$5,000	\$889,986	\$0	\$1,099,986	Exempt

Northwestern Indiana Regional Planning Commission
2022-2026 Transportation Improvement Program

INDOT																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
	Porter County																	
2002120	District Bridge Project (Rehabilitation) in Lake County	Bridge Deck Overlay, I-65 NB over N&S RR	INDOT	NHPP Interstate	\$10,440,278	\$1,160,031	\$0	\$2,033,000	\$0	\$9,567,309	\$0	\$1,620,000	\$400,000	\$15,000	\$9,565,309	\$0	\$11,600,309	Exempt
2002121	District Bridge Project (Rehabilitation) in Lake County	Bridge Deck Overlay, I-65 SB over N&S RR	INDOT	NHPP Interstate	\$1,860,108	\$300,000	\$0	\$300,000	\$0	\$1,860,108	\$0	\$300,000	\$155,000	\$5,000	\$1,700,108	\$0	\$2,160,108	Exempt
2002347	District Bridge Project (Rehabilitation) in Lake County	Bridge Deck Overlay, 61ST AVENUE over I-65 NB/SB	INDOT	NHPP Interstate	\$1,602,119	\$250,000	\$0	\$250,000	\$0	\$1,602,119	\$0	\$250,000	\$5,000	\$5,000	\$1,592,119	\$0	\$1,852,119	Exempt
2002344	District Bridge Project (Rehabilitation) in Porter County	Bridge Deck Overlay, I-94 WAVERLY ROAD over I-94 EB/WB	INDOT	NHPP Interstate	\$835,773	\$190,693	\$0	\$200,000	\$0	\$826,466	\$0	\$200,000	\$5,000	\$5,000	\$816,466	\$0	\$1,026,466	Exempt
2000398	Bridge deck Overlay	US 421 over KANKAKEE RIVER	INDOT	NHPP Non Interstate	\$2,197,304	\$549,326	\$0	\$250,000	\$0	\$2,496,630	\$0	\$0	\$15,000	\$2,731,630	\$0	\$0	\$2,746,630	Exempt
1500674	Bridge Deck Overlay at I 80	I-80 WB Ramp NS RR and EJ&E RR	INDOT		\$0	\$11,467,052	\$0	\$232,000	\$0	\$11,235,052	\$0	\$0	\$11,392,052	\$0	\$0	\$0	\$11,467,052	Non-Exempt
1901389	District Bridge Project	I 80 Burr St at I-80 EB/WB Ramp	INDOT		\$0	\$3,492,293	\$0	\$597,750	\$0	\$2,894,543	\$0	\$3,197,643	\$0	\$0	\$0	\$0	\$3,492,293	Exempt

INDOT

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
	(Rehabilitation)																	
1901382	District Bridge Project (Rehabilitation)	SR 212 over CSS & SB RR (NICTD RR)	INDOT		\$0	\$3,338,301	\$0	\$286,000	\$0	\$3,052,301	\$0	\$3,216,301	\$0	\$0	\$0	\$0	\$3,338,301	Exempt
1901379	District Bridge Project (Rehabilitation)	SR 912 Over N&S RR	INDOT		\$0	\$10,612,907	\$0	\$1,042,300	\$0	\$9,570,607	\$0	\$10,367,907	\$0	\$0	\$0	\$0	\$10,612,907	Exempt
1901377	District Bridge Project (Rehabilitation)	US 35 NB at GT&W RR	INDOT		\$0	\$1,479,143	\$0	\$207,950	\$0	\$1,271,193	\$0	\$1,374,393	\$0	\$0	\$0	\$0	\$1,479,143	Exempt
2000082	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 53 over TURKEY CREEK	INDOT		\$0	\$1,154,669	\$0	\$160,000	\$0	\$949,669	\$45,000	\$15,000	\$979,669	\$0	\$0	\$0	\$1,154,669	Exempt
2000039	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 912 over CSX RR	INDOT		\$0	\$1,925,832	\$0	\$175,000	\$0	\$1,700,832	\$50,000	\$55,000	\$1,695,832	\$0	\$0	\$0	\$1,925,832	Exempt
2000062	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 912 EB over SR 912	INDOT		\$0	\$2,419,689	\$0	\$250,000	\$0	\$2,119,689	\$50,000	\$5,000	\$2,164,689	\$0	\$0	\$0	\$2,419,689	Exempt
2000094	District Bridge Project (Rehabilitation)	Bridge Deck Overlay, SR 912 over 25TH AVE/177TH ST	INDOT		\$0	\$1,969,245	\$0	\$150,000	\$0	\$1,769,245	\$50,000	\$5,000	\$1,814,245	\$0	\$0	\$0	\$1,969,245	Exempt
1703043	Bridge Superstructure Replacement	Bridge Deck Replacement SR 51@ Deep River	INDOT	NHPP Non Interstate	\$76,800	\$2,844,986	\$0	\$141,000	\$78,000	\$2,702,786	\$0	\$118,000	\$2,707,786	\$0	\$0	\$0	\$2,921,786	Exempt

Northwestern Indiana Regional Planning Commission
2022-2026 Transportation Improvement Program

INDOT																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
2000852	District Bridge Project (Rehabilitation)	Bridge Deck Replacement, I 94 over Bleck Road	INDOT	NHPP Interstate	\$5,920,796	\$1,187,866	\$0	\$900,000	\$0	\$6,208,662	\$0	\$100,000	\$30,000	\$6,578,662	\$0	\$0	\$7,108,662	Exempt
1296364	Bridge Painting at SR 49	Bridge Painting, Bridge over Amtrak, 0.33 miles N of I-94	INDOT		\$0	\$3,109,812	\$0	\$294,740	\$100,000	\$2,715,072	\$0	\$2,982,072	\$0	\$0	\$0	\$0	\$3,109,812	Non-Exempt
1700296	Bridge Painting at I 94	Bridge Painting, EBL over US 20, Willow Creek & CSX RR	INDOT	NHPP Interstate	\$6,781,310	\$10,848	\$0	\$673,480	\$0	\$6,118,678	\$0	\$6,683,678	\$0	\$0	\$0	\$0	\$6,792,158	Non-Exempt
1800628	Bridge Painting	Bridge Painting, US 20, Bridge Painting @ CSX RR	INDOT	NHPP Non Interstate	\$61,760	\$632,337	\$0	\$77,200	\$0	\$616,897	\$0	\$616,897	\$0	\$0	\$0	\$0	\$694,097	Exempt
2001039	District Bridge Project (Rehabilitation)	Bridge Painting, Bridge Painting, I 94 over I-94 EB/WB	INDOT		\$0	\$195,200	\$0	\$25,200	\$0	\$140,000	\$30,000	\$170,000	\$0	\$0	\$0	\$0	\$195,200	Exempt
1901401	District Bridge Project (Rehabilitation)	Bridge Painting, SR 2, SR 49 NB at SR 2 EB/WB	INDOT		\$0	\$1,108,000	\$0	\$160,000	\$0	\$948,000	\$0	\$0	\$0	\$80,000	\$978,000	\$0	\$1,108,000	Exempt
2001572	Bridge rehabilitation	Bridge Rehabilitation Or Repair, I-65 NB over 15th Ave	INDOT	NHPP Interstate	\$270,000	\$30,000	\$0	\$50,000	\$0	\$250,000	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	Exempt
1703000	Pedestrian bridge removal	Bridge Removal; SR 912 Pedestrian Walk @ RR Yard service road	INDOT	NHPP Non Interstate	\$443,137	\$110,784	\$0	\$93,200	\$40,000	\$420,721	\$0	\$90,000	\$420,721	\$0	\$0	\$0	\$553,921	Exempt
1900012	District Bridge Project	Bridge Replacement, Concrete, US 6 at Muck Pocket	INDOT		\$0	\$4,287,589	\$0	\$795,000	\$0	\$3,492,589	\$0	\$0	\$15,000	\$3,787,589	\$0	\$0	\$4,287,589	Exempt
1900009	District Bridge Project	Bridge Replacement, Concrete, US 20 at Kennedy Ave, IHB RR	INDOT		\$0	\$4,589,364	\$0	\$735,000	\$0	\$3,854,364	\$0	\$0	\$0	\$25,000	\$4,144,364	\$0	\$4,589,364	Exempt
1701446	Bridge Replacement	Bridge Replacement, SR 2 over Hutton Ditch	INDOT		\$0	\$2,520,313	\$0	\$0	\$0	\$2,520,313	\$0	\$2,520,313	\$0	\$0	\$0	\$0	\$2,520,313	Exempt

INDOT

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
2000419	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, I 94 EB over LITTLE CALUMET RIVER	INDOT	NHPP Interstate	\$818,952	\$205,000	\$0	\$200,000	\$0	\$798,952	\$25,000	\$0	\$5,000	\$818,952	\$0	\$0	\$1,023,952	Exempt
2000421	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, I 94 WB over LITTLE CALUMET RIVER	INDOT	NHPP Interstate	\$763,817	\$205,000	\$0	\$200,000	\$0	\$743,817	\$25,000	\$0	\$5,000	\$763,817	\$0	\$0	\$968,817	Exempt
2002122	District Bridge Project (Rehabilitation) in Lake County	Bridge Thin Deck Overlay, I-65 NB over 35TH AVENUE	INDOT	NHPP Interstate	\$782,623	\$200,000	\$0	\$200,000	\$0	\$707,623	\$75,000	\$200,000	\$5,000	\$0	\$777,623	\$0	\$982,623	Exempt
2002123	District Bridge Project (Rehabilitation) in Lake County	Bridge Thin Deck Overlay, I-65 SB over 35TH AVENUE	INDOT	NHPP Interstate	\$782,623	\$200,000	\$0	\$200,000	\$0	\$707,623	\$75,000	\$200,000	\$5,000	\$0	\$777,623	\$0	\$982,623	Exempt
2002146	Bridge Thin Deck Overlay in Lake County	Bridge Thin Deck Overlay, I-65 Over CFE Railroad	INDOT	NHPP Interstate	\$1,100,525	\$129,000	\$0	\$129,000	\$0	\$1,014,525	\$86,000	\$129,000	\$100,000	\$0	\$1,000,525	\$0	\$1,229,525	Exempt
2002147	District Bridge Project (Rehabilitation) in Lake County	Bridge Thin Deck Overlay, Northbound I-65 over ramp from I-65 Northbound to I-80/I-94 Westbound	INDOT	NHPP Interstate	\$986,067	\$118,000	\$0	\$118,000	\$0	\$891,067	\$95,000	\$118,000	\$10,000	\$0	\$976,067	\$0	\$1,104,067	Exempt
2002148	District Bridge Project (Rehabilitation) in Lake County	Bridge Thin Deck Overlay, -65 Southbound over the ramp from I-65 Northbound to I-80/I-94 Westbound	INDOT	NHPP Interstate	\$1,056,136	\$123,000	\$0	\$123,000	\$0	\$974,136	\$82,000	\$123,000	\$15,000	\$0	\$1,041,136	\$0	\$1,179,136	Exempt

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TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
2001994	District Bridge Project (Rehabilitation) in Porter County	Bridge Thin Deck Overlay, US 6 over CSX RR	INDOT	NHPP Non Interstate	\$298,933	\$74,733	\$0	\$66,000	\$0	\$307,666	\$0	\$36,000	\$0	\$40,000	\$297,666	\$0	\$373,666	Exempt
1901468	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, US 421 Over CF&E RR, Bailey Rd	INDOT		\$0	\$1,983,736	\$0	\$234,500	\$0	\$1,749,236	\$0	\$1,902,236	\$0	\$0	\$0	\$0	\$1,983,736	Exempt
2001042	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, I 80 over I-80 EB/WB	INDOT		\$0	\$1,219,000	\$0	\$169,000	\$0	\$940,000	\$110,000	\$1,050,000	\$0	\$0	\$0	\$0	\$1,219,000	Exempt
2000138	District Bridge Project (Replacement)	Bridge Thin Deck Overlay, SR 49 over PLEASANT TWP DITCH	INDOT		\$0	\$168,195	\$0	\$19,800	\$0	\$123,395	\$25,000	\$5,000	\$143,395	\$0	\$0	\$0	\$168,195	Exempt
2000051	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, US 35 over KANKAKEE RIVER	INDOT		\$0	\$547,165	\$0	\$210,000	\$0	\$337,165	\$0	\$25,000	\$372,165	\$0	\$0	\$0	\$547,165	Exempt
2000058	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, US 6 over TRAVIS DITCH	INDOT		\$0	\$179,931	\$0	\$20,000	\$0	\$149,931	\$10,000	\$10,000	\$149,931	\$0	\$0	\$0	\$179,931	Exempt
2000045	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, SR 152 over IHB RR	INDOT		\$0	\$2,065,457	\$0	\$320,000	\$0	\$1,745,457	\$0	\$120,000	\$1,765,457	\$0	\$0	\$0	\$2,065,457	Exempt
2000040	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, SR 51 SR 51 NB over BURNS DITCH (DEEP RIVER)	INDOT		\$0	\$221,034	\$0	\$28,800	\$0	\$182,234	\$10,000	\$10,000	\$182,234	\$0	\$0	\$0	\$221,034	Exempt

INDOT

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
2000416	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, I 94 WB over N&S RR	INDOT	NHPP Interstate	\$902,033	\$260,000	\$0	\$200,000	\$0	\$937,033	\$25,000	\$55,000	\$5,000	\$902,033	\$0	\$0	\$1,162,033	Exempt
2000414	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, I 94 EB over N&S RR	INDOT	NHPP Interstate	\$3,053,114	\$674,235	\$0	\$300,000	\$0	\$3,427,349	\$0	\$55,000	\$80,000	\$3,392,349	\$0	\$0	\$3,727,349	Exempt
2000411	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, SR 55 over SINGLETON DITCH	INDOT	NHPP Non Interstate	\$337,808	\$155,000	\$0	\$150,000	\$0	\$292,808	\$50,000	\$0	\$5,000	\$337,808	\$0	\$0	\$492,808	Exempt
2000772	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, I 80 EB over CONRAIL RR, IHB RR	INDOT	NHPP Interstate	\$852,350	\$160,000	\$0	\$105,000	\$0	\$837,350	\$70,000	\$0	\$55,000	\$852,350	\$0	\$0	\$1,012,350	Exempt
2000770	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, I 80 WBL over CONRAIL RR, IHB RR	INDOT	NHPP Interstate	\$930,484	\$211,500	\$0	\$106,500	\$0	\$964,484	\$71,000	\$0	\$105,000	\$930,484	\$0	\$0	\$1,141,984	Exempt
2000758	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, I 80 EBL over US 41 N/SR 152 W	INDOT	NHPP Interstate	\$3,510,538	\$720,060	\$0	\$466,000	\$0	\$3,764,598	\$0	\$0	\$165,000	\$3,900,598	\$0	\$0	\$4,230,598	Exempt
2000448	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, SR 8 over BESSLER DITCH	INDOT	NHPP Non Interstate	\$290,604	\$55,000	\$0	\$45,000	\$0	\$285,604	\$15,000	\$0	\$10,000	\$290,604	\$0	\$0	\$345,604	Exempt
2000430	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, I 94 WB over NICTD RR	INDOT	NHPP Interstate	\$628,199	\$255,000	\$0	\$200,000	\$0	\$583,199	\$100,000	\$50,000	\$5,000	\$628,199	\$0	\$0	\$883,199	Exempt
2000425	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, I 94 EB over NICTD RR	INDOT	NHPP Interstate	\$628,199	\$250,000	\$0	\$200,000	\$0	\$578,199	\$100,000	\$45,000	\$5,000	\$628,199	\$0	\$0	\$878,199	Exempt

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TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
2000683	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, US 6 over MILL CREEK	INDOT	NHPP Non Interstate	\$164,277	\$35,200	\$0	\$25,200	\$0	\$164,277	\$10,000	\$0	\$10,000	\$164,277	\$0	\$0	\$199,477	Exempt
2000042	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, SR 51 SB over BURNS DITCH (DEEP RIVER)	INDOT		\$0	\$197,000	\$0	\$27,000	\$0	\$160,000	\$10,000	\$10,000	\$160,000	\$0	\$0	\$0	\$197,000	Exempt
2000402	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, US 6 over CSX RR, TRACY ROAD	INDOT	NHPP Non Interstate	\$386,327	\$195,000	\$0	\$120,000	\$0	\$411,327	\$50,000	\$70,000	\$5,000	\$386,327	\$0	\$0	\$581,327	Exempt
2000449	District Bridge Project (Rehabilitation)	Bridge Thin Deck Overlay, SR 4 over KANKAKEE RIVER	INDOT	NHPP Non Interstate	\$235,483	\$46,000	\$0	\$36,000	\$0	\$230,483	\$15,000	\$0	\$10,000	\$235,483	\$0	\$0	\$281,483	Exempt
1800067	Concrete Pavement Restoration	Concrete Pavement Restoration (CPR), SR 912 from US 41 to US 12 (Columbus) including ramps	INDOT	NHPP Non Interstate	\$302,912	\$27,054,729	\$0	\$428,640	\$75,000	\$26,854,001	\$0	\$340,000	\$26,639,001	\$0	\$0	\$0	\$27,357,641	Exempt
1901361	District Pavement Project (Non-I)	Concrete Pavement Restoration (CPR), US 30 IL State Line to US 41	INDOT		\$0	\$7,942,441	\$0	\$1,108,250	\$20,000	\$6,814,191	\$0	\$7,248,591	\$0	\$0	\$0	\$0	\$7,942,441	Exempt
2000529	District Pavement Project (Non-I)	Concrete Pavement Restoration (CPR), SR 912 0.98 mi. N of I-80/94 to 0.93 mi. S. of I80/94 (River Rd.)	INDOT		\$0	\$14,749,538	\$0	\$500,000	\$0	\$14,249,538	\$0	\$20,000	\$14,479,538	\$0	\$0	\$0	\$14,749,538	Exempt
2000495	District Pavement Project (Interstate)	Concrete Pavement Restoration (CPR), I 94 0.40 mi. E. of US 421 to 0.45 mi. W. of US 20/35 (NS RR Bridge)	INDOT		\$0	\$12,862,285	\$0	\$300,000	\$0	\$12,562,285	\$0	\$10,000	\$12,602,285	\$0	\$0	\$0	\$12,862,285	Exempt
2000492	District Pavement Project (Interstate)	Concrete Pavement Restoration (CPR), I 65 0.60 mi. S. of US 231 to US 30	INDOT		\$0	\$20,879,221	\$0	\$600,000	\$0	\$20,279,221	\$0	\$10,000	\$20,519,221	\$0	\$0	\$0	\$20,879,221	Exempt
1901357	District Pavement	Concrete Pavement Restoration (CPR), I 65 US 30	INDOT		\$0	\$15,801,598	\$0	\$2,393,000	\$0	\$13,408,598	\$0	\$14,380,598	\$0	\$0	\$0	\$0	\$15,801,598	Exempt

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TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
	Project (Interstate)	to 0.62mi N of I-80/94 (Central Ave)																
1900054	District Pavement Project	HMA Overlay Minor Structural, US30 From SR 55 to 0.39mi W of I-65	INDOT	NHPP Non Interstate	\$8,473,086	\$2,733,271	\$0	\$1,199,800	\$0	\$10,006,557	\$0	\$0	\$20,000	\$10,591,357	\$0	\$0	\$11,206,357	Exempt
1900057	District Pavement Project (Non-I)	HMA Overlay Minor Structural, US 30, US 30 from US 421 to SR 39	INDOT		\$0	\$9,567,066	\$0	\$1,494,300	\$0	\$8,072,766	\$0	\$0	\$10,000	\$8,402,766	\$0	\$0	\$9,567,066	Exempt
2002312	District Pavement Project (Non-I) in Lake County	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	\$370,000	\$235,000	\$155,000	\$5,149,664	\$0	\$5,909,664	Exempt
1900055	District Pavement Project	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	\$0	\$10,000	\$6,300,877	\$0	\$0	\$7,184,677	Exempt
2000613	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance, SR 4 SR 2 to 2.02 mi. E. of SR 2 (Boyd Blvd)	INDOT	NHPP Non Interstate	\$1,670,937	\$667,734	\$0	\$300,000	\$100,000	\$1,938,671	\$0	\$100,000	\$10,000	\$1,978,671	\$0	\$0	\$2,338,671	Exempt
2000614	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance	INDOT	NHPP Non Interstate	\$561,528	\$355,982	\$0	\$242,600	\$0	\$674,910	\$0	\$0	\$5,000	\$759,510	\$0	\$0	\$917,510	Exempt
2001884	District Pavement Project (Non-I) in Lake County	HMA Overlay, Preventive Maintenance, US 12, 3.17 mi. E. of SR 912 (Bridge St) to 0.38 mi. E. of I-65	INDOT	NHPP Non Interstate	\$6,636,000	\$1,659,000	\$0	\$380,000	\$0	\$7,915,000	\$0	\$200,000	\$410,000	\$400,000	\$7,285,000	\$0	\$8,295,000	Exempt
1701521	District Pavement Project (Non-I) in Porter County	HMA Overlay, Preventive Maintenance, SR 520, from US 20 to US 12	INDOT	NHPP Non Interstate	\$225,677	\$0	\$0	\$0	\$0	\$225,677	\$0	\$0	\$0	\$0	\$225,677	\$0	\$225,677	Exempt
1701523	SR 2 paving project in Lowell	HMA Overlay (Preventative Maintenance) from US 41 to 0.8 miles west of I 65 (Mississippi St)	INDOT		\$0	\$3,809,434	\$0	\$0	\$0	\$3,809,434	\$0	\$3,809,434	\$0	\$0	\$0	\$0	\$3,809,434	Exempt

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TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1602110	HMA Overlay, Preventive Maintenance at US 20	HMA Overlay, Preventive Maintenance, US 20 From SR 152 to SR 912	INDOT		\$0	\$1,527,017	\$0	\$67,920	\$0	\$1,459,097	\$0	\$1,459,097	\$0	\$0	\$0	\$0	\$1,527,017	Non-Exempt
1901365	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance, SR 2, 0.88mi N of US 231 to US 30	INDOT		\$0	\$7,675,016	\$0	\$1,073,500	\$0	\$6,601,516	\$0	\$6,826,516	\$0	\$0	\$0	\$0	\$7,675,016	Exempt
1901364	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance, US 6 2.44mi W of SR 149 (Scottsdale Rd) to SR 149	INDOT		\$0	\$2,614,563	\$0	\$466,200	\$0	\$2,148,363	\$0	\$2,218,363	\$0	\$0	\$0	\$0	\$2,614,563	Exempt
1901358	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance, SR 2 IL. State Line to the S Jct of US 41	INDOT		\$0	\$1,970,434	\$0	\$348,000	\$0	\$1,622,434	\$0	\$1,713,934	\$0	\$0	\$0	\$0	\$1,970,434	Exempt
1701532	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance, SR 212 From US 20 to US 12	INDOT		\$0	\$3,852,470	\$0	\$133,600	\$0	\$3,718,870	\$0	\$0	\$3,718,870	\$0	\$0	\$0	\$3,852,470	Exempt
2000534	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance, US 41 0.95 mi S of US 12 / US 20 to US 12 / US 20	INDOT		\$0	\$1,144,397	\$0	\$360,000	\$20,000	\$764,397	\$0	\$20,000	\$814,397	\$0	\$0	\$0	\$1,144,397	Exempt
2000532	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance, US 41 0.27 mi. N. of US 30 to 2.22 mi. N. of US 30 (Main St.)	INDOT		\$0	\$2,990,789	\$0	\$350,000	\$20,000	\$2,620,789	\$0	\$20,000	\$2,670,789	\$0	\$0	\$0	\$2,990,789	Exempt
2000499	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance, US 35 .045 miles N of SR 2 to SR 39.	INDOT		\$0	\$1,935,282	\$0	\$325,000	\$150,000	\$1,460,282	\$0	\$230,000	\$1,455,282	\$0	\$0	\$0	\$1,935,282	Exempt
2000610	District Pavement Project (Non-I)	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	\$0	\$9,000	\$1,958,079	\$0	\$0	\$2,256,079	Exempt
2000609	District Pavement Project (Non-I)	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	\$150,000	\$155,000	\$4,013,635	\$0	\$0	\$4,568,635	Exempt

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TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
2000497	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance, US 231 N. Jct of SR 2 to 0.36 mi. E. of S. Jct of SR 55 (113th Ave)	INDOT		\$0	\$5,349,500	\$0	\$300,000	\$60,000	\$4,989,500	\$0	\$70,000	\$5,029,500	\$0	\$0	\$0	\$5,349,500	Exempt
2000606	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance, US 12 US 12/20 Split (Melton Rd.) to 1.07 mi. W. of SR 249 (Burns Harbor Ditch)	INDOT	NHPP Non Interstate	\$2,994,144	\$1,368,536	\$0	\$667,000	\$0	\$3,695,680	\$0	\$50,000	\$17,000	\$3,742,680	\$0	\$0	\$4,362,680	Exempt
2000607	District Pavement Project (Non-I)	HMA Overlay, Preventive Maintenance, US 12 Porter/LaPorte Co. Line to MI State Line	INDOT	NHPP Non Interstate	\$10,562,759	\$4,866,690	\$0	\$2,066,000	\$0	\$13,363,449	\$0	\$200,000	\$357,000	\$13,203,449	\$0	\$0	\$15,429,449	Exempt
1702988	District Intersection Improvement Project	Intersect. Improv. W/ Added Turn Lanes, SR 2, 0.25mi W of SR 55 to 0.25mi E of SR 55	INDOT	NHPP Non Interstate	\$660,000	\$140,000	\$0	\$100,000	\$0	\$700,000	\$0	\$100,000	\$0	\$700,000	\$0	\$0	\$800,000	Exempt
2000022	District Pavement Project (Non-I) in Lake County	Intersect. Improv. W/ Added Turn Lanes, US 20 At SR152	INDOT	NHPP Non Interstate	\$655,000	\$100,000	\$0	\$100,000	\$0	\$655,000	\$0	\$100,000	\$0	\$5,000	\$650,000	\$0	\$755,000	Exempt
1702995	Intersection Improvement with added Turn Lanes	Intersect. Improv. W/ Added Turn Lanes, SR 49 @ I 80/90 (toll road) ramp intersection with Gateway Blvd, located within the town of Chesterton	INDOT	NHPP Non Interstate	\$168,000	\$7,588,393	\$0	\$210,000	\$100,000	\$7,446,393	\$0	\$150,000	\$7,396,393	\$0	\$0	\$0	\$7,756,393	Exempt
1801376	Intersection Improvement	Intersect. Improv. W/ Added Turn Lanes, SR 49, Intersection Improv. W/Added Turn Lanes, Intersection w/Gateway Blvd, CR 1100N, Porter Ave & Indian Boundary RD	INDOT		\$0	\$3,700,023	\$0	\$1,260,000	\$640,000	\$1,800,023	\$0	\$100,000	\$2,340,023	\$0	\$0	\$0	\$3,700,023	Non-Exempt
1700021	Added Travel Lanes Project	Intersect. Improv. W/ Added Turn Lanes, US 20 Intersections of US 20 with CR 325W & CR 300W, 1.1mi W of SR 39	INDOT		\$0	\$1,483,882	\$0	\$0	\$0	\$1,483,882	\$0	\$1,483,882	\$0	\$0	\$0	\$0	\$1,483,882	Non-Exempt
1702996	Intersection Improvement	Intersection Improvement with added turn lanes, ST 49 & Indian Boundary Rd	INDOT	NHPP Non	\$4,492,980	\$1,123,245	\$0	\$520,000	\$100,000	\$4,996,225	\$0	\$180,000	\$4,996,225	\$0	\$0	\$0	\$5,616,225	Exempt

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TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
	Improvement			Interstate														
1801868	Intersection improvement with added turn lanes	Intersection improvement with added turn lanes; US 30& US 421; located in Wanatah	INDOT	NHPP Non Interstate	\$1,088,000	\$272,000	\$0	\$210,000	\$100,000	\$1,050,000	\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$1,360,000	Exempt
1801869	Intersection Improvement with median U-Turn	Intersection Improvement with median U-Turn; at the intersection of US 30 & SR 39	INDOT	NHPP Non Interstate	\$1,048,000	\$262,000	\$0	\$260,000	\$0	\$1,050,000	\$0	\$50,000	\$1,100,000	\$0	\$0	\$0	\$1,310,000	Exempt
1500090	Intersect. Improv. W/ Added Turn Lanes at US 12	US 12(Columbus Dr) with Railroad Ave & McShane Ave 0.25mi E of US 20 (Indy Blvd)	INDOT		\$0	\$1,831,068	\$0	\$123,000	\$190,225	\$1,517,843	\$0	\$1,240,843	\$0	\$0	\$0	\$0	\$1,831,068	Non-Exempt
2000052	Intersection Improvement Project in Lake County	Intersection Improvement, I-65 at 61st Avenue (SB Ramp Terminal)	INDOT	NHPP Interstate	\$1,755,000	\$195,000	\$0	\$150,000	\$0	\$1,800,000	\$0	\$150,000	\$120,000	\$0	\$1,680,000	\$0	\$1,950,000	Exempt
1383615	Intersection Improvement, Roundabout at SR 55	Intersection of SR 55 and 73rd Ave., 1.0 mi N of US 30	INDOT		\$0	\$3,058,486	\$0	\$290,000	\$500,000	\$2,268,486	\$0	\$2,438,486	\$0	\$0	\$0	\$0	\$3,058,486	Non-Exempt
1702989	Intersection Improvement; Roundabout	US 6 & US 421, South Junction, located outside of Town of Westville	INDOT	NHPP Non Interstate	\$1,055,040	\$323,760	\$0	\$164,800	\$20,000	\$1,194,000	\$0	\$40,000	\$1,174,000	\$0	\$0	\$0	\$1,378,800	Exempt
1600693	Added Travel Lanes Project	SR 51 Intersection of SR 51/Cleveland Rd at SR 130, Intersection Improvement, Roundabout in Lake County	INDOT		\$0	\$1,658,058	\$0	\$0	\$0	\$1,658,058	\$0	\$1,658,058	\$0	\$0	\$0	\$0	\$1,658,058	Non-Exempt

INDOT

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1700022	Intersection Improvement Project	US 231 Intersection of US 231 & Cline Ave, 2.0mi E of US 41, Intersection Improvement, Roundabout in Lake County.	INDOT		\$0	\$2,511,899	\$0	\$0	\$54,000	\$2,457,899	\$0	\$2,437,899	\$0	\$0	\$0	\$0	\$2,511,899	Non-Exempt
1702994	District Intersection Improvement Project in Lake County	Intersection Improvement, Roundabout, US 231 @ Parish, 0.85mi S (east) of US41 to 1.20mi S (east) of US41	INDOT	NHPP Non Interstate	\$2,900,298	\$340,000	\$0	\$340,000	\$80,000	\$2,820,298	\$0	\$340,000	\$530,000	\$0	\$2,370,298	\$0	\$3,240,298	Exempt
1800861	ITS Maintenance Contract	Maintenance contract for fiber and ITS devices on I-65 from SR 2 to US 30	INDOT		\$0	\$1,846,515	\$0	\$0	\$0	\$1,846,515	\$0	\$1,846,515	\$0	\$0	\$0	\$0	\$1,846,515	Exempt
1800885	ITS Maintenance	Camera/Communications/Detection/DMS Replacements in Northwest IN ATMS area	INDOT	NHPP Interstate	\$270,000	\$30,000	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000	Exempt
1901643	ITS Traffic Management	ITS Traffic Management Systems Project on I-80 from the Illinois State Line to I-65 such as hard shoulder running, ramp metering, variable speed limits, lane control and special purpose lanes.	INDOT	NHPP Interstate	\$32,000,000	\$3,000,000	\$0	\$5,000,000	\$0	\$30,000,000	\$0	\$0	\$0	\$30,000,000	\$0	\$0	\$35,000,000	Non-Exempt
2002572	Traffic Management System Project	Installing dynamic message signs along rural sections of the interstates, I-65, I-94 & I-80/94	INDOT		\$0	\$1,180,000	\$0	\$0	\$0	\$1,180,000	\$0	\$1,180,000	\$0	\$0	\$0	\$0	\$1,180,000	Exempt
1800865	ITS devices replacement and maintenance	Camera/Communications/Detection/DMS Replacements in Northwest IN ATMS area	INDOT		\$0	\$600,000	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	Exempt
1800881	ITS maintenance	Its Traffic Management Systems, Camera/Communications/Detection/DMS Replacements in Northwest IN ATMS area	INDOT		\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000	Exempt
1900834	Bridge over Canadian National	New Br, Comp.Cont.Pres.Conc.Bulb T-Beam, Bridge over Canadian National and Norfolk Southern railways, Kennedy Ave	INDOT		\$0	\$1,693,847	\$5,166,435	\$1,030,282	\$0	\$5,830,000	\$0	\$0	\$0	\$5,830,000	\$0	\$0	\$6,860,282	Exempt

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INDOT																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
		between Division St & Scherland Dr																
1900835	New Bridge Tipton / Park Street over RR crossing.	New bridge over RR crossing Between State St and Furnace St.in La Porte	INDOT		\$0	\$3,427,793	\$272,200	\$2,134,893	\$0	\$1,361,000	\$204,100	\$0	\$2,718,500	\$0	\$0	\$0	\$3,699,993	Exempt
1900833	Bridge over Norfolk Southern Local TRAXX	New Bridge, 800 feet E of Parrish, 600 feet N of 173rd in Hammond	INDOT		\$0	\$3,787,432	\$518,760	\$1,848,192	\$0	\$2,358,000	\$100,000	\$0	\$0	\$2,458,000	\$0	\$0	\$4,306,192	Exempt
2002545	New Bridge Tipton / Park Street over RR crossing.	New bridge over RR crossing Between State St and Furnace St.in La Porte	INDOT		\$0	\$369,600	\$77,800	\$0	\$0	\$389,000	\$58,400	\$0	\$447,400	\$0	\$0	\$0	\$447,400	Exempt
1801912	New Bridge Tipton / Park Street over RR crossing.	New bridge over RR crossing Between State St and Furnace St.in La Porte	INDOT		\$0	\$6,191,832	\$993,000	\$914,832	\$656,000	\$4,885,000	\$729,000	\$0	\$6,270,000	\$0	\$0	\$0	\$7,184,832	Exempt
1801906	Colorado Street bridge over RR crossing	New Bridge, Colorado Street over CN/ Grand Trunk and Western railroads in Hobart	INDOT		\$0	\$7,334,939	\$2,052,236	\$912,300	\$115,000	\$7,485,875	\$874,000	\$235,000	\$8,264,875	\$0	\$0	\$0	\$9,387,175	Exempt
1801911	Bridge over Canadian National	New Bridge, Bridge over Canadian National and Norfolk Southern railways, Kennedy Ave between Division St & Scherland Dr in Schererville	INDOT		\$0	\$7,565,775	\$2,304,375	\$1,137,500	\$1,021,250	\$6,660,000	\$1,051,400	\$1,021,250	\$0	\$7,711,400	\$0	\$0	\$9,870,150	Exempt
1801907	Bridge over Norfolk Southern	New Bridge, 800 feet E of Parrish, 600 feet N of 173rd in Hammond	INDOT		\$0	\$5,008,130	\$6,547,170	\$887,300	\$463,000	\$9,705,000	\$500,000	\$463,000	\$0	\$10,205,000	\$0	\$0	\$11,555,300	Exempt

INDOT

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1900832	Local Trax, New Bridge Construction	New Bridge, Colorado Street over Canadian National Railroad	INDOT		\$0	\$6,253,200	\$1,968,300	\$0	\$115,000	\$7,175,000	\$931,500	\$115,000	\$8,106,500	\$0	\$0	\$0	\$8,221,500	Exempt
1592882	District Small Structure Project	Other Type Project (Miscellaneous), I-80/94 Small Culvert Video Investigation, Lining or Repair, From MI to IL	INDOT		\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000	\$0	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000	Exempt
1802826	Statewide on-call consultant contract	Other Type Project (Miscellaneous), Statewide on-call consultant contract	INDOT		\$0	\$8,400,000	\$0	\$8,400,000	\$0	\$0	\$0	\$2,100,000	\$2,100,000	\$0	\$0	\$0	\$8,400,000	Exempt
1900186	District Pavement Project	Pavement Replacement, SR 53 from US 20 (4th Ave) to 0.22mi N of US 20.	INDOT	NHPP Non Interstate	\$538,866	\$634,716	\$0	\$475,000	\$0	\$698,582	\$0	\$0	\$100,000	\$673,582	\$0	\$0	\$1,173,582	Exempt
2001885	District Pavement Project (Non-I) in LaPorte County	Pavement Replacement, US 35 1.21 mi. S. of SR 2 (Kingsbury Ave) to SR 2	INDOT	NHPP Non Interstate	\$7,191,710	\$1,797,927	\$0	\$750,000	\$200,000	\$8,039,637	\$0	\$750,000	\$200,000	\$0	\$8,039,637	\$0	\$8,989,637	Exempt
1900830	N Clark Rd Local Traxx	Railing Replace Or Repair, N Clark Road	INDOT		\$0	\$18,004,620	\$3,866,600	\$1,639,220	\$6,046,000	\$12,843,000	\$1,343,000	\$6,046,000	\$0	\$14,186,000	\$0	\$0	\$21,871,220	Exempt
1900485	RR Crossing Improvements / Modernizations	RR Crossing Improvements/Modernization at various locations in Highland; Lincoln Ave AAR 545883, Highway Ave AAR 545881, & Hart Rd/42nd St AAR 545114U at NS RR.	INDOT	Rail/Highway Xings Sec 130	\$1,134,000	\$126,000	\$0	\$60,000	\$0	\$1,200,000	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$1,260,000	Exempt
1900489	Railroad crossing project	Railroad Protection, CSS RR on SR 4	INDOT	Rail/Highway Xings Sec 130	\$342,000	\$38,000	\$0	\$0	\$0	\$380,000	\$0	\$0	\$380,000	\$0	\$0	\$0	\$380,000	Exempt
2002529	Raised Pavement Markings, Refurbished	Raised Pavement Markings, Refurbished, Various Locations Throughout the LaPorte District - FY22 RPM's	INDOT		\$0	\$680,000	\$0	\$10,000	\$0	\$670,000	\$0	\$670,000	\$0	\$0	\$0	\$0	\$680,000	Exempt

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INDOT																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
2001051	District Bridge Project (Rehabilitation)	Repair Or Replace Joints, Wagner Rd over I-94 EB/WB, 01.67 W SR 49	INDOT		\$0	\$106,200	\$0	\$16,200	\$0	\$90,000	\$0	\$90,000	\$0	\$0	\$0	\$0	\$106,200	Exempt
1700097	District Bridge Project (Replacement)	Replace Superstructure, US 41 SB over Singleton Ditch, 3.23mi S of SR 2	INDOT		\$0	\$1,045,652	\$0	\$0	\$0	\$1,045,652	\$0	\$995,652	\$0	\$0	\$0	\$0	\$1,045,652	Exempt
1700094	District Bridge Project (Replacement)	Replace Superstructure, US 41 NB over Singleton Ditch, 3.23mi S of SR 2	INDOT		\$0	\$1,045,652	\$0	\$0	\$0	\$1,045,652	\$0	\$995,652	\$0	\$0	\$0	\$0	\$1,045,652	Exempt
1700088	District Bridge Project (Replacement)	Replace Superstructure, US 41 SB over Brown Ditch, 3.54mi S of SR 2	INDOT		\$0	\$1,011,392	\$0	\$0	\$0	\$1,011,392	\$0	\$961,392	\$0	\$0	\$0	\$0	\$1,011,392	Exempt
1900045	District Bridge Project	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	\$0	\$10,000	\$1,818,720	\$0	\$0	\$2,073,720	Exempt
1900044	District Bridge Project	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	\$0	\$10,000	\$1,818,720	\$0	\$0	\$2,073,720	Exempt
1900042	District Bridge Project	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	\$0	\$15,000	\$1,939,968	\$0	\$0	\$2,214,968	Exempt
1900041	District Bridge Project	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	\$0	\$15,000	\$1,939,968	\$0	\$0	\$2,214,968	Exempt
1900040	District Bridge Project	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	\$0	\$15,000	\$1,939,968	\$0	\$0	\$2,214,968	Exempt
1900039	District Bridge Project	Replace Superstructure, I-65 NB at Brown Ditch, 3.64mi S of SR 2.	INDOT	NHPP Interstate	\$10,257,581	\$1,479,731	\$0	\$1,200,000	\$0	\$10,537,312	\$0	\$0	\$80,000	\$11,397,312	\$0	\$0	\$11,737,312	Exempt
1900037	District Bridge Project	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	\$0	\$15,000	\$1,342,766	\$0	\$0	\$1,542,766	Exempt

INDOT

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1900036	District Bridge Project	Replace Superstructure, SR 49 NB at Coffee Creek, 1.85mi S of I-94. This contract contains 2 des numbers.	INDOT		\$0	\$2,900,532	\$0	\$405,000	\$0	\$2,495,532	\$0	\$0	\$30,000	\$2,685,532	\$0	\$0	\$2,900,532	Exempt
1900031	District Bridge Project	Replace Superstructure, US 6, US 6 at the Kankakee River, 1.85mi E of US 35 Also include another des.	INDOT		\$0	\$2,625,532	\$0	\$145,000	\$0	\$2,480,532	\$0	\$0	\$15,000	\$2,595,532	\$0	\$0	\$2,625,532	Exempt
1700087	District Bridge Project (Replacement)	US 41 NB over Brown Ditch, 3.54mi S of SR 2, Replace Superstructure in Lake County.	INDOT		\$0	\$3,998,340	\$0	\$0	\$0	\$3,998,340	\$0	\$3,948,340	\$0	\$0	\$0	\$0	\$3,998,340	Exempt
1700106	Replace superstructure	Bridge rehabilitation; I-94 EB over Norris Ditch, 2.96 mi East of US 421.	INDOT		\$0	\$3,818,384	\$0	\$0	\$0	\$3,818,384	\$0	\$3,818,384	\$0	\$0	\$0	\$0	\$3,818,384	Exempt
1600500	Replace Superstructure at SR 249	Replace Superstructure, US 12, 2 RR, 2 Roads, 2.0mi N of I-94	INDOT		\$0	\$25,300,000	\$0	\$3,500,000	\$0	\$21,800,000	\$0	\$23,700,000	\$0	\$0	\$0	\$0	\$25,300,000	Non-Exempt
2002346	District Bridge Project (Rehabilitation) in Lake County	Replace Superstructure, I-65, at CR H-10/153RD AVE over I-65 NB/SB, 03.58 N SR 2	INDOT	NHPP Interstate	\$1,796,021	\$449,005	\$0	\$694,000	\$0	\$1,551,026	\$0	\$347,000	\$15,000	\$0	\$1,883,026	\$0	\$2,245,026	Exempt
1902735	Welcome Center Renovation	Michigan City Welcome Center (rest area) Renovation	INDOT		\$0	\$23,031,615	\$0	\$1,562,815	\$0	\$21,468,800	\$0	\$0	\$0	\$1,562,815	\$21,468,800	\$0	\$23,031,615	Exempt
1601089	Shoulder rehabilitation	Shoulder Rehabilitation And Repair, SR 39 from US 20 to MI state line.	INDOT		\$0	\$8,380,946	\$0	\$0	\$0	\$8,380,946	\$0	\$8,380,946	\$0	\$0	\$0	\$0	\$8,380,946	Exempt
1900446	District Bridge Project	Small Structure - New, US 41 1.0mi S of US 30.	INDOT		\$0	\$760,223	\$0	\$195,000	\$0	\$520,223	\$45,000	\$0	\$10,000	\$555,223	\$0	\$0	\$760,223	Exempt
2001045	District Small Structure Project	Small Structure Maint and Repair, SR 149 over , 0.94 N JCT SR 130	INDOT		\$0	\$141,600	\$0	\$21,600	\$0	\$120,000	\$0	\$120,000	\$0	\$0	\$0	\$0	\$141,600	Exempt
2001935	District Small Structure Project in	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	\$60,000	\$0	\$0	\$295,405	\$0	\$355,405	Exempt

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INDOT																		
TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
	Porter County																	
2002295	District Small Structure Project in LaPorte County	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	\$28,000	\$10,000	\$0	\$227,095	\$0	\$265,095	Exempt
1701509	District Small Structure Project	Small Structure Pipe Lining, US 231 3.50 mi W of SR 55	INDOT		\$0	\$1,735,517	\$0	\$0	\$0	\$1,735,517	\$0	\$1,735,517	\$0	\$0	\$0	\$0	\$1,735,517	Exempt
1703038	Small Structure Replacement	Small Structure Replacement, SR 51/130; 0.80 mi south of US 6 located in Hobart	INDOT	NHPP Non Interstate	\$342,320	\$85,580	\$0	\$48,040	\$20,000	\$359,860	\$0	\$30,000	\$359,860	\$0	\$0	\$0	\$427,900	Exempt
1900028	District Small Structure Project	Small Structure Replacement, US 421 US 421, 3.22mi S of I-94 SB Includes one other des number.	INDOT		\$0	\$1,272,053	\$0	\$281,100	\$0	\$990,953	\$0	\$0	\$20,000	\$1,057,053	\$0	\$0	\$1,272,053	Exempt
1800661	Small Structure Replacement	Small Structure Replacement, US 20; 1.02 mi west of US 421	INDOT	NHPP Non Interstate	\$669,575	\$167,394	\$0	\$91,800	\$20,000	\$725,169	\$0	\$35,000	\$725,169	\$0	\$0	\$0	\$836,969	Exempt
2002298	District Small Structure Project in Lake County	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	\$100,000	\$65,000	\$0	\$857,515	\$0	\$1,022,515	Exempt
1900020	District Small Structure Project	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	\$0	\$10,000	\$236,451	\$0	\$0	\$441,451	Exempt
2002299	District Small Structure Project in LaPorte County	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	\$80,000	\$20,000	\$10,000	\$267,666	\$0	\$377,666	Exempt

INDOT

TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
1900016	District Small Structure Project	Small Structure Replacement, SR 2, 2.65mi W JCT of US 30	INDOT		\$0	\$1,081,368	\$0	\$264,900	\$0	\$816,468	\$0	\$0	\$30,000	\$856,368	\$0	\$0	\$1,081,368	Exempt
1900019	District Small Structure Project	Small Structure Replacement, US 6, 2.82mi E JCT of SR 49.	INDOT		\$0	\$486,781	\$0	\$195,000	\$0	\$268,781	\$23,000	\$0	\$10,000	\$281,781	\$0	\$0	\$486,781	Exempt
1900029	District Small Structure Project	Small Structure Replacement, US 421 US 421, 1.20mi S of I-94 SB.	INDOT		\$0	\$709,586	\$0	\$195,000	\$0	\$473,486	\$41,100	\$0	\$10,000	\$504,586	\$0	\$0	\$709,586	Exempt
2002398	District Small Structure Project in Jasper and Porter Counties	Small Structures & Drains Construction, 12 Locations on SR 49 between RP's 5.64 to 17.58 in Jasper and Porter Counties	INDOT	NHPP Non Interstate	\$748,720	\$187,180	\$0	\$0	\$0	\$935,900	\$0	\$0	\$0	\$187,180	\$748,720	\$0	\$935,900	Exempt
1902136	Small Structure and Drains Construction	Small Structures & Drains Construction, 12 Various locations on SR2 in LaPorte and Porter Counties	INDOT		\$0	\$1,554,220	\$0	\$253,220	\$130,000	\$1,171,000	\$0	\$150,000	\$1,266,100	\$0	\$0	\$0	\$1,554,220	Exempt
1902137	Small Structure and Drains Construction	Small Structures & Drains Construction, 17 Various Locations on SR 39 in LaPorte, Starke and Pulaski Counties	INDOT		\$0	\$1,850,200	\$0	\$278,200	\$170,000	\$1,402,000	\$0	\$190,000	\$1,520,200	\$0	\$0	\$0	\$1,850,200	Exempt
2000995	District Bridge Project (Rehabilitation)	Substructure Repair And Rehabilitation	INDOT		\$0	\$100,300	\$0	\$15,300	\$0	\$85,000	\$0	\$85,000	\$0	\$0	\$0	\$0	\$100,300	Exempt
2001036	District Bridge Project (Rehabilitation)	Substructure Repair And Rehabilitation, Old SR 49 (N Calumet Ave) over SR 49, 01.02 S US 6	INDOT		\$0	\$77,000	\$0	\$12,000	\$0	\$65,000	\$0	\$65,000	\$0	\$0	\$0	\$0	\$77,000	Exempt
2002531	Traffic Signal Visibility Improvements	Traffic Signal Visibility Improvements, v	INDOT		\$0	\$710,000	\$0	\$10,000	\$0	\$700,000	\$0	\$700,000	\$0	\$0	\$0	\$0	\$710,000	Exempt

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TIP ID	WORK TYPE	PROJECT TITLE	LEAD AGENCY	FED FUND	FED	STATE	LOC	PE	RW	CN	CE	2022	2023	2024	2025	2026	TOTAL YEAR	AQ Exempt
2001808	Traffic Signals Modernization	Traffic Signals Modernization, Various Locations Throughout Porter County	INDOT		\$0	\$2,456,500	\$0	\$121,500	\$0	\$2,335,000	\$0	\$110,000	\$2,325,000	\$0	\$0	\$0	\$2,456,500	Exempt
2100030	FY24 Traffic Signal Modernization	Traffic Signal Modernization on SR 2 At intersection of SR55 W JCT (Grant St)	INDOT		\$0	\$145,000	\$0	\$25,000	\$0	\$120,000	\$0	\$25,000	\$0	\$120,000	\$0	\$0	\$145,000	Exempt
2002532	Stop Control Warning Systems	Intersection control warning systems at three locations (US 231 Lake-Porter County Line, SR 8 Baums Bridge Road, US 12 Mineral Springs Road)	INDOT	NHPP Non Interstate	\$410,000	\$0	\$0	\$10,000	\$0	\$400,000	\$0	\$400,000	\$0	\$0	\$0	\$0	\$410,000	Exempt
2002534	District Traffic Project - Access Management	Traffic, Other, install "lane separators" in Lake, Porter, and LaPorte Counties	INDOT		\$0	\$340,000	\$0	\$10,000	\$0	\$330,000	\$0	\$330,000	\$0	\$0	\$0	\$0	\$340,000	Exempt
1600701	Intersection Improvement Project	Vertical Sight Correction., SR 149 Intersection of SR 149 at CR 875 N / Robbins Road	INDOT		\$0	\$1,432,198	\$0	\$0	\$65,000	\$1,367,198	\$0	\$1,277,198	\$0	\$0	\$0	\$0	\$1,432,198	Exempt
TOTAL					\$207,028,863	\$508,978,008	\$23,766,876	\$81,796,752	\$15,883,475	\$632,852,420	\$9,241,100	\$164,205,103	\$234,272,014	\$206,947,572	\$80,950,496	\$0	\$739,773,747	

NIRPC 2022-2026 TIP Transit Listing

01 ECT - East Chicago Transit Listing															
TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS
NIRPC1600230	Transit/Operating / 2022 Comp Paratransit	E C Transit	Transit - Complementary Paratransit	Non-Exempt	East Chicago Transit is requesting Section 5307 funds to maintain the existing complementary paratransit service within the service area of the City of East Chicago's Public Transit Department. The Paratransit service is required by FTA to support the fixed route system.	FTA 5307 Chicago UZA	\$356,455	\$285,164	\$71,291	\$356,455	\$0	\$0	\$0	\$0	\$356,455
NIRPC1600227	Transit/Operating / 2023 Comp Paratransit	E C Transit	Transit - Complementary Paratransit	Non-Exempt	East Chicago Transit is requesting Section 5307 funds to maintain the existing complementary paratransit service within the service area of the City of East Chicago's Public Transit Department. The Paratransit service is required by FTA to support the fixed route system.	FTA 5307 Chicago UZA	\$367,149	\$293,719	\$73,430	\$0	\$367,149	\$0	\$0	\$0	\$367,149
NIRPC1600226	Transit/Operating / 2024 Comp Paratransit	E C Transit	Transit - Complementary Paratransit	Non-Exempt	East Chicago Transit is requesting Section 5307 funds to maintain the existing complementary paratransit service within the service area of the City of East Chicago's Public Transit Department. The Paratransit service is required by FTA to support the fixed route system.	FTA 5307 Chicago UZA	\$378,164	\$302,531	\$75,633	\$0	\$0	\$378,164	\$0	\$0	\$378,164
NIRPC2700526	Complementary paratransit service	E C Transit	Transit - Operating	Non-Exempt	Maintain Complementary paratransit service FY 2025 & 2026	FTA 5307 Chicago UZA	\$738,858	\$584,858	\$154,000	\$0	\$0	\$0	\$353,858	\$385,000	\$738,858

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NIRPC160024 5	Transit/Operating / 2022 Operating Assistance	E C Transit	Transit - Operating	Non- Exempt	East Chicago Transit is requesting Section 5307 funds to maintain the existing fixed route transit service within the service area of the City of East Chicago's Public Transit Department. The transit service coordinates service with Gary Public Transportation Corporation and with NICTD at their commuter rail station in East Chicago on all routes.	FTA 5307 Chicago UZA	\$384,060	\$192,030	\$192,030	\$384,060	\$0	\$0	\$0	\$0	\$384,060
NIRPC160024 6	Transit/Operating / 2023 Operating Assistance	E C Transit	Transit - Operating	Non- Exempt	East Chicago Transit is requesting Section 5307 funds to maintain the existing fixed route transit service within the service area of the City of East Chicago's Public Transit Department. The transit service coordinates service with Gary Public Transportation Corporation and with NICTD at their commuter rail station in East Chicago on all routes.	FTA 5307 Chicago UZA	\$384,060	\$192,030	\$192,030	\$0	\$384,060	\$0	\$0	\$0	\$384,060
NIRPC160024 7	Transit/Operating / 2024 Operating Assistance	E C Transit	Transit - Operating	Non- Exempt	East Chicago Transit is requesting Section 5307 funds to maintain the existing fixed route transit service within the service area of the City of East Chicago's Public Transit Department. The transit service coordinates service with Gary Public Transportation Corporation and with NICTD at their commuter rail station in East Chicago on all routes.	FTA 5307 Chicago UZA	\$384,060	\$192,030	\$192,030	\$0	\$0	\$384,060	\$0	\$0	\$384,060
NIRPC270052 7	Maintain Existing Route Service	E C Transit	Transit - Operating	Non- Exempt	for FY 2025 & 2026	FTA 5307 Chicago UZA	\$884,060	\$442,030	\$442,030	\$0	\$0	\$0	\$384,060	\$500,000	\$884,060

NIRPC1600357	Transit/Asset Management / 2022 Preventative Maint.	E C Transit	Transit - Preventative Maintenance	Non-Exempt	East Chicago Transit is requesting funds to maintain the existing fixed route within the service area of the City of East Chicago's Public Transit Department. There are three fixed routes. The transit service coordinate service with the City of Gary Public Transportation Corporation and with NICTD at their commuter rail station in East Chicago on all routes.	FTA 5307 Chicago UZA	\$250,000	\$200,000	\$50,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000
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01 ECT - East Chicago Transit Listing (cont)

TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS
NIRPC1600358	Transit/Asset Management / 2023 Preventative Maint.	E C Transit	Transit - Preventative Maintenance	Non-Exempt	East Chicago Transit is requesting funds to maintain the existing fixed route within the service area of the City of East Chicago's Public Transit Department. There are three fixed routes. The transit service coordinate service with the City of Gary Public Transportation Corporation and with NICTD at their commuter rail station in East Chicago on all routes.	FTA 5339 Chicago UZA	\$250,000	\$200,000	\$50,000	\$0	\$250,000	\$0	\$0	\$0	\$250,000
NIRPC1600359	Transit/Asset Management / 2024 Preventative Maint.	E C Transit	Transit - Preventative Maintenance	Non-Exempt	East Chicago Transit is requesting funds to maintain the existing fixed route within the service area of the City of East Chicago's Public Transit Department. There are three fixed routes. The transit service coordinate service with the City of Gary Public Transportation Corporation and with NICTD at their commuter rail station in East Chicago on all routes.	FTA 5307 Chicago UZA	\$250,000	\$200,000	\$50,000	\$0	\$0	\$250,000	\$0	\$0	\$250,000

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NIRPC2700528	Transit Asset Management/2025-2026 Preventative Maintenance	E C Transit	Transit - Preventative Maintenance	Non-Exempt	For FY 2025 & 2026	FTA 5307 Chicago UZA	\$500,000	\$400,000	\$100,000	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000
TOTAL							\$5,126,866	\$3,484,392	\$1,642,474	\$990,515	\$1,001,209	\$1,012,224	\$987,918	\$1,135,000	\$5,126,866
Q2 GPTC - Gary Public Transit Corp. Listing															
NIRPC1600375	Transit/Customer Exp. / 2022 Trans. Facilities	GPTC	Transit - Capital	Non-Exempt	This project is for the installation of landscaping and amenities, including shelters, at various locations on the GPTC system.	FTA 5307 Chicago UZA	\$50,000	\$40,000	\$10,000	\$50,000	\$0	\$0	\$0	\$0	\$50,000
NIRPC1600376	Transit/Customer Exp. / 2024 Trans. Facilities	GPTC	Transit - Capital	Non-Exempt	This project is for the installation of landscaping and amenities, including shelters, at various locations on the GPTC system.	FTA 5307 Chicago UZA	\$50,000	\$40,000	\$10,000	\$0	\$0	\$50,000	\$0	\$0	\$50,000
NIRPC1600223	Transit/Operating / 2022 Comp Paratransit	GPTC	Transit - Complementary Paratransit	Non-Exempt	This project is for non-fixed route paratransit services provided in compliance with the Americans with Disabilities Act of 1990.	FTA 5307 Chicago UZA	\$883,378	\$706,702	\$176,676	\$883,378	\$0	\$0	\$0	\$0	\$883,378
NIRPC1600224	Transit/Operating / 2023 Comp Paratransit	GPTC	Transit - Complementary Paratransit	Non-Exempt	This project is for non-fixed route paratransit services provided in compliance with the Americans with Disabilities Act of 1990.	FTA 5307 Chicago UZA	\$927,548	\$742,038	\$185,510	\$0	\$927,548	\$0	\$0	\$0	\$927,548
NIRPC1600225	Transit/Operating / 2024 Comp Paratransit	GPTC	Transit - Complementary Paratransit	Non-Exempt	This project is for non-fixed route paratransit services provided in compliance with the Americans with Disabilities Act of 1990.	FTA 5307 Chicago UZA	\$973,925	\$779,140	\$194,785	\$0	\$0	\$973,925	\$0	\$0	\$973,925
NIRPC2700539	Operating Assistance 2025 & 2026	GPTC	Transit - Complementary Paratransit	Non-Exempt	Operating Assistance for non-fixed route paratransit services provided in compliance with the Americans with Disabilities Act of 1990.	FTA 5307 Chicago UZA	\$2,114,762	\$1,057,381	\$1,057,381	\$0	\$0	\$0	\$1,051,240	\$1,063,522	\$2,114,762
NIRPC1600238	Transit/Operating / 2022 JARC	GPTC	Transit - JARC Service	Non-Exempt	This project is for operating costs related to GPTC's Job Access/Reverse Commute (JARC) programs in Gary and in the Hammond area.	FTA 5307 Chicago UZA	\$1,451,246	\$725,623	\$725,623	\$1,451,246	\$0	\$0	\$0	\$0	\$1,451,246
NIRPC1600239	Transit/Operating / 2023 JARC	GPTC	Transit - JARC Service	Non-Exempt	This project is for operating costs related to GPTC's Job Access/Reverse	FTA 5307 Chicago UZA	\$1,451,246	\$725,623	\$725,623	\$0	\$1,451,246	\$0	\$0	\$0	\$1,451,246

					Commuter (JARC) programs in Gary and in the Hammond area.										
NIRPC1600240	Transit/Operating / 2024 JARC	GPTC	Transit - JARC Service	Non-Exempt	This project is for operating costs related to GPTC's Job Access/Reverse Commute (JARC) programs in Gary and in the Hammond area.	FTA 5307 Chicago UZA	\$1,451,246	\$725,623	\$725,623	\$0	\$0	\$1,451,246	\$0	\$0	\$1,451,246
NIRPC2700540	Operating Assistance 2025 & 2026	GPTC	Transit - Operating/JARC	Non-Exempt	Operating Assistance related to GPTC's Job Access/Reverse Commute (JARC) programs in Gary and in the Hammond area.	FTA 5307 Chicago UZA	\$2,994,103	\$1,487,981	\$1,506,122	\$0	\$0	\$0	\$1,469,387	\$1,524,716	\$2,994,103
NIRPC1600233	Transit/Operating / 2022 Operating Assistance	GPTC	Transit - Operating	Non-Exempt	This project is for operating costs related to GPTC's fixed route service.	FTA 5307 Chicago UZA	\$877,294	\$438,647	\$438,647	\$877,294	\$0	\$0	\$0	\$0	\$877,294
NIRPC1600234	Transit/Operating / 2023 Operating Assistance	GPTC	Transit - Operating	Non-Exempt	This project is for operating costs related to GPTC's fixed route service.	FTA 5307 Chicago UZA	\$1,277,294	\$638,647	\$638,647	\$0	\$1,277,294	\$0	\$0	\$0	\$1,277,294
NIRPC1600235	Transit/Operating / 2024 Operating Assistance	GPTC	Transit - Operating	Non-Exempt	This project is for operating costs related to GPTC's fixed route service.	FTA 5307 Chicago UZA	\$1,552,558	\$776,279	\$776,279	\$0	\$0	\$1,552,558	\$0	\$0	\$1,552,558

O2 GPTC - Gary Public Transit Corp. Listing (cont)

TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS
NIRPC2700542	Operating Assistance 2025 & 2026	GPTC	Transit - Operating	Non-Exempt	Operating Assistance for the Fixed Route service	FTA 5307 Chicago UZA	\$2,235,218	\$909,626	\$1,325,592	\$0	\$0	\$0	\$893,260	\$1,341,958	\$2,235,218
NIRPC1600408	Planning / 2022 Planning	GPTC	Transit - Planning/Oversight	Non-Exempt	This project is for GPTC's transit planning activities, including several particular activities: 1) oversight of current Rapid Bus and feeder service, and other regional route planning; 2) Civil Rights review and planning; 3) outreach and marketing; 4) outsourcing of planning for additional Rapid Bus corridors in Gary and other communities.	FTA 5307 Chicago UZA	\$297,750	\$238,200	\$59,550	\$297,750	\$0	\$0	\$0	\$0	\$297,750

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NIRPC2600478	Planning / 2023 Planning	GPTC	Transit - Planning/Oversight	Non-Exempt	This project is for GPTC's transit planning activities, including several particular activities: 1) oversight of current Rapid Bus and feeder service, and other regional route planning; 2) Civil Rights review and planning; 3) outreach and marketing; 4) outsourcing of planning for additional Rapid Bus corridors in Gary and other communities.	FTA 5307 Chicago UZA	\$115,763	\$92,610	\$23,153	\$0	\$115,763	\$0	\$0	\$0	\$115,763
NIRPC1600409	Planning / 2024 Planning	GPTC	Transit - Planning/Oversight	Non-Exempt	This project is for GPTC's transit planning activities, including several particular activities: 1) oversight of current Rapid Bus and feeder service, and other regional route planning; 2) Civil Rights review and planning; 3) outreach and marketing.	FTA 5307 Chicago UZA	\$121,551	\$97,241	\$24,310	\$0	\$0	\$121,551	\$0	\$0	\$121,551
NIRPC2700533	Transit Planning 2025 & 2026	GPTC	Transit - Planning/Oversight	Non-Exempt	Transit Planning for 2025 & 2026 include oversight of GPTC, Civil Rights Review, Outreach and Marketing	FTA 5307 Chicago UZA	\$200,000	\$160,000	\$40,000	\$0	\$0	\$0	\$100,000	\$100,000	\$200,000
NIRPC1600342	Transit/Asset Management / 2022 Preventative Maint.	GPTC	Transit - Preventative Maintenance	Non-Exempt	This project will cover the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the Gary PTC Fleet.	FTA 5307 Chicago UZA	\$4,507,185	\$3,605,748	\$901,437	\$4,507,185	\$0	\$0	\$0	\$0	\$4,507,185
NIRPC1600343	Transit/Asset Management / 2023 Preventative Maint.	GPTC	Transit - Preventative Maintenance	Non-Exempt	This project will cover the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the Gary PTC Fleet.	FTA 5307 Chicago UZA	\$4,507,185	\$3,605,748	\$901,437	\$0	\$4,507,185	\$0	\$0	\$0	\$4,507,185
NIRPC1600344	Transit/Asset Management / 2024 Preventative Maint.	GPTC	Transit - Preventative Maintenance	Non-Exempt	This project will cover the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and	FTA 5307 Chicago UZA	\$4,507,185	\$3,605,748	\$901,437	\$0	\$0	\$4,507,185	\$0	\$0	\$4,507,185

					serviceability of the Gary PTC Fleet.											
NIRPC2700541	Preventative Maintenance 2025 & 2026	GPTC	Transit - Preventative Maintenance	Non-Exempt	Preventative Maintenance (cover the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the Gary PTC Fleet)	FTA 5307 Chicago UZA	\$9,036,906	\$7,211,496	\$1,825,410	\$0	\$0	\$0	\$4,529,721	\$4,507,185	\$9,036,906	
NIRPC1600417	Transit/Asset Management / 2023 Vehicle Replacement	GPTC	Transit - Vehicle Replacements	Non-Exempt	This project will purchase a total of two support vehicles, EXP 300 and EXP 400.	FTA 5307 Chicago UZA	\$70,000	\$56,000	\$14,000	\$0	\$70,000	\$0	\$0	\$0	\$70,000	
NIRPC1600415	Transit/Asset Management / 2023 Vehicle Replacement	GPTC	Transit - Vehicle Replacements	Non-Exempt	This project will purchase three 35' diesel buses in the following schedule: 1001-1003 in 2023; 1004-1006 in 2024.	FTA 5339 Chicago UZA	\$1,350,000	\$1,080,000	\$270,000	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000	
NIRPC1600416	Transit/Asset Management / 2023 Vehicle Replacement	GPTC	Transit - Vehicle Replacements	Non-Exempt	This project will purchase a total of three BOC vans, primarily for GPTC's complementary paratransit service. Vans to be replaced in 2021 are 4001-3; vans to be replaced in 2023 are 6001-3	FTA 5307 Chicago UZA	\$287,500	\$230,000	\$57,500	\$0	\$287,500	\$0	\$0	\$0	\$287,500	
NIRPC1600446	Transit/Asset Management / 2024 Vehicle Replacement	GPTC	Transit - Vehicle Replacements	Non-Exempt	This project will purchase three 35' diesel buses, 1004, 1005, and 1006.	FTA 5339 Chicago UZA	\$1,350,000	\$1,080,000	\$270,000	\$0	\$0	\$1,350,000	\$0	\$0	\$1,350,000	
NIRPC2700535	Vehicle Replacement 2025	GPTC	Transit - Vehicle Replacements	Non-Exempt	Replace two BOC vans for complementary paratransit	FTA 5339 Chicago UZA	\$192,500	\$154,000	\$38,500	\$0	\$0	\$0	\$192,500	\$0	\$192,500	
NIRPC2700534	Vehicle replacement 2025 & 2026	GPTC	Transit - Vehicle Replacements	Non-Exempt	Replace six 35' - 40' buses with electric buses.	FTA 5307 Chicago UZA	\$5,450,000	\$4,360,000	\$1,090,000	\$0	\$0	\$0	\$2,825,000	\$2,625,000	\$5,450,000	
NIRPC2700538	vehicle replacement-2026 FUTURE PROJECT	GPTC	Transit - Capital	Non-Exempt	Purchase 3 non-revenue vehicle support vehicles (replacement)	FTA 5307 Chicago UZA	\$105,000	\$84,000	\$21,000	\$0	\$0	\$0	\$0	\$105,000	\$105,000	
02 GPTC - Gary Public Transit Corp. Listing (cont)																
TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS	
NIRPC2700536	simulator for driver training	GPTC	Transit - Capital	Non-Exempt	Purchase a simulator for driver training	FTA 5307 Chicago UZA	\$370,000	\$296,000	\$74,000	\$0	\$0	\$0	\$370,000	\$0	\$370,000	

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NIRPC270053 7	Station Improvements	GPTC	Transit - Capital	Non-Exempt	Station Improvements at the operations' Facility in Glen Park/Black Oak. Includes paving & battery back-ups.	FTA 5339 Chicago UZA	\$69,000	\$55,200	\$13,800	\$0	\$0	\$0	\$44,000	\$25,000	\$69,000
NIRPC270053 2	Transit Expansion - Hobart	GPTC	Transit - Operating	Non-Exempt	Expansion to Hobart with a route that includes US 6, downtown and St. Mary's hospital (61st Ave)	CMAQ Chicago UZA	\$10	\$8	\$2	\$0	\$0	\$0	\$10	\$0	\$10
TOTAL							\$50,827,353	\$35,805,309	\$15,022,044	\$8,066,853	\$9,986,536	\$10,006,465	\$11,475,118	\$11,292,381	\$50,827,353

03-LCCS - Lake County Community Services Listing

NIRPC160026 2	Operating/Transit / 2022 ADA Operating Assistance	LCCS	Transit - Operating	Non-Exempt	Funds are requested to continue the contract that is entering its 9th year. Daily transportation is provided to approximately 70 clients of the South Center of Paladin, Inc, located in Crown Point.	FTA 5310 Chicago UZA	\$250,000	\$125,000	\$125,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000
NIRPC160026 3	Operating/Transit / 2023 ADA Operating Assistance	LCCS	Transit - Operating	Non-Exempt	Funds are requested to continue the contract that is entering its 9th year. Daily transportation is provided to approximately 70 clients of the South Center of Paladin, Inc, located in Crown Point.	FTA 5310 Chicago UZA	\$250,000	\$125,000	\$125,000	\$0	\$250,000	\$0	\$0	\$0	\$250,000
NIRPC160026 4	Operating/Transit / 2024 ADA Operating Assistance	LCCS	Transit - Operating	Non-Exempt	Funds are requested to continue the contract that is entering its 9th year. Daily transportation is provided to approximately 70 clients of the South Center of Paladin, Inc, located in Crown Point.	FTA 5310 Chicago UZA	\$250,000	\$125,000	\$125,000	\$0	\$0	\$250,000	\$0	\$0	\$250,000
NIRPC270053 1	Operating Assistance for Enhanced Mobility 2025 & 2026	LCCS	Transit - Operating	Non-Exempt	Maintain services for other ability individuals	FTA 5310 Chicago UZA	\$1,001,576	\$500,788	\$500,788	\$0	\$0	\$0	\$500,788	\$500,788	\$1,001,576
NIRPC160025 8	Operating/Transit / 2022 Operating Assistance	LCCS	Transit - Operating	Non-Exempt	Requesting Federal share for current fleet of vehicles and the continuation of services provided to 11 municipalities across and between Lake and Porter Counties.	FTA 5310 Chicago UZA	\$400,000	\$200,000	\$200,000	\$400,000	\$0	\$0	\$0	\$0	\$400,000

NIRPC1600259	Operating/Transit / 2023 Operating Assistance	LCCS	Transit - Operating	Non-Exempt	Requesting Federal share for current fleet of vehicles and the continuation of services provided to 11 municipalities across and between Lake and Porter Counties.	FTA 5310 Chicago UZA	\$400,000	\$200,000	\$200,000	\$0	\$400,000	\$0	\$0	\$0	\$400,000
NIRPC1600260	Operating/Transit / 2024 Operating Assistance	LCCS	Transit - Operating	Non-Exempt	Requesting Federal share for current fleet of vehicles and the continuation of services provided to 11 municipalities across and between Lake and Porter Counties.	FTA 5310 Chicago UZA	\$400,000	\$200,000	\$200,000	\$0	\$0	\$400,000	\$0	\$0	\$400,000
NIRPC2700530	Operating Assistance	LCCS	Transit - Operating	Non-Exempt	Maintain Services for FY 2025 & 2026	FTA 5307 Chicago UZA	\$951,185	\$450,395	\$500,790	\$0	\$0	\$0	\$450,395	\$500,790	\$951,185
NIRPC1600389	Transit/Expansion / 2022 Operations Expansion	LCCS	Transit - Operating	Non-Exempt	LCCS seeks an overall increase to the transportation program by putting two additional vehicles into service, which should increase trip availability by at least 25%.	FTA 5310 Chicago UZA	\$25,000	\$12,500	\$12,500	\$25,000	\$0	\$0	\$0	\$0	\$25,000
NIRPC1600390	Transit/Expansion / 2023 Operations Expansion	LCCS	Transit - Operating	Non-Exempt	LCCS seeks an overall increase to the transportation program by putting two additional vehicles into service, which should increase trip availability by at least 25%.	FTA 5310 Chicago UZA	\$25,000	\$12,500	\$12,500	\$0	\$25,000	\$0	\$0	\$0	\$25,000
NIRPC1600391	Transit/Expansion / 2024 Operations Expansion	LCCS	Transit - Operating	Non-Exempt	LCCS seeks an overall increase to the transportation program by putting two additional vehicles into service, which should increase trip availability by at least 25%.	FTA 5310 Chicago UZA	\$25,000	\$12,500	\$12,500	\$0	\$0	\$25,000	\$0	\$0	\$25,000
NIRPC1600347	Transit/Asset Management / 2022 Preventative Maint.	LCCS	Transit - Preventative Maintenance	Non-Exempt	Funds shall be used to maintain all vehicles in fleet in the state of good repair at all times to ensure the safety of both the operator and client.	FTA 5307 Chicago UZA	\$126,378	\$101,102	\$25,276	\$126,378	\$0	\$0	\$0	\$0	\$126,378
NIRPC1600348	Transit/Asset Management / 2023 Preventative Maint.	LCCS	Transit - Preventative Maintenance	Non-Exempt	Funds shall be used to maintain all vehicles in fleet in the state of good repair at all times to ensure the safety of both the operator and client.	FTA 5307 Chicago UZA	\$126,378	\$101,102	\$25,276	\$0	\$126,378	\$0	\$0	\$0	\$126,378
NIRPC1600349	Transit/Asset Management / 2024 Preventative Maint.	LCCS	Transit - Preventative Maintenance	Non-Exempt	Funds shall be used to maintain all vehicles in fleet in the state of good repair at all times to ensure the safety of	FTA 5307 Chicago UZA	\$126,378	\$101,102	\$25,276	\$0	\$0	\$126,378	\$0	\$0	\$126,378

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2022-2026 Transportation Improvement Program

					both the operator and client.											
NIRPC2700529	Maintain Fleet of Vehicles 2025 & 2026	LCCS	Transit - Preventative Maintenance	Non-Exempt	for FY 2025 & 2026	FTA 5307 Chicago UZA	\$266,930	\$211,654	\$55,276	\$0	\$0	\$0	\$128,740	\$138,190	\$266,930	
NIRPC1600421	Transit/Asset Management / 2022 Vehicle Replacement	LCCS	Transit - Vehicle Replacements	Non-Exempt	Four replacement vehicles- BOC style	FTA 5307 Chicago UZA	\$308,700	\$246,960	\$61,740	\$308,700	\$0	\$0	\$0	\$0	\$308,700	

03-LCCS - Lake County Community Services Listing (cont)

TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS
NIRPC1600422	Transit/Asset Management / 2023 Vehicle Replacement	LCCS	Transit - Vehicle Replacements	Non-Exempt	Six replacement vehicles- BOC style	FTA 5307 Chicago UZA	\$486,204	\$388,963	\$97,241	\$0	\$486,204	\$0	\$0	\$0	\$486,204
NIRPC1600423	Transit/Asset Management / 2024 Vehicle Replacement	LCCS	Transit - Vehicle Replacements	Non-Exempt	Four replacement vehicles- BOC style	FTA 5307 Chicago UZA	\$340,340	\$272,272	\$68,068	\$0	\$0	\$340,340	\$0	\$0	\$340,340
NIRPC1600393	Transit/Expansion / 2024 Operations Expansion	LCCS	Transit - Capital	Non-Exempt	LCCS requests federal funds to procure two additional vehicles to increase the overall trip availability in the Agency's service area. It is assumed that there will be a 25% increase in number of annual one way trips once the vehicles are placed in service.	FTA 5307 Chicago UZA	\$167,600	\$134,000	\$33,600	\$0	\$0	\$167,600	\$0	\$0	\$167,600
TOTAL							\$5,926,669	\$3,520,838	\$2,405,831	\$1,110,078	\$1,287,582	\$1,309,318	\$1,079,923	\$1,139,768	\$5,926,669

04 MCT - Michigan City Transit Listing

NIRPC2600492	Transit / Operating Assistance / 2022	MC Transit	Transit - Operating	Exempt	Operating assistance for Michigan City's transit service for 2022	FTA 5307 Mich City UZA	\$1,575,000	\$787,500	\$787,500	\$1,575,000	\$0	\$0	\$0	\$0	\$1,575,000
NIRPC2600493	Transit / Operating Assistance / 2023	MC Transit	Transit - Operating	Exempt	Operating assistance for Michigan City's transit service for 2023	FTA 5307 Mich City UZA	\$1,575,000	\$787,500	\$787,500	\$0	\$1,575,000	\$0	\$0	\$0	\$1,575,000
NIRPC2600494	Transit / Operating Assistance / 2024	MC Transit	Transit - Operating	Exempt	Operating assistance for Michigan City's transit service for 2024.	FTA 5307 Mich City UZA	\$1,625,026	\$812,513	\$812,513	\$0	\$0	\$1,625,026	\$0	\$0	\$1,625,026

NIRPC2700543	Operating Assistance/ 2025 & 2026	MC Transit	Transit - Operating	Exempt	Maintain Fixed Route Service	FTA 5307 Mich City UZA	\$2,925,472	\$1,462,736	\$1,462,736	\$0	\$0	\$0	\$1,462,736	\$1,462,736	\$2,925,472
NIRPC2600495	Transit / Asset Management / 2022 Vehicle Replacements	MC Transit	Transit - Capital	Exempt	Vehicle replacements for Michigan City's transit services. Vehicle Replacements include four vehicles in 2022 (MCT 41, MCT 54, MCT 39, and MCT 52).	STBG Mich City Transfer to FTA	\$522,500	\$420,000	\$102,500	\$522,500	\$0	\$0	\$0	\$0	\$522,500
NIRPC2600496	Transit / Asset Management / 2024 Vehicle Replacements	MC Transit	Transit - Capital	Exempt	Vehicle replacements for Michigan City's transit services. Vehicle Replacements include two vehicles in 2024 (MCT 56 and MCT 58).	STBG Mich City Transfer to FTA	\$320,000	\$256,000	\$64,000	\$0	\$0	\$320,000	\$0	\$0	\$320,000
NIRPC2700520	Michigan City Transit vehicle replacement 2024	MC Transit	Transit - Vehicle Replacements	Exempt	Replacement of two large revenue vehicles in 2026	STBG Mich City Transfer to FTA	\$350,000	\$280,000	\$70,000	\$0	\$0	\$350,000	\$0	\$0	\$350,000
TOTAL							\$8,892,998	\$4,806,249	\$4,086,749	\$2,097,500	\$1,575,000	\$2,295,026	\$1,462,736	\$1,462,736	\$8,892,998

05 NICTD - Northern Indiana Commuter Transportation District Listing

NIRPC1600293	Transit/Asset Management / 2022 Midlife Rebuild	NICTD	Transit - Capital	Non-Exempt	Railcar overhaul rehabilitation at the mid-life milestone. This project provides funding for necessary components as well as upgrades or repairs to be completed in the preparation phase of the railcar overhaul rehabilitation.	FTA 5337 St of Good Repair	\$400,000	\$320,000	\$80,000	\$400,000	\$0	\$0	\$0	\$0	\$400,000
NIRPC1600294	Transit/Asset Management / 2023 Midlife Rebuild	NICTD	Transit - Capital	Non-Exempt	Railcar overhaul rehabilitation at the mid-life milestone. This project provides funding for necessary components as well as upgrades or repairs to be completed in the preparation phase of the railcar overhaul rehabilitation.	FTA 5337 St of Good Repair	\$1,404,500	\$1,123,600	\$280,900	\$0	\$1,404,500	\$0	\$0	\$0	\$1,404,500
NIRPC2700553	Track Equipment	NICTD	Transit - Capital	Exempt	Acquire new and replacements for machinery used to inspect, maintain, rehabilitate and replace trackage in order to keep the running rails, overhead wire and their support structures in a state of good repair.	FTA 5337 St of Good Repair	\$1,680,000	\$1,400,000	\$280,000	\$0	\$0	\$0	\$840,000	\$840,000	\$1,680,000

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NIRPC270055 1	Support vehicles	NICTD	Transit - Capital	Exempt	Acquire replacement service vehicles, supervisor vehicles and police vehicles for existing vehicles, so the NICTD employees can continue their field work keeping the railroad in a state of good repair.	FTA 5337 St of Good Repair	\$1,366,351	\$1,093,081	\$273,270	\$0	\$0	\$0	\$603,891	\$762,460	\$1,366,351
NIRPC270054 9	Rolling Stock Acquisition	NICTD	Transit - Capital	Exempt	Purchase new railcars to add to stock	FTA 5337 St of Good Repair	\$16,000,000	\$12,800,000	\$3,200,000	\$0	\$0	\$0	\$8,000,000	\$8,000,000	\$16,000,000
NIRPC260048 0	Transit / Security / 2022 Security Equip	NICTD	Transit - Capital	Non-Exempt	Security equipment to be purchased in 2022 for NICTD	FTA 5307 Chicago UZA	\$50,000	\$25,000	\$25,000	\$50,000	\$0	\$0	\$0	\$0	\$50,000
NIRPC160037 2	Transit/Asset management / 2024 Maint. Equipment	NICTD	Transit - Capital	Non-Exempt	Purchase and replacement of equipment to aid the maintenance staff in repairs of everything from support vehicles to building and rail line repairs.	FTA 5337 St of Good Repair	\$260,000	\$208,000	\$52,000	\$0	\$0	\$260,000	\$0	\$0	\$260,000
NIRPC160033 9	Transit/Asset Management / 2022 MED Improvement	NICTD	Transit - Capital	Non-Exempt	NICTD's final 14.1 miles from Kensington to downtown Chicago travel on Metras track. This funding is to make changes in the track and station areas around Millennium Station and Van Buren Station. Track changes are needed to aid in the additional initiation time required by PTC.	FTA 5337 St of Good Repair	\$5,695,500	\$4,556,400	\$1,139,100	\$5,695,500	\$0	\$0	\$0	\$0	\$5,695,500
NIRPC160033 7	Transit/Asset Management / 2024 PTC Routers & Servers	NICTD	Transit - Capital	Non-Exempt	Replacement of Positive Train Control routers & servers.	FTA 5337 St of Good Repair	\$500,000	\$400,000	\$100,000	\$0	\$0	\$500,000	\$0	\$0	\$500,000
NIRPC160033 6	Transit/Asset Management / 2024 Signal Catenary Upgrades	NICTD	Transit - Capital	Non-Exempt	Work completed on replacing and upgrading NICTD's signal and catenary systems.	FTA 5337 St of Good Repair	\$1,500,000	\$1,200,000	\$300,000	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
NIRPC160033 5	Transit/Asset Management / 2023 Signal Catenary Upgrades	NICTD	Transit - Capital	Non-Exempt	Work completed on replacing and upgrading NICTD's signal and catenary systems.	FTA 5337 St of Good Repair	\$1,500,000	\$1,200,000	\$300,000	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000

05 NICTD - Northern Indiana Commuter Transportation District Listing (cont)

TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS
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NIRPC160033 4	Transit/Asset Management / 2024 Track Improvements	NICTD	Transit - Capital	Non-Exempt	Implement track maintenance including rail grinding, track undercutting, switch replacement, rail joint elimination, and the north state line owls diamond. This helps to assure a smooth ride, less wear on the rail cars, and a longer life for the track. This work is done system wide.	FTA 5337 St of Good Repair	\$750,000	\$600,000	\$150,000	\$0	\$0	\$750,000	\$0	\$0	\$750,000
NIRPC160033 3	Transit/Asset Management / 2022 Track Improvements	NICTD	Transit - Capital	Non-Exempt	Implement track maintenance including rail grinding, track undercutting, switch replacement, rail joint elimination, and the north state line owls diamond. This helps to assure a smooth ride, less wear on the rail cars, and a longer life for the track. This work is done system wide.	FTA 5337 St of Good Repair	\$2,400,000	\$1,920,000	\$480,000	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000
NIRPC160033 2	Transit/Asset Management / 2022 Track Improvements	NICTD	Transit - Capital	Non-Exempt	Implement track maintenance including rail grinding, track undercutting, switch replacement, rail joint elimination, and the north state line owls diamond. This helps to assure a smooth ride, less wear on the rail cars, and a longer life for the track. This work is done system wide.	FTA 5337 St of Good Repair	\$2,100,000	\$1,680,000	\$420,000	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000
NIRPC160033 1	Transit/Asset Management / 2024 Bridge Rehab	NICTD	Transit - Capital	Non-Exempt	Repair and repaint bridges at the following locations: Bailly, Grand Calumet River, 150th Street, Calumet River. Each bridge shall be scheduled for work by factors of wear, traffic and presence of other track work in the area.	FTA 5337 St of Good Repair	\$1,775,000	\$1,420,000	\$355,000	\$0	\$0	\$1,775,000	\$0	\$0	\$1,775,000
NIRPC160033 0	Transit/Asset Management / 2023 Bridge Rehab	NICTD	Transit - Capital	Non-Exempt	Repair and repaint bridges at the following locations: Bailly, Grand Calumet River, 150th Street, Calumet River. Each bridge shall be scheduled for work by factors of wear, traffic and presence of other track work in the area.	FTA 5337 St of Good Repair	\$2,400,000	\$1,920,000	\$480,000	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000

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NIRPC160032 9	Transit/Asset Management / 2022 Bridge Rehab	NICTD	Transit - Capital	Non-Exempt	Repair and repaint bridges at the following locations: Bailly, Grand Calumet River, 150th Street, Calumet River. Each bridge shall be scheduled for work by factors of wear, traffic and presence of other track work in the area.	FTA 5337 St of Good Repair	\$1,025,000	\$820,000	\$205,000	\$1,025,000	\$0	\$0	\$0	\$0	\$1,025,000
NIRPC160032 7	Transit/Asset management / 2024 Bidirectional signaling	NICTD	Transit - Capital	Non-Exempt	Preliminary engineering and design of a bidirectional signaling system for the NICTD owned railway.	FTA 5337 St of Good Repair	\$1,940,693	\$1,552,554	\$388,139	\$0	\$0	\$1,940,693	\$0	\$0	\$1,940,693
NIRPC160032 6	Transit/Asset management / 2023 Bidirectional signaling	NICTD	Transit - Capital	Non-Exempt	Preliminary engineering and design of a bidirectional signaling system for the NICTD owned railway.	FTA 5337 St of Good Repair	\$1,756,693	\$1,405,354	\$351,339	\$0	\$1,756,693	\$0	\$0	\$0	\$1,756,693
NIRPC160032 5	Transit/Asset management / 2022 Bidirectional signaling	NICTD	Transit - Capital	Non-Exempt	Preliminary engineering and design of a bidirectional signaling system for the NICTD owned railway.	FTA 5337 St of Good Repair	\$3,281,693	\$2,625,354	\$656,339	\$3,281,693	\$0	\$0	\$0	\$0	\$3,281,693
NIRPC160029 5	Transit/Asset Management / 2024 Midlife Rebuild	NICTD	Transit - Capital	Non-Exempt	Railcar overhaul rehabilitation at the mid-life milestone. This project provides funding for necessary components as well as upgrades or repairs to be completed in the preparation phase of the railcar overhaul rehabilitation.	FTA 5337 St of Good Repair	\$1,404,500	\$1,123,600	\$280,900	\$0	\$0	\$1,404,500	\$0	\$0	\$1,404,500
NIRPC160029 6	Transit/Asset Management / 2022 Endlife Rebuild	NICTD	Transit - Capital	Non-Exempt	Railcar overhaul rehabilitation at the end-life milestone. This project provides funding for necessary components as well as upgrades and repair work associated with the railcar overhaul rehabilitation.	FTA 5337 St of Good Repair	\$1,004,500	\$803,600	\$200,900	\$1,004,500	\$0	\$0	\$0	\$0	\$1,004,500
NIRPC160029 7	Transit/Asset Management / 2023 Endlife Rebuild	NICTD	Transit - Capital	Non-Exempt	Railcar overhaul rehabilitation at the end-life milestone. This project provides funding for necessary components as well as upgrades and repair work associated with the railcar overhaul rehabilitation.	FTA 5337 St of Good Repair	\$5,695,500	\$4,556,400	\$1,139,100	\$0	\$5,695,500	\$0	\$0	\$0	\$5,695,500

NIRPC160029 8	Transit/Asset Management / 2024 Endlife Rebuild	NICTD	Transit - Capital	Non-Exempt	Railcar overhaul rehabilitation at the end-life milestone. This project provides funding for necessary components as well as upgrades and repair work associated with the railcar overhaul rehabilitation.	FTA 5337 St of Good Repair	\$5,695,500	\$4,556,400	\$1,139,100	\$0	\$0	\$5,695,500	\$0	\$0	\$5,695,500
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O5 NICTD - Northern Indiana Commuter Transportation District Listing (cont)

TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS
NIRPC160030 1	Transit/Asset management / 2022 Rolling Stock	NICTD	Transit - Capital	Non-Exempt	This funding is for the purchase of additional passenger rail cars for the South Shore Line service. With the new operation of the West Lake service 32 of the South Shore Line rehabilitated rail cars are to be transferred over to the West Lake service. The additional passenger cars purchased will restore the South Shore Line railcars with an acceptable level of passenger seating within the new rail cars to cover the loss of the 32 cars.	FTA 5337 St of Good Repair	\$8,000,000	\$6,400,000	\$1,600,000	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
NIRPC160030 2	Transit/Asset management / 2023 Rolling Stock	NICTD	Transit - Capital	Non-Exempt	This funding is for the purchase of additional passenger rail cars for the South Shore Line service. With the new operation of the West Lake service 32 of the South Shore Line rehabilitated rail cars are to be transferred over to the West Lake service. The additional passenger cars purchased will restore the South Shore Line railcars with an acceptable level of passenger seating within the new rail cars to cover the loss of the 32 cars.	FTA 5337 St of Good Repair	\$8,000,000	\$6,400,000	\$1,600,000	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000

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NIRPC160030 3	Transit/Asset management / 2024 Rolling Stock	NICTD	Transit - Capital	Non-Exempt	This funding is for the purchase of additional passenger rail cars for the South Shore Line service. With the new operation of the West Lake service 32 of the South Shore Line rehabilitated rail cars are to be transferred over to the West Lake service. The additional passenger cars purchased will restore the South Shore Line railcars with an acceptable level of passenger seating within the new rail cars to cover the loss of the 32 cars.	FTA 5337 St of Good Repair	\$8,000,000	\$6,400,000	\$1,600,000	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000
NIRPC160031 3	Transit/Asset management / 2022 Replacement Rail	NICTD	Transit - Capital	Non-Exempt	Buy and install new 115 pound continuous welded rail to replace old 100 pound rail.	FTA 5337 St of Good Repair	\$1,000,000	\$800,000	\$200,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
NIRPC160031 6	Transit/Asset management / 2022 Track Equipment	NICTD	Transit - Capital	Non-Exempt	Acquire new and replacements for machinery used to inspect, maintain, rehabilitate and replace trackage in order to keep the running rails, overhead wire and their support structures in a state of good repair.	FTA 5337 St of Good Repair	\$700,000	\$560,000	\$140,000	\$700,000	\$0	\$0	\$0	\$0	\$700,000
NIRPC160031 7	Transit/Asset management / 2023 Track Equipment	NICTD	Transit - Capital	Non-Exempt	Acquire new and replacements for machinery used to inspect, maintain, rehabilitate and replace trackage in order to keep the running rails, overhead wire and their support structures in a state of good repair.	FTA 5337 St of Good Repair	\$675,000	\$540,000	\$135,000	\$0	\$675,000	\$0	\$0	\$0	\$675,000
NIRPC160031 8	Transit/Asset management / 2024 Track Equipment	NICTD	Transit - Capital	Non-Exempt	Acquire new and replacements for machinery used to inspect, maintain, rehabilitate and replace trackage in order to keep the running rails, overhead wire and their support structures in a state of good repair.	FTA 5337 St of Good Repair	\$750,000	\$600,000	\$150,000	\$0	\$0	\$750,000	\$0	\$0	\$750,000
NIRPC160032 1	Transit/Asset management / 2022 Substation improvements	NICTD	Transit - Capital	Non-Exempt	Replace internal components of one of ten electrical	FTA 5337 St of Good Repair	\$2,000,000	\$1,600,000	\$400,000	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

					substations operated by NICTD											
NIRPC1600322	Transit/Asset management / 2023 Substation improvements	NICTD	Transit - Capital	Non-Exempt	Replace internal components of one of ten electrical substations operated by NICTD	FTA 5337 St of Good Repair	\$2,000,000	\$1,600,000	\$400,000	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
NIRPC1600323	Transit/Asset management / 2024 Substation improvements	NICTD	Transit - Capital	Non-Exempt	Replace internal components of one of ten electrical substations operated by NICTD	FTA 5337 St of Good Repair	\$2,000,000	\$1,600,000	\$400,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
NIRPC2700552	West Lake Extension	NICTD	Transit - Operating	Exempt	To begin service of this new service	Federal Special	\$29,331,056	\$16,469,470	\$12,861,586	\$0	\$0	\$0	\$14,665,528	\$14,665,528	\$29,331,056	
NIRPC2700560	Track Engineering	NICTD	Transit - Planning/Oversight	Exempt	NICTD desires to continue the double tracking from Michigan Blvd. in Michigan City through to Karwick Road just past the Michigan City shop yard.	FTA 5337 St of Good Repair	\$1,000,000	\$800,000	\$200,000	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	
NIRPC2700554	Signal/Catenary Upgrades	NICTD	Transit - Preventative Maintenance	Exempt	Upgrades the existing signal/catenary system to ensure that will be in need and replacement to ensure they do not begin to malfunction.	FTA 5337 St of Good Repair	\$3,000,000	\$2,400,000	\$600,000	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$3,000,000	
NIRPC2700559	Shop Equipment	NICTD	Transit - Preventative Maintenance	Exempt	This funding will be used to purchase and replace existing equipment for the railcar maintenance shop.	FTA 5337 St of Good Repair	\$1,900,000	\$1,520,000	\$380,000	\$0	\$0	\$0	\$1,900,000	\$0	\$1,900,000	

05 NICTD - Northern Indiana Commuter Transportation District Listing (cont)

TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS
NIRPC2700558	Software Replacement/Upgrades-FUTURE PROJECT	NICTD	Transit - Preventative Maintenance	Exempt	This funding will be used in 2026 to purchase new software that will replace NICTD's unsupported software. This software is used to track work completed on FTA assets as well as scheduling and passenger announcements.	FTA 5337 St of Good Repair	\$200,000	\$160,000	\$40,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000
NIRPC2700550	Substation Improvements	NICTD	Transit - Preventative Maintenance	Exempt	This project is to finance the upgrade/replacement program for NICTD's substations in 2025.	FTA 5337 St of Good Repair	\$5,000,000	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$5,000,000

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NIRPC160030 8	Transit/Asset management / 2024 Maintenance Overhaul	NICTD	Transit - Preventative Maintenance	Non-Exempt	Funding to inspect, maintain and repair the infrastructure NICTD has purchased with federal assistance, including rail cars, bridges, track, overhead wire, stations and signal systems to assure reliable operation to the end of their respective service lives.	FTA 5307 Chicago UZA	\$6,985,923	\$5,588,738	\$1,397,185	\$0	\$0	\$6,985,923	\$0	\$0	\$6,985,923
NIRPC160030 7	Transit/Asset management / 2023 Maintenance Overhaul	NICTD	Transit - Preventative Maintenance	Non-Exempt	Funding to inspect, maintain and repair the infrastructure NICTD has purchased with federal assistance, including rail cars, bridges, track, overhead wire, stations and signal systems to assure reliable operation to the end of their respective service lives.	FTA 5307 Chicago UZA	\$6,985,923	\$5,588,738	\$1,397,185	\$0	\$6,985,923	\$0	\$0	\$0	\$6,985,923
NIRPC160030 6	Transit/Asset management / 2022 Maintenance Overhaul	NICTD	Transit - Preventative Maintenance	Non-Exempt	Funding to inspect, maintain and repair the infrastructure NICTD has purchased with federal assistance, including rail cars, bridges, track, overhead wire, stations and signal systems to assure reliable operation to the end of their respective service lives.	FTA 5307 Chicago UZA	\$6,985,923	\$5,588,738	\$1,397,185	\$6,985,923	\$0	\$0	\$0	\$0	\$6,985,923
NIRPC270055 7	Bridge rehabilitation/ repairs-FUTURE PROJECT	NICTD	Transit - Preventative Maintenance	Exempt	Maintenance on several bridges.	FTA 5337 St of Good Repair	\$2,000,000	\$1,600,000	\$400,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
NIRPC270054 8	Railcar Mid-Life Overhaul	NICTD	Transit - Preventative Maintenance	Exempt	necessary components and labor for repairs and upgrades.	FTA 5337 St of Good Repair	\$2,000,000	\$1,600,000	\$400,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
NIRPC270054 7	MED Improvement Project	NICTD	Transit - Preventative Maintenance	Exempt	Railway improvements on Metra's district corridor to benefit NICTD equipment	FTA 5337 St of Good Repair	\$2,000,000	\$1,600,000	\$400,000	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
NIRPC270054 6	Railcar End of Life Overhaul	NICTD	Transit - Preventative Maintenance	Exempt	Preventative Maintenance Railcar End of Life Overhaul	FTA 5337 St of Good Repair	\$13,000,000	\$10,400,000	\$2,600,000	\$0	\$0	\$0	\$6,000,000	\$7,000,000	\$13,000,000

NIRPC270055 5	Facility Improvements	NICTD	Transit - Preventative Maintenance	Exempt	make repairs to NICTD's existing facilities. NICTD performs annual building inspection reports that track the maintenance facilities condition.	FTA 5337 St of Good Repair	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
NIRPC270054 5	Maintenance Overhaul	NICTD	Transit - Preventative Maintenance	Exempt	Maintenance Overhaul	FTA 5307 Chicago UZA	\$15,715,315	\$12,376,229	\$3,339,086	\$0	\$0	\$0	\$7,284,951	\$8,430,364	\$15,715,315
NIRPC270055 6	Police cameras	NICTD	Transit - Preventative Maintenance	Exempt	This funding would be used in 2025 to replace police camera equipment that is beyond useful life. This equipment includes the body cameras and in car cameras utilized by NICTD's police force.	FTA 5337 St of Good Repair	\$100,000	\$80,000	\$20,000	\$0	\$0	\$0	\$100,000	\$0	\$100,000
NIRPC160044 3	Transit/Asset Management / 2024 Support Vehicles	NICTD	Transit - Vehicle Replacements	Non-Exempt	Acquire replacement service vehicles, supervisor vehicles and police vehicles for existing vehicles, so the NICTD employees can continue their field work keeping the railroad in a state of good repair.	FTA 5337 St of Good Repair	\$562,700	\$450,160	\$112,540	\$0	\$0	\$562,700	\$0	\$0	\$562,700
NIRPC160044 2	Transit/Asset Management / 2023 Support Vehicles	NICTD	Transit - Vehicle Replacements	Non-Exempt	Acquire replacement service vehicles, supervisor vehicles and police vehicles for existing vehicles, so the NICTD employees can continue their field work keeping the railroad in a state of good repair.	FTA 5337 St of Good Repair	\$562,700	\$450,160	\$112,540	\$0	\$562,700	\$0	\$0	\$0	\$562,700
NIRPC160044 1	Transit/Asset Management / 2022 Support Vehicles	NICTD	Transit - Vehicle Replacements	Non-Exempt	Acquire replacement service vehicles, supervisor vehicles and police vehicles for existing vehicles, so the NICTD employees can continue their field work keeping the railroad in a state of good repair.	FTA 5337 St of Good Repair	\$562,700	\$450,160	\$112,540	\$562,700	\$0	\$0	\$0	\$0	\$562,700
TOTAL							\$193,602,670	\$147,931,736	\$45,670,934	\$32,805,316	\$33,380,316	\$32,124,316	\$47,394,370	\$47,898,352	\$193,602,670

06 NTDAR - North Township Dial a Ride Listing

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TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS
NIRPC1600250	Transit/Operating / 2022 Operating Assistance	North Township	Transit - Operating	Non-Exempt	Operating Assistance for costs associated with running a demand response public transportation system.	FTA 5307 Chicago UZA	\$518,350	\$259,175	\$259,175	\$518,350	\$0	\$0	\$0	\$0	\$518,350
NIRPC1600251	Transit/Operating / 2023 Operating Assistance	North Township	Transit - Operating	Non-Exempt	Operating Assistance for costs associated with running a demand response public transportation system.	FTA 5307 Chicago UZA	\$518,350	\$259,175	\$259,175	\$0	\$518,350	\$0	\$0	\$0	\$518,350
NIRPC1600252	Transit/Operating / 2024 Operating Assistance	North Township	Transit - Operating	Non-Exempt	Operating Assistance for costs associated with running a demand response public transportation system.	FTA 5307 Chicago UZA	\$518,350	\$259,175	\$259,175	\$0	\$0	\$518,350	\$0	\$0	\$518,350
NIRPC2700561	Operating Assistance 2025 & 2026	North Township	Transit - Operating	Non-Exempt	Operating Assistance	FTA 5307 Chicago UZA	\$1,075,175	\$531,175	\$544,000	\$0	\$0	\$0	\$531,175	\$544,000	\$1,075,175
NIRPC1600362	Transit/Asset Management / 2022 Preventative Maint.	North Township	Transit - Preventative Maintenance	Non-Exempt	Preventative Maintenance Dollars for Revenue Vehicles	FTA 5307 Chicago UZA	\$54,000	\$43,200	\$10,800	\$54,000	\$0	\$0	\$0	\$0	\$54,000
NIRPC1600363	Transit/Asset Management / 2023 Preventative Maint.	North Township	Transit - Preventative Maintenance	Non-Exempt	Preventative Maintenance Dollars for Revenue Vehicles	FTA 5307 Chicago UZA	\$54,000	\$43,200	\$10,800	\$0	\$54,000	\$0	\$0	\$0	\$54,000
NIRPC1600364	Transit/Asset Management / 2024 Preventative Maint.	North Township	Transit - Preventative Maintenance	Non-Exempt	Preventative Maintenance Dollars for Revenue Vehicles	FTA 5307 Chicago UZA	\$54,000	\$43,200	\$10,800	\$0	\$0	\$54,000	\$0	\$0	\$54,000
NIRPC2700562	Preventative Maintenance 2025 & 2026	North Township	Transit - Preventative Maintenance	Non-Exempt	Preventative Maintenance, Maintain Fleet of vehicles	FTA 5307 Chicago UZA	\$108,000	\$86,400	\$21,600	\$0	\$0	\$0	\$54,000	\$54,000	\$108,000
NIRPC1600424	Transit/Asset Management / 2022 Vehicle Replacement	North Township	Transit - Vehicle Replacements	Non-Exempt	Replacement of One Transit Revenue Vehicle (Bus 24).	FTA 5307 Chicago UZA	\$76,400	\$61,120	\$15,280	\$76,400	\$0	\$0	\$0	\$0	\$76,400
NIRPC1600435	Transit/Asset Management / 2023 Vehicle Replacement	North Township	Transit - Vehicle Replacements	Non-Exempt	Replacement of One Transit Revenue Vehicle (Bus 25)	FTA 5310 Chicago UZA	\$80,220	\$64,176	\$16,044	\$0	\$80,220	\$0	\$0	\$0	\$80,220
NIRPC1600436	Transit/Asset Management / 2024 Vehicle Replacement	North Township	Transit - Vehicle Replacements	Non-Exempt	Replacement of One (1) Transit Revenue Vehicle (anticipated to be Bus 26)	FTA 5310 Chicago UZA	\$84,225	\$67,380	\$16,845	\$0	\$0	\$84,225	\$0	\$0	\$84,225
NIRPC2700563	Vehicle Replacement 2025 & 2026	North Township	Transit - Vehicle Replacements	Non-Exempt	Replacement of two revenue vehicles	FTA 5339 Chicago UZA	\$173,450	\$138,760	\$34,690	\$0	\$0	\$0	\$86,725	\$86,725	\$173,450
TOTAL							\$3,314,520	\$1,856,136	\$1,458,384	\$648,750	\$652,570	\$656,575	\$671,900	\$684,725	\$3,314,520

07 OE - Opportunity Enterprises Listing

NIRPC1600367	Transit/Asset Management / 2022 Preventative Maint.	OE	Transit - Preventative Maintenance	Non-Exempt	Preventative maintenance funding for a fleet of 18 vehicles, servicing Porter County and some surrounding areas	FTA 5307 Chicago UZA	\$128,000	\$102,400	\$25,600	\$128,000	\$0	\$0	\$0	\$0	\$128,000
NIRPC1600368	Transit/Asset Management / 2023 Preventative Maint.	OE	Transit - Preventative Maintenance	Non-Exempt	Preventative maintenance funding for a fleet of 18 vehicles, servicing Porter County and some surrounding areas	FTA 5307 Chicago UZA	\$128,000	\$102,400	\$25,600	\$0	\$128,000	\$0	\$0	\$0	\$128,000
NIRPC1600369	Transit/Asset Management / 2024 Preventative Maint.	OE	Transit - Preventative Maintenance	Non-Exempt	Preventative maintenance funding for a fleet of 18 vehicles, servicing Porter County and some surrounding areas	FTA 5307 Chicago UZA	\$128,000	\$102,400	\$25,600	\$0	\$0	\$128,000	\$0	\$0	\$128,000
NIRPC2700564	Preventative Maintenance 2025 & 2026	OE	Transit - Operating	Non-Exempt	Preventative Maintenance; Maintain fleet of vehicles	FTA 5307 Chicago UZA	\$260,800	\$208,000	\$52,800	\$0	\$0	\$0	\$128,800	\$132,000	\$260,800
NIRPC1600426	Transit/Asset Management / 2022 Vehicle Replacement	OE	Transit - Vehicle Replacements	Non-Exempt	Replace 3 vehicles in the year 2022, OE 06, OE 09, OE 10	FTA 5307 Chicago UZA	\$194,500	\$155,600	\$38,900	\$194,500	\$0	\$0	\$0	\$0	\$194,500
NIRPC1600438	Transit/Asset Management / 2023 Vehicle Replacement	OE	Transit - Vehicle Replacements	Non-Exempt	Replace 3 vehicles in the year 2023, OE11, OE12, OE13.	FTA 5310 Chicago UZA	\$198,400	\$158,720	\$39,680	\$0	\$198,400	\$0	\$0	\$0	\$198,400
NIRPC1600427	Transit/Asset Management / 2024 Vehicle Replacement	OE	Transit - Vehicle Replacements	Non-Exempt	Replace 3 vehicles in the year 2024, OE 14, OE 15, OE 16	FTA 5307 Chicago UZA	\$202,300	\$161,840	\$40,460	\$0	\$0	\$202,300	\$0	\$0	\$202,300
NIRPC2700565	Vehicle Replacements 2025 & 2026	OE	Transit - Vehicle Replacements	Non-Exempt	Replace six revenue generating vehicles; three in 2025 and three in 2026	FTA 5310 Chicago UZA	\$437,500	\$350,000	\$87,500	\$0	\$0	\$0	\$218,750	\$218,750	\$437,500
TOTAL							\$1,677,500	\$1,341,360	\$336,140	\$322,500	\$326,400	\$330,300	\$347,550	\$350,750	\$1,677,500

08 PCACS - Porter County Aging Community Services Listing

TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS
NIRPC1600241	Transit/Operating / 2022 Operating Assistance	PCACS	Transit - Operating	Non-Exempt	2022 Operation funds for the PCACS transit services	FTA 5307 Chicago UZA	\$150,000	\$75,000	\$75,000	\$150,000	\$0	\$0	\$0	\$0	\$150,000
NIRPC1600242	Transit/Operating / 2023 Operating Assistance	PCACS	Transit - Operating	Non-Exempt	2023 Operation funds for the PCACS transit services	FTA 5307 Chicago UZA	\$150,000	\$75,000	\$75,000	\$0	\$150,000	\$0	\$0	\$0	\$150,000
NIRPC1600255	Transit/Operating / 2024 Operating Assistance	PCACS	Transit - Operating	Non-Exempt	Operation funds for the PCACS transit services	FTA 5310 Chicago UZA	\$150,000	\$75,000	\$75,000	\$0	\$0	\$150,000	\$0	\$0	\$150,000
NIRPC2700568	Operating Assistance 2025 & 2026	PCACS	Transit - Operating	Non-Exempt	Operating Assistance 2025 & 2026	FTA 5307 Chicago UZA	\$575,000	\$245,000	\$330,000	\$0	\$0	\$0	\$235,000	\$340,000	\$575,000

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NIRPC160038 4	Transit/Expansion / 2022 Operations Expansion	PCACS	Transit - Operating	Non- Exempt	Increase in operational funds to provide one additional vehicle, for one year. This project is expected to continue every year until 2024. These funds will increase the availability of PCAS services, diminish wait times, and increase services available to the elderly and disabled.	FTA 5310 Chicago UZA	\$50,000	\$25,000	\$25,000	\$50,000	\$0	\$0	\$0	\$0	\$50,000
NIRPC160038 5	Transit/Expansion / 2023 Operations Expansion	PCACS	Transit - Operating	Non- Exempt	Increase in operational funds to provide one additional vehicle, for one year. This project is expected to continue every year until 2024. These funds will increase the availability of PCAS services, diminish wait times, and increase services available to the elderly and disabled.	FTA 5310 Chicago UZA	\$50,000	\$25,000	\$25,000	\$0	\$50,000	\$0	\$0	\$0	\$50,000
NIRPC160038 6	Transit/Expansion / 2024 Operations Expansion	PCACS	Transit - Operating	Non- Exempt	Increase in operational funds to provide one additional vehicle, for one year. This project is expected to continue every year until 2024. These funds will increase the availability of PCAS services, diminish wait times, and increase services available to the elderly and disabled.	FTA 5310 Chicago UZA	\$50,000	\$25,000	\$25,000	\$0	\$0	\$50,000	\$0	\$0	\$50,000
NIRPC270056 9	Operating Assistance 2025 & 2026	PCACS	Transit - Operating	Non- Exempt	Operating Assistance Enhanced Mobility for seniors and persons with other abilities	FTA 5310 Chicago UZA	\$210,000	\$105,000	\$105,000	\$0	\$0	\$0	\$100,000	\$110,000	\$210,000
NIRPC160035 2	Transit/Asset Management / 2022 Preventative Maint.	PCACS	Transit - Preventative Maintenance	Non- Exempt	Preventive Maintenance for PCACS transit vehicles including one expansion vehicle.	FTA 5307 Chicago UZA	\$50,000	\$40,000	\$10,000	\$50,000	\$0	\$0	\$0	\$0	\$50,000
NIRPC160035 3	Transit/Asset Management / 2023 Preventative Maint.	PCACS	Transit - Preventative Maintenance	Non- Exempt	Preventive Maintenance for PCACS transit vehicles including one expansion vehicle.	FTA 5307 Chicago UZA	\$50,000	\$40,000	\$10,000	\$0	\$50,000	\$0	\$0	\$0	\$50,000
NIRPC160035 4	Transit/Asset Management / 2024 Preventative Maint.	PCACS	Transit - Preventative Maintenance	Non- Exempt	Preventive Maintenance for PCACS transit vehicles including one expansion vehicle.	FTA 5307 Chicago UZA	\$50,000	\$40,000	\$10,000	\$0	\$0	\$50,000	\$0	\$0	\$50,000

NIRPC2700567	Preventative Maintenance 2025 & 2026	PCACS	Transit - Operating	Non-Exempt	Preventative Maintenance, Maintain Fleet of vehicles 2025 & 2026	FTA 5307 Chicago UZA	\$100,000	\$80,000	\$20,000	\$0	\$0	\$0	\$50,000	\$50,000	\$100,000
NIRPC1600445	Transit/Asset Management / 2022 Vehicle Replacement	PCACS	Transit - Vehicle Replacements	Non-Exempt	Replace two vehicles, in accordance with the TAMP. Vehicles PC79, and PC80	FTA 5310 Chicago UZA	\$140,000	\$112,000	\$28,000	\$140,000	\$0	\$0	\$0	\$0	\$140,000
NIRPC1600430	Transit/Asset Management / 2023 Vehicle Replacement	PCACS	Transit - Vehicle Replacements	Non-Exempt	Replace four vehicles, vehicles PC81, and the unnumbered expansion vehicle proposed for purchase in 2020, and two unnumbered vehicles not yet in the TAMP.	FTA 5310 Chicago UZA	\$280,000	\$224,000	\$56,000	\$0	\$280,000	\$0	\$0	\$0	\$280,000
NIRPC1600431	Transit/Asset Management / 2024 Vehicle Replacement	PCACS	Transit - Vehicle Replacements	Non-Exempt	Replace two unnumbered vehicles not yet in the TAMP.	FTA 5310 Chicago UZA	\$140,000	\$112,000	\$28,000	\$0	\$0	\$140,000	\$0	\$0	\$140,000
NIRPC2700566	Vehicle Replacement 2025 & 2026	PCACS	Transit - Vehicle Replacements	Non-Exempt	Replace 4 vehicles; two in 2025; two in 2026	FTA 5339 Chicago UZA	\$301,250	\$241,000	\$60,250	\$0	\$0	\$0	\$150,000	\$151,250	\$301,250
TOTAL							\$2,496,250	\$1,539,000	\$957,250	\$390,000	\$530,000	\$390,000	\$535,000	\$651,250	\$2,496,250

09 LPT - LaPorte Transporte Listing

TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS
NIRPC2600498	Transit / Operating Assistance / 2022	TransPorte (LaPorte)	Transit - Operating	Exempt	Operating assistance for City of LaPorte's TransPorte transit service for 2022	FTA 5307 Mich City UZA	\$684,664	\$279,038	\$405,626	\$684,664	\$0	\$0	\$0	\$0	\$684,664
NIRPC2600499	Transit / Operating Assistance / 2023	TransPorte (LaPorte)	Transit - Operating	Exempt	Operating assistance for City of LaPorte's TransPorte transit service for 2023	FTA 5310 Mich City UZA	\$698,357	\$285,885	\$412,472	\$0	\$698,357	\$0	\$0	\$0	\$698,357
NIRPC2600500	Transit / Operating Assistance / 2024	TransPorte (LaPorte)	Transit - Operating	Exempt	Operating assistance for City of LaPorte's TransPorte transit service for 2024	FTA 5310 Mich City UZA	\$712,324	\$292,868	\$419,456	\$0	\$0	\$712,324	\$0	\$0	\$712,324
NIRPC2700544	Operating Assistance 2025 & 2026	TransPorte (LaPorte)	Transit - Operating	Exempt	Operatind Assistance to maintain existing demand response services	FTA 5307 Mich City UZA	\$1,038,580	\$519,290	\$519,290	\$0	\$0	\$0	\$519,290	\$519,290	\$1,038,580
NIRPC2600501	Transit / Asset Management / 2022 Vehicle Replacements	TransPorte (LaPorte)	Transit - Capital	Exempt	Vehicle Replacements for the City of LaPorte's transit service: TransPorte. Replacements include three vehicles in 2022 (LP 25, LP 26, LP 27).	STBG Mich City Transfer to FTA	\$287,000	\$229,600	\$57,400	\$287,000	\$0	\$0	\$0	\$0	\$287,000
NIRPC2600502	Transit / Asset Management / 2024 Vehicle Replacements	TransPorte (LaPorte)	Transit - Capital	Exempt	Vehicle Replacements for the City of LaPorte's transit service: TransPorte. Replacements include two vehicle	STBG Mich City Transfer to FTA	\$202,000	\$161,600	\$40,400	\$0	\$0	\$202,000	\$0	\$0	\$202,000

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					replacements in 2024 (LP 28 and LP 29)										
NIRPC2700519	La Porte Transporte replacement buses 2025 & 2026	TransPorte (LaPorte)	Transit - Vehicle Replacements	Exempt	Replace two revenue vehicles	STBG Mich City UZA	\$220,000	\$176,000	\$44,000	\$0	\$0	\$0	\$110,000	\$110,000	\$220,000
TOTAL							\$3,842,925	\$1,944,281	\$1,898,644	\$971,664	\$698,357	\$914,324	\$629,290	\$629,290	\$3,842,925

10 Valparaiso Transit Listing

NIRPC1600265	Transit/Operating / 2023 Cost of Contracting South Shore Connect	Valparaiso Transit	Transit - Capital	Non-Exempt	Chicago Connect capital cost of contracting reimbursement for SFY 2023. This project is a continuation of the new service funded in 2020-2023 (CMAQ).	FTA 5307 Chicago UZA	\$650,000	\$358,688	\$291,312	\$0	\$650,000	\$0	\$0	\$0	\$650,000
NIRPC1600266	Transit/Operating / 2024 Cost of Contracting South Shore Connect	Valparaiso Transit	Transit - Capital	Non-Exempt	Chicago Connect capital cost of contracting reimbursement for SFY 2023. This project is a continuation of the new service funded in 2020-2023 (CMAQ).	FTA 5307 Chicago UZA	\$650,000	\$358,688	\$291,312	\$0	\$0	\$650,000	\$0	\$0	\$650,000
NIRPC2700524	South Shore Connect Capital Cost of Contracting 2025 & 2026	Valparaiso Transit	Transit - Operating	Non-Exempt	For FY 2025 & 2026	FTA 5307 Chicago UZA	\$380,000	\$121,600	\$258,400	\$0	\$0	\$0	\$190,000	\$190,000	\$380,000
NIRPC1600268	Transit/Operating / 2022 Cost of Contracting Chicago Dash	Valparaiso Transit	Transit - Capital	Non-Exempt	Capital Cost of Contracting Reimbursement for City of Valparaiso Chicago Dash Bus transit service.	FTA 5307 Chicago UZA	\$1,716,395	\$549,247	\$1,167,148	\$1,716,395	\$0	\$0	\$0	\$0	\$1,716,395
NIRPC1600269	Transit/Operating / 2023 Cost of Contracting Chicago Dash	Valparaiso Transit	Transit - Capital	Non-Exempt	Capital Cost of Contracting Reimbursement for City of Valparaiso Chicago Dash Bus transit service.	FTA 5307 Chicago UZA	\$1,716,395	\$549,247	\$1,167,148	\$0	\$1,716,395	\$0	\$0	\$0	\$1,716,395
NIRPC1600270	Transit/Operating / 2024 Cost of Contracting Chicago Dash	Valparaiso Transit	Transit - Capital	Non-Exempt	Capital Cost of Contracting Reimbursement for City of Valparaiso Chicago Dash Bus transit service.	FTA 5307 Chicago UZA	\$1,716,395	\$549,247	\$1,167,148	\$0	\$0	\$1,716,395	\$0	\$0	\$1,716,395
NIRPC2700523	Chicago Dash - Capital Cost of Contracting 2025 & 2026	Valparaiso Transit	Transit - Operating	Non-Exempt	FY 2025-2026	FTA 5307 Chicago UZA	\$3,766,617	\$1,186,697	\$2,579,920	\$0	\$0	\$0	\$1,839,207	\$1,927,410	\$3,766,617

NIRPC160027 4	Transit/Operating / 2022 Cost of Contracting Valparaiso V-Line	Valparaiso Transit	Transit - Capital	Non- Exempt	Capital Cost of Contracting Reimbursement for City of Valparaiso V-Line Bus transit service.	FTA 5307 Chicago UZA	\$1,486,980	\$475,834	\$1,011,146	\$1,486,980	\$0	\$0	\$0	\$0	\$1,486,980
NIRPC160027 5	Transit/Operating / 2023 Cost of Contracting Valparaiso V-Line	Valparaiso Transit	Transit - Capital	Non- Exempt	Capital Cost of Contracting Reimbursement for City of Valparaiso V-Line Bus transit service.	FTA 5307 Chicago UZA	\$1,486,980	\$475,834	\$1,011,146	\$0	\$1,486,980	\$0	\$0	\$0	\$1,486,980
NIRPC160027 6	Transit/Operating / 2024 Cost of Contracting Valparaiso V-Line	Valparaiso Transit	Transit - Capital	Non- Exempt	Capital Cost of Contracting Reimbursement for City of Valparaiso V-Line Bus transit service.	FTA 5307 Chicago UZA	\$1,486,980	\$475,834	\$1,011,146	\$0	\$0	\$1,486,980	\$0	\$0	\$1,486,980
NIRPC270052 2	Capital Cost of Contracting V-Line 2025 & 2026	Valparaiso Transit	Transit - Operating	Non- Exempt	Fiscal Year 2025-2026; Operating assistance	FTA 5307 Chicago UZA	\$2,331,250	\$746,000	\$1,585,250	\$0	\$0	\$0	\$1,165,625	\$1,165,625	\$2,331,250
NIRPC160045 2	Valparaiso Transit Transit Operations Expansion	Valparaiso Transit	Transit - Operating	Non- Exempt	2022 (Year1), 2023 (Year 2), 2024 (Year 3)	CMAQ Chicago UZA	\$1,582,500	\$1,266,000	\$316,500	\$527,500	\$527,500	\$527,500	\$0	\$0	\$1,582,500
NIRPC270052 5	South Shore Connect Bus replacement	Valparaiso Transit	Transit - Vehicle Replacements	Non- Exempt	Replace two buses in FY 2025	FTA 5339 Chicago UZA	\$196,600	\$156,800	\$39,800	\$0	\$0	\$0	\$196,600	\$0	\$196,600
TOTAL							\$19,167,092	\$7,269,716	\$11,897,376	\$3,730,875	\$4,380,875	\$4,380,875	\$3,391,432	\$3,283,035	\$19,167,092

12 NIRPC Listing

TIP ID	PROJECT TITLE	LEAD AGENCY	WORK TYPE	AQ EXEMPT	PROJECT DESCRIPTION	FED FUND	TOTAL FUNDS	FED	LOC	2022	2023	2024	2025	2026	TOTAL FUNDS
NIRPC160028 1	Transit/Operating / 2022 Operational Support Equipment	NIRPC	Transit - Capital	Non- Exempt	This project includes the ongoing funding for dispatch software used in demand-response transit services of NIRPC subrecipients.	FTA 5307 Chicago UZA	\$82,191	\$65,753	\$16,438	\$82,191	\$0	\$0	\$0	\$0	\$82,191
NIRPC160028 5	Transit/Operating / 2023 Operational Support Equipment	NIRPC	Transit - Capital	Non- Exempt	This project includes the ongoing funding for dispatch hardware used in demand- response transit services of NIRPC subrecipients.	FTA 5307 Chicago UZA	\$12,440	\$9,952	\$2,488	\$0	\$12,440	\$0	\$0	\$0	\$12,440
NIRPC160028 2	Transit/Operating / 2023 Operational Support Equipment	NIRPC	Transit - Capital	Non- Exempt	This project includes the ongoing funding for dispatch software used in demand-response transit services of NIRPC subrecipients.	FTA 5307 Chicago UZA	\$83,301	\$66,641	\$16,660	\$0	\$83,301	\$0	\$0	\$0	\$83,301
NIRPC160028 3	Transit/Operating / 2024 Operational Support Equipment	NIRPC	Transit - Capital	Non- Exempt	This project includes the ongoing funding for dispatch software used in demand-response transit services of NIRPC subrecipients.	FTA 5307 Chicago UZA	\$90,616	\$72,493	\$18,123	\$0	\$0	\$90,616	\$0	\$0	\$90,616

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NIRPC1600403	Planning / 2022 Transit Oversight	NIRPC	Transit - Planning/Oversight	Non-Exempt	This project includes costs related to the ongoing FTA-required oversight functions as a direct recipient of transit funding on behalf of seven sub-recipients.	FTA 5307 Chicago UZA	\$407,000	\$325,600	\$81,400	\$407,000	\$0	\$0	\$0	\$0	\$407,000
NIRPC1600404	Planning / 2023 Transit Oversight	NIRPC	Transit - Planning/Oversight	Non-Exempt	This project includes costs related to the ongoing FTA-required oversight functions as a direct recipient of transit funding on behalf of seven sub-recipients.	FTA 5307 Chicago UZA	\$419,000	\$335,200	\$83,800	\$0	\$419,000	\$0	\$0	\$0	\$419,000
NIRPC1600405	Planning / 2024 Transit Oversight	NIRPC	Transit - Planning/Oversight	Non-Exempt	This project includes costs related to the ongoing FTA-required oversight functions as a direct recipient of transit funding on behalf of seven sub-recipients.	FTA 5307 Chicago UZA	\$432,000	\$345,600	\$86,400	\$0	\$0	\$432,000	\$0	\$0	\$432,000
NIRPC1600398	Planning / 2022 TIP Management Software	NIRPC	Transit - Planning/Oversight	Non-Exempt	Funds for online RTIP software	STBG Chicago UZA	\$66,306	\$53,045	\$13,261	\$66,306	\$0	\$0	\$0	\$0	\$66,306
NIRPC1600399	Planning / 2023 TIP Management Software	NIRPC	Transit - Planning/Oversight	Non-Exempt	Funds for online RTIP software	STBG Chicago UZA	\$68,295	\$54,636	\$13,659	\$0	\$68,295	\$0	\$0	\$0	\$68,295
NIRPC1600400	Planning / 2024 TIP Management Software	NIRPC	Transit - Planning/Oversight	Non-Exempt	Funds for online RTIP software	STBG Chicago UZA	\$70,344	\$56,275	\$14,069	\$0	\$0	\$70,344	\$0	\$0	\$70,344
TOTAL							\$4,786,493	\$3,891,195	\$895,298	\$1,005,497	\$1,110,536	\$1,120,460	\$550,000	\$550,000	\$4,476,493

Fiscal constraint

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

Funding assumptions

This TIP has clearly demonstrated a need for more revenue to invest into NWI’s transportation infrastructure. For every FHWA \$1 available for programming, NIRPC receives \$10 in funding requests in the call for projects for TIPs. As a region we will need to come up with additional strategies to pursue the transformative investments we need to advance our Region forward. This is a critical path in the *NWI 2050 Plan*. In programming this TIP, to leverage as much federal-aid available to us from FHWA and FTA, the budget must consider two major factors: how much will revenue grow, and how much will cost growth impact the projects in the TIP?

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

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

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

Constraint tables

FHWA derived funding sources

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

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

Air quality conformity

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

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

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

Appendix 1 - official actions and compliance

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

Appendix 2 - public engagement

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

Appendix 3 - checklist on federally required elements of a TIP

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

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

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

NIRPC's 2020-2024 TIP goes above and beyond the four-year requirement and includes a program of projects for five years as

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

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

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

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

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

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

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

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

Emergency relief projects (except those involving substantial functional, locational, or capacity changes); (6) National planning and research projects funded under 49 U.S.C. 5314; and (7) Project management oversight projects funded under 49 U.S.C. 5327.

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

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

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

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

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

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

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

one-line item or identified individually in the TIP.

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

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

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

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

sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

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

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

timely implementation.

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

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

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

(m) Procedures or agreements that distribute sub-allocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by predetermined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in

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cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

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

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

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

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

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

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

§ 450.328 TIP revisions and relationship to the STIP

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

modifications.

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

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

NIRPC understands this to be a requirement of INDOT.

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

This TIP includes such projects and are listed under the Indiana Dunes National Lakeshore projects page starting on .