



RESOLUTION 25-16

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADDING A FINANCIAL PLAN TO *NWI 2050+*

August 21, 2025

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 La Porte County Metropolitan Planning Area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

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

WHEREAS, *NWI 2050+* is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors; and

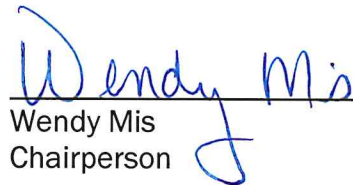
WHEREAS, *NWI 2050+* is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U.S. Environmental Protection Agency; and

WHEREAS, the U.S. Department of Transportation requires in Title 23 Part 450 Subpart C of the Code of Federal Regulations that a Metropolitan Planning Organization's Metropolitan Transportation Plan include a Financial Plan; and


WHEREAS, the changes to *NWI 2050+* brought about by adding a Financial Plan fit the criteria of a technical amendment according to the *Engage NWI* plan.

NOW THEREFORE BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adds a Financial Plan to NWI 2050+ by making the following changes to NWI 2050+ in a manner consistent with the definitions of a technical amendment as defined in *Engage NWI* and as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 21st day of August 2025.


Wendy Mis
Chairperson

ATTEST:


~~Denise Ebert~~ Austin Bonta
Secretary Vice Chairperson

Changes to *NWI 2050+*:

Add the following text to a new section *Technical Appendix 2: Financial Plan* beginning on page 538.

Federal regulations (23 CFR 450.324 (f)(11)) require *NWI 2050+* to include a financial plan that shows how all reasonably expected revenues will be adequate to fund programmed and expected expenditures for the full *NWI 2050+* time period, spanning from adoption in 2023 through 2050. The financial plan for the time period beyond 10 years of *NWI 2050+* adoption (2034-2050) may show less detail than for the first 10 years of adoption (2024-2033), provided it shows aggregate costs/bands of future revenue sources with a reasonable expectation of being available.

Funding Sources:

NIRPC is the United States Department of Transportation (USDOT)-designated Metropolitan Planning Organization for Lake, Porter, and La Porte Counties in Northwest Indiana that administers a performance-driven, outcome-based long-range transportation plan through a process that is continuous, cooperative, and comprehensive pursuant to 23 CFR 450 subpart c. In order to plan and program transportation projects, NIRPC accounts for both formula and discretionary funds. Formula funds are funds appropriated pursuant to federal or state legislation that are based at least in part on formulas that account for factors such as population, housing unit density, transportation network mileage, commute shares, transit ridership, etc. that NIRPC accesses through its agreements with INDOT. Discretionary funds are funds that are competitively awarded to NIRPC or one of its stakeholders. NIRPC also includes INDOT and air quality conformity non-exempt privately funded projects in its planning and programming processes, though NIRPC does not have a direct role in accounting for the sources of these funds.

Formula Funding Sources:

Federal Highway Administration (FHWA) Derived Formula Funds:

Surface Transportation Block Grant Program (STBG):

STBG provides flexible funding for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Projects awarded with STBG require a 20% match by the project sponsor for all project phases. All projects must be on the federal-aid network, except for multi-use off-road trails, but those do not allow motorized transportation. For more information on STBG funds, see <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/stbg.cfm>.

Highway Safety Improvement Program (HSIP):

HSIP provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Projects must also be consistent with the INDOT's Strategic Highway Safety Plan (SHSP). 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 at <https://www.in.gov/indot/files/shsp.pdf>. For more information, please visit Safe Streets & Roads for All: <https://www.transportation.gov/grants/SS4A> and Vision Zero: <https://visionzeronetwork.org/>. There is also a set-aside from the HSIP apportionment for the Rail-Highway Crossing Program (Section 130). For more information on HSIP funds, see <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/hsip.cfm>.

Congestion Mitigation Air Quality (CMAQ):

CMAQ provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet standards for ozone, carbon monoxide, or particulate matter. Projects or programs must demonstrate an air quality benefit. 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. For more information on CMAQ funds, see <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/cmaq.cfm>.

Transportation Alternatives (TA):

TA provides funding for all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, safe routes to school projects, and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Projects awarded with TA require a 20% match by the project sponsor for all project phases. TA funds may be used off the federal-aid network for Safe Routes to School projects to improve connectivity to K-8 schools. For more information on TA funds, see <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/ta.cfm>.

Carbon Reduction Program (CRP):

CRP provides additional funding for projects and activities that are eligible under (FHWA) CMAQ, TA, & (FTA) 5339. Eligible carbon reduction activities include projects such as street lighting & signal modernization (to energy efficient LED), alternative fuel vehicles & infrastructure, non-motorized trail facilities, and projects to improve traffic flow, among others. For more information about CRP funds, see https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/crp_fact_sheet.cfm.

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

PROTECT provides funding for all climate resilience projects that involve adapting existing transportation infrastructure or new construction to keep communities safe by bolstering infrastructure's ability to withstand extreme weather events and other physical hazards that are becoming more common and intense. Examples include green infrastructure or natural items that help buffer against weather events and improvements to infrastructure to assist under representative communities during natural disasters. For more information on PROTECT formula funds, see https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/protect_fact_sheet.cfm.

Section 164 Penalty:

Section 164 penalty funds are funds that are set aside from less restrictive funding programs (i.e., NHPP and STBG) and required to be spent on safety improvement projects that seek to reduce repeat intoxicated driver offender traffic fatalities and serious injuries on all public roads.

National Highway Performance Program (NHPP) INDOT-administered:

The NHPP is a program administered by INDOT to construct and improve roads and highways designated on the National Highway System (NHS), consisting of all Interstate Highways and other major highways that provide critical statewide connectivity. For more information on NHPP funds, see <https://www.fhwa.dot.gov/specialfunding/nhpp/>.

Federal Transit Administration (FTA) Derived Formula Funds:

5307 Urbanized Area Formula Grants:

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

5310 Enhanced Mobility of Seniors and Individuals with Disabilities:

5310 provides formula funding for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities. Use of the funds must be consistent with the Coordinated Human Services Transportation Plan. 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. For more information on 5310 grants, see <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>.

5337 State of Good Repair Grants:

5337 provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans. Projects awarded with 5337 require a 20% match by the project sponsor. For more information on 5337 grants, see <https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337>.

5339 Grants for Buses and Bus Facilities Formula Program:

5339 provides funding to states transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. 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. For more information on 5339 grants, see <https://www.transit.dot.gov/funding/grants/busprogram>.

Discretionary Grant Sources:

Better Utilizing Investments to Leverage Development (BUILD):

BUILD discretionary grants, formerly RAISE, are grants competitively awarded for surface transportation infrastructure projects with significant local or regional impact. The Marquette Greenway active transportation trail project received a RAISE award in FY 2022. For more information on BUILD grants, see <https://www.transportation.gov/BUILDgrants>.

Railroad Crossing Elimination Grant Program:

The Railroad Crossing Elimination (RCE) Grant Program provides funding for projects that focus on improving safety and mobility of people and goods at locations where these are hampered by conflicts between highway and rail movements. The RCE Grant Program was first authorized by the Infrastructure Investment and Jobs Act (IIJA) in 2021, and the Federal share may not exceed 80 percent of the total project cost. The Town of Schererville received an \$8.4 million RCE grant in FY 2022 for the Kennedy Ave phase one project that includes grade separated bridges on Kennedy Ave over the Canadian National and Norfolk Southern Railroads. The City of Hammond received two RCE grants, one in 2022 for just over \$7 million to construct the Governors Parkway Railroad Overpass Project, and one in 2023 for \$7.7 million to construct the Grand Avenue Pedestrian Bridge over the

Norfolk Southern Railroad. The City of Gary received a \$4.5 million RCE grant in FY 2022 for the Buffington Harbor Gateway Project. For more information on the RCE Grant Program, see <https://railroads.dot.gov/grants-loans/railroad-crossing-elimination-grant-program>.

National Infrastructure Project Assistance Program (MEGA):

The MEGA grant program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. INDOT received a \$127 million MEGA grant award for the 80/94 FlexRoad project, a Transportation Systems Management and Operations (TSMO) project to add dynamic shoulder lanes, overhead lane management signs, variable speed limits, and ramp metering on I-80/94 between IL-394 and I-65.

Invest NWI (FY 2026-2030 TIP) Short Term Financial Plan:

Every two years, NIRPC adopts a Transportation Improvement Program (TIP), a detailed program of projects for the next five years covering all federal aid highway and transit projects, in addition to air quality conformity non-exempt regionally significant projects. NIRPC’s most recent TIP is *Invest NWI 2026-2030 Transportation Improvement Program*, adopted by the NIRPC Full Commission on May 15, 2025. This 2026-2030 TIP contains a detailed fiscally constrained list of projects programmed between State Fiscal Years 2026 and 2030. The fiscal constraint section of the 2026 to 2030 TIP shows detailed tables of expected revenues and expenses on these projects for FY 2026 to 2030 for both highway and transit projects. Those tables are shown below.

Table 1: Fiscal Constraint Table for FHWA Derived Funds for Northwest Indiana UZA and Valparaiso & Shorewood Forest UZA, State FY 2026-2030

FHWA	Northwest Indiana UZA / Valparaiso & Shorewood Forest UZA				
	2026	2027	2028	2029	2030 - Illustrative
STBG Available	\$14,319,701	\$14,319,701	\$18,001,701	\$15,575,401	\$13,064,001
STBG Programmed	\$13,854,415	\$12,607,979	\$15,151,707	\$16,088,445	\$36,545,591
HSIP Available	\$2,190,886	\$2,190,886	\$2,190,886	\$2,190,886	\$2,190,886
HSIP Programmed	\$2,654,548	\$77,500	\$77,500	\$3,080,000	\$80,000
CMAQ Available	\$4,146,949	\$3,575,118	\$3,575,118	\$3,575,118	\$3,575,118
CMAQ Programmed	\$1,147,842	\$4,219,496	\$9,027,695	\$4,167,586	\$7,726,217
TA Available	\$2,053,116	\$2,053,116	\$2,053,116	\$2,053,116	\$2,053,116
TA Programmed	\$5,602,116	\$6,655,878	\$4,005,891	\$ -	\$ -
CRP Available	\$1,791,385	\$1,791,385	\$1,791,385	\$1,791,385	\$1,791,385
CRP Programmed	\$1,333,760	\$ -	\$ -	\$ -	\$ -
PROTECT Available	\$662,404	\$662,404	\$662,404	\$662,404	\$662,404
PROTECT Programmed	\$ -	\$634,480	\$ -	\$ -	\$ -
Total Available	\$25,164,441	\$24,592,610	\$28,274,610	\$25,848,310	\$23,336,910
Total Programmed	\$24,592,681	\$24,195,333	\$28,262,793	\$23,336,031	\$44,351,808
(+/-)	\$571,760	\$397,277	\$11,817	\$2,512,279	\$(21,014,898)

Table 2: Fiscal Constraint Table for FHWA Derived Funds for Michigan City UZA, State FY 2026-2030

FHWA	Michigan City UZA				
	2026	2027	2028	2029	2030 - Illustrative
STBG					
Available	\$1,202,482	\$1,202,482	\$4,246,182	\$1,202,482	\$1,202,482
STBG					
Programmed	\$ -	\$2,426,977	\$3,576,735	\$2,832,368	\$3,673,636
HSIP					
Available	\$422,487	\$422,487	\$422,487	\$422,487	\$422,487
HSIP					
Programmed	\$330,000	\$ -	\$ -	\$ -	\$ -
CMAQ					
Available	\$689,302	\$689,302	\$689,302	\$689,302	\$689,302
CMAQ					
Programmed	\$2,476,301	\$ -	\$807,000	\$ -	\$ -
TA					
Available	\$237,740	\$237,740	\$237,740	\$237,740	\$237,740
TA					
Programmed	\$ -	\$400,000	\$ -	\$ -	\$ -
CRP					
Available	\$207,433	\$207,433	\$207,433	\$207,433	\$207,433
CRP					
Programmed	\$ -	\$ -	\$ -	\$ -	\$ -
PROTECT					
Available	\$76,833	\$76,833	\$76,833	\$76,833	\$76,833
PROTECT					
Programmed	\$ -	\$ -	\$240,000	\$ -	\$ -
Total					
Available	\$2,835,827	\$2,835,827	\$5,879,527	\$2,835,827	\$2,835,827
Total					
Programmed	\$2,806,301	\$2,826,977	\$4,623,735	\$2,832,368	\$3,673,636
(+/-)	\$29,526	\$8,850	\$1,255,792	\$3,459	\$(837,809)

Table 3: Fiscal Constraint Table for FTA Derived Funds for Northwest Indiana UZA, State FY 2026-2030

FTA	Northwest Indiana UZA				
	2026	2027	2028	2029	2030 - Illustrative
5307					
Available	\$11,968,835	\$11,968,835	\$11,968,835	\$12,854,139	\$12,854,139
5307					
Programmed	\$5,699,024	\$11,910,175	\$11,895,630	\$9,701,495	\$9,983,881
5310					
Available	\$652,765	\$652,765	\$652,765	\$668,653	\$701,049
5310					
Programmed	\$485,395	\$647,193	\$647,193	\$666,329	\$471,130
5337					
Available	\$21,201,765	\$21,201,765	\$21,201,765	\$22,367,393	\$22,770,006
5337					
Programmed	\$21,012,542	\$19,380,545	\$20,420,959	\$22,367,393	\$20,620,387
5339					
Available	\$439,711	\$439,711	\$439,711	\$463,885	\$472,235
5339					
Programmed	\$210,380	\$330,000	\$240,000	\$44,800	\$ -
Total					
Available	\$34,263,076	\$34,263,076	\$34,263,076	\$36,354,070	\$36,797,429
(+/-)	\$6,855,735	\$1,995,163	\$1,059,294	\$3,574,053	\$5,722,031

Table 4: Fiscal Constraint Table for FTA Derived Funds for Michigan City UZA, State FY 2026-2030

FTA	Michigan City UZA				
	2026	2027	2028	2029	2030 - Illustrative
5307 Available	\$2,681,653	\$2,729,923	\$2,779,061	\$2,829,084	\$2,880,008
5307 Programmed	\$2,392,120	\$2,536,871	\$2,631,763	\$2,760,949	\$2,843,552
(+/-)	\$289,533	\$193,052	\$147,298	\$68,135	\$36,456

Table 5: Fiscal Constraint Table for FTA Derived Funds for Valparaiso & Shorewood Forest UZA, State FY 2026-2030

FTA	Valparaiso & Shorewood Forest UZA				
	2026	2027	2028	2029	2030 - Illustrative
5307 Available	\$985,880	\$1,003,626	\$1,021,691	\$1,040,081	\$1,058,803
5307 Programmed	\$985,550	\$993,152	\$1,015,844	\$741,291	\$656,488
(+/-)	\$330	\$10,474	\$5,847	\$298,790	\$402,315

Cost Estimation Methodology for NWI 2050+ Project List:

Project costs for projects included in the *NWI 2050+* Project list were estimated using INDOT’s cost estimating procedure, which uses a Construction Estimating Software (CES) to estimate costs based on various project types. NIRPC uses INDOT’s Scheduling Project Management Software (SPMS) to apply the project type appropriate inflation factors in order to convert the project cost to Year-of-Expenditure (YOE). The project costs that appear in the *NWI 2050+* Project List section below reflect these inflation-converted YOE costs with the YOE identified.

NWI 2050+ Project List:

Invest NWI (the FY 2026-2030 TIP) contains a detailed project list for State Fiscal Years 2026 through 2030. The *Invest NWI* list includes all projects receiving federal funding (including INDOT-sponsored projects with funding sources not otherwise described above) as well as air quality conformity non-exempt projects receiving non-federal funding. *NWI 2050+* includes a project list for 2024-2050 for regionally significant and air quality conformity non-exempt projects. The original *NWI 2050+* project list can be found in the *Air Quality Conformity Determination Report Between NWI 2050+, the 2024 to 2028 Transportation Improvement Program, and the Indiana State Implementation Plan*, linked at <https://www.in.gov/nirpc/files/Resolution-24-02-Air-Quality-Conformity-Determination.pdf>. More details about the *NWI 2050+* project list are found in the tables below.

Table 6: *NWI 2050+* Project List for Projects Open-to-Traffic by Calendar Year 2025 (Already completed as of *NWI 2050+* Technical Amendment No. 3 Adoption August 20, 2025, and included only for Air Quality Conformity analysis)

Projects Complete by 2025	Beginning Point	End Point	Length (mi)	Sponsor	Federal Estimated Cost (YOE)	Non-Federal Estimated Cost (YOE)
US 41 Added Center Turn Lane	Standard Dr	US 231	1.57	INDOT	2019: \$3,991,200	2019: \$997,800

SR 49 Added Acceleration/Deceleration Lanes at 3 Consecutive Intersections	Porter Ave	Gateway Blvd	2.13	INDOT	2023: \$10,856,317	2023: \$2,714,079
US 20 Added Center Turn Lane	SR 39	Fail Rd	2.97	INDOT	2023: \$14,460,108	2023: \$3,615,027
109th Ave 2 Consecutive Dogbone Roundabouts and 1 Full Roundabout	SR 53	Iowa St	1.48	Crown Point/INDOT	2021: \$2,643,125	2021: \$7,576,875
Gostlin St/Sheffield Ave/Chicago St Added Travel Lanes, 2 to 4	Illinois State Line	US 41	1.08	Hammond	2020: \$9,400,000	2020: \$2,350,000
45th St Added Center Turn Lane	Colfax St	Chase St	1.96	Lake County	2020: \$9,928,142	2020: \$2,482,036
Mississippi St Added Travel Lanes, 2 to 4	93rd Ave	101st Ave	1.00	Merrillville	2020: \$3,612,000	2020: \$903,250
45th St Grade Separation and Realignment	0.3 miles West of Calumet Ave	Southwood Dr	0.81	Munster	2019: \$16,800,000	2019: \$4,843,293
93rd Ave Added Center Turn Lane	White Oak Ave	US 41	1.00	St. John	\$0	2024: \$3,487,347
109th Ave Added Center Turn Lane	Calumet Ave	US 41	2.00	St. John	\$0	2024: \$3,812,928
Calumet Ave Added Center Turn Lane	101st Ave	109th Ave	1.00	St. John	\$0	2024: \$3,398,710
Vale Park Rd Extension	Winter Park Dr	Windsor Tr	0.75	Valparaiso	\$0	2020: \$4,480,000
South Shore Line Double Track New Construction	Tennessee St	Michigan Blvd	24.75	NICTD	\$0	2022: \$388,603,154

Table 7: NWI 2050+ Project List for Projects Open-to-Traffic by Calendar Year 2030

Projects Complete by 2030	Beginning Point	End Point	Length (mi)	Sponsor	Federal Estimated Cost (YOE)	Non-Federal Estimated Cost (YOE)
US 41 Added Center Turn Lane	US 231	135th Pl	3.33	INDOT	2028: \$36,877,815	2028: \$9,219,454
US 20 Added Center Turn Lane	Fail Rd	300 E	2.07	INDOT	2026: \$8,788,489	2026: \$2,197,122
Willowcreek Rd Extension New Roadway	700 N	SR 130	1.57	Porter County	2025: \$4,617,000	2025: \$1,188,000
85th Ave Added Center Turn Lane	US 41	Parrish Ave	1.04	St. John	\$0	2028: \$5,828,139
93rd Ave Added Travel Lanes, 2 to 4	Calumet Ave	Cline Ave	4.08	St. John	\$0	2028: \$36,217,098
109th Ave Added Travel Lanes, 2 to 4	Calumet Ave	US 41	2.00	St. John	\$0	2028: \$10,220,018
Calumet Ave Added Travel Lanes, 2 to 4	101st Ave	109th Ave	1.00	St. John	\$0	2028: \$9,906,218
Cline Ave Added Travel Lanes, 2 to 4	101st Ave	109th Ave	1.00	St. John	\$0	2028: \$4,513,833
White Oak Ave Added Center Turn Lane	93rd Ave	101st Ave	1.00	St. John	\$0	2028: \$7,051,199
Kennedy Ave Added Travel Lanes, 2 to 4, and New Bridge and Roadway S of Junction Ave	Main St	US 30	2.46	Schererville	2030: \$24,000,000	2030: \$22,000,000
Vale Park Rd Added Center Turn Lane	Calumet Ave	Silhavy Rd	1.00	Valparaiso	2027: \$3,423,275	2027: \$855,819
Monon Corridor (formerly West Lake Corridor) commuter rail service New Construction	Hammond Gateway Station	Main St - Munster/Dyer	7.82	NICTD	\$0	2022: \$768,335,733

I-80/I94 Transportation Systems Management and Operations project Dynamic Shoulder Lane	IN-IL State Line	I-65	14.07	INDOT	2026: \$214,068,849	2026: \$24,362,331
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Table 8: NWI 2050+ Project List for Projects Open-to-Traffic by Calendar Year 2035

Projects Complete by 2035	Beginning Point	End Point	Length (mi)	Sponsor	Federal Estimated Cost (YOE)	Non-Federal Estimated Cost (YOE)
Cline Ave New Roadway	93rd Ave	101st Ave	1.00	St. John	2031: \$8,100,000	2031: \$2,025,000
SR 53 Added Travel Lanes, 2 to 4	93rd Ave	US 231	3.35	INDOT	2031: \$4,637,600	2031: \$1,159,400

Table 9: NWI 2050+ Project List for Projects Open-to-Traffic by Calendar Year 2040

Projects Complete by 2040	Beginning Point	End Point	Length (mi)	Sponsor	Federal Estimated Cost (YOE)	Non-Federal Estimated Cost (YOE)
Main St New Roadway	Burnham Ave (Illinois)	Columbia Ave/Sheffield Ave	1.09	Munster	2040: \$2,848,472	2040: \$712,118
Willowcreek Rd New Roadway	SR 130	US 30	2.21	Porter County	2040: \$31,920,000	2040: \$7,980,000
Division Rd Added Center Turn Lane	Sturdy Rd	375 E	2.40	Valparaiso	2038: \$2,868,640	2040: \$717,160
LaPorte County North-South Connector	SR 39	US 35	6.95	LaPorte County	2035: \$104,000,000	2035: \$26,000,000

Table 10: NWI 2050+ Project List for Projects Open-to-Traffic by Calendar Year 2050

Projects Complete by 2050	Beginning Point	End Point	Length (mi)	Sponsor	Federal Estimated Cost (YOE)	Non-Federal Estimated Cost (YOE)
Division Rd Added Center Turn Lane	SR 2	Sturdy Rd	3.81	Valparaiso / Porter County	2048: \$6,151,100	2048: \$1,537,775

NWI 2050+ Anticipated Revenues and Project Expenses for Included Projects:

The NWI 2050+ Financial Plan includes estimates of anticipated revenues and project expenses for both short-medium term (2024-2033) and long-term (2034-2050) time periods. NWI 2050+ only includes regionally significant projects that can be represented in NIRPC's travel demand model as is

consistent with 23 CFR 450.324. INDOT is not required to develop a project-based long-range plan, so the only project INDOT has submitted to NIRPC in the long-term time period is the SR 53 added travel lanes project between 93rd Ave and US 231. The following tables show the anticipated revenues and project expenses for the funding sources and projects described above broken down by highway (FHWA) and transit (FTA) funding sources and Urbanized Area (UZA) for the short-term and long-term time periods. The anticipated revenues apply a conservative 2.0 percent rate of inflation for years beyond the latest publicized appropriation amounts, consistent with the FY 2026-2030 TIP. The costs are summaries of the projects in *Invest NWI* plus the projects in Tables 6 through 10 above.

Table 11: Financial Analysis of FHWA Funds for the Combined Northwest Indiana UZA and Valparaiso & Shorewood Forest UZA

Federal/State Revenues	2024-2033 Total	2034-2050 Total
STBG	\$146,743,308	\$282,988,591
HSIP	\$24,145,022	\$47,458,335
CMAQ	\$35,056,112	\$77,443,166
TA	\$20,946,664	\$44,474,002
CRP	\$18,276,384	\$38,804,461
PROTECT	\$6,757,256	\$14,348,803
Total Revenues	\$251,924,746	\$505,517,358
Federal/State Expenses		
Local Project Cost	\$200,384,851	\$43,788,212
INDOT Project Cost	\$218,706,449	-
Total Project Cost	\$419,091,300	\$43,788,212

Table 12: Financial Analysis of FHWA Funds for the Michigan City UZA

Federal/State Revenues	2024-2033 Total	2034-2050 Total
STBG	\$15,310,603	\$26,047,815
HSIP	\$4,280,749	\$9,151,791
CMAQ	\$6,926,022	\$14,931,459
TA	\$2,408,563	\$5,149,855
CRP	\$2,101,521	\$4,493,353
PROTECT	\$707,416	\$1,664,334
Total Revenues	\$31,734,873	\$61,438,608
Federal/State Expenses		
Local Project Cost	\$22,426,803	\$104,000,000
INDOT Project Cost	\$45,666,304	-
Total Project Cost	\$68,093,107	\$104,000,000

Table 13: Financial Analysis of FTA Funds for the Northwest Indiana UZA

Federal/State Revenues	2024-2033 Total	2034-2050 Total
5307	\$134,983,011	\$278,442,621
5310	\$6,934,284	\$15,185,920
5337	\$230,454,675	\$493,237,248
5339	\$4,794,746	\$10,229,417
Total Revenues	\$377,166,716	\$797,095,206
Federal/State Expenses		
Total Project Cost	\$243,093,291	-

Table 14: Financial Analysis of FTA Funds for the Michigan City UZA

Federal/State Revenues	2024-2033 Total	2034-2050 Total
5307	\$25,570,537	\$62,385,896
Total Revenues	\$25,570,537	\$62,385,896
Federal/State Expenses		
Total Project Cost	\$15,845,807	-

Table 15: Financial Analysis of FTA Funds for the Valparaiso & Shorewood Forest UZA

Federal/State Revenues	2024-2033 Total	2034-2050 Total
5307	\$10,845,502	\$22,935,483
Total Revenues	\$10,845,502	\$22,935,483
Federal/State Expenses		
Total Project Cost	\$6,822,578	-

Tables 11 through 15 above demonstrate Fiscal Constraint requirements for *NWI 2050+* by showing that the local project costs are at or below the anticipated future revenues for the short-medium term projects in all cases. INDOT projects do not have to meet Fiscal Constraint requirements in the context of *NWI 2050+* since NIRPC does not account for all anticipated INDOT revenues, and INDOT must demonstrate Fiscal Constraint for its entire Statewide Transportation Improvement Program (STIP) in a separate process. There are no long-term transit projects included in *NWI 2050+* as shown in Tables 13 through 15, so Fiscal Constraint is demonstrated for FTA funds. Table 12 shows that Fiscal Constraint may be in danger of not being met for FHWA funds in the Michigan City UZA in the long-term. However, this is due to one project, the \$104 million La Porte County North-South Connector, that is seeking discretionary and other state funding sources with enough time to identify whether the project will successfully secure the needed funding. Additionally, the combined Chicago and Valparaiso-Shorewood urban area shows a surplus of approximately \$461 million during the 2034-2050 period, so the overall MPA program is fiscally constrained.

Local Funding Sources and Ability to Match Federal Funds and Operate and Maintain Federal Aid System:

Local project sponsors have a variety of revenue sources to provide local match for projects in *NWI 2050+* and to operate and maintain the existing transportation system. These include:

Motor Vehicle Highway (MVH)

This accounts for the construction and maintenance of streets, alleys and the operations of street maintenance activities of the public works department. Resources are derived from state motor vehicle (gasoline tax) distributions. It also includes the purchase of materials, labor and/or equipment required in the maintenance and construction of roads and bridges.

Local Road and Street (LRS)

This accounts for the operation and maintenance of the local and county road and street systems. Resources are derived from state gasoline tax distributions. These funds are used for engineering, construction or reconstruction of roads, streets, or bridges.

Cumulative Capital Improvement Funds (CCI)

The money from this fund may be used for road construction or improvement, acquisition of land or right-of-way for streets, roads, alleys, sidewalks, thoroughfares, and maintenance. CCI is collected from the state cigarette tax.

Cumulative Capital Development Funds (CCD)

This fund provides money for any purpose for which property taxes may be imposed.

Cumulative Bridge Fund

This source of revenue provides funds for the cost of construction, maintenance, and repair of county highway bridges, approaches, and grade separations. County Commissioners may levy a tax in compliance with IC 6-1.1- 41 in assessed valuation of all taxable personal and real property within the county.

Major Bridge Fund

This fund provides funding for the construction of major bridges or county that is a member of a commuter transportation district established under IC 8-5-15:

(A) making grants to a commuter transportation system (as defined in IC 8-5-15-1) only for the benefit of the commuter transportation system (as defined in IC 8-5-15-1);

(B) making debt service payments for revenue bonds issued under IC 8-5-15-5.4 for a railroad project of a commuter transportation system (as defined in IC 8-5-15-1); and

(C) making grants to the northwest Indiana regional development authority established by IC 36-7.5-2-1 for the benefit of a commuter transportation system (as defined in IC 8-5-15-1), if the northwest Indiana regional development authority has issued bonds for a railroad project of a commuter transportation system (as defined in IC 8-5-15-1).

Community Crossings Matching Grants (CCMG)

This state program provides funding to Local Public Agencies for various road maintenance and preservation activities. Chapter 9 of NWI 2050+ provides additional details about CCMG.

These long-standing funds have been used by local project sponsors to address the local match requirements and operations and maintenance needs of the existing transportation system. While minor adjustments to these programs are possible, it is reasonable to expect that they will continue to be available through the plan horizon year of 2050.

Table 16: Financial Analysis of Local Project Sponsors' Ability to Match FHWA Funds by Urbanized Area

	Northwest Indiana/Valparaiso & Shorewood Forest UZA	Michigan City UZA
2022-2025 Average Total Budgetary Authority	\$881,189,362	\$134,406,821
2022-2025 Average Transportation Related Budgetary Authority	\$110,541,031	\$19,160,746
Transportation Related Budget Percentage of Total Budget	12.5%	14.3%
20% Local Match Required for 2022-2025 Average FHWA Appropriation	\$4,557,899	\$516,666
Amount of Transportation Budget Remaining After 20% Local Match	\$105,983,132	\$18,644,080

Sources: Indiana Department of Local Government Finance (DLGF) 2022-2025 County Budget Orders, NIRPC 2022-2025 Fiscal Constraint Tables. Note, only municipalities within the 2020 Census-Adjusted Urbanized Area Boundaries are included in the analysis since NIRPC only customarily programs Federal Aid funds to communities within the UZA boundaries.

As is shown in the financial analysis in Table 16 above, local project sponsors have sufficient budgetary resources to match the Federal Aid funding requirements for FHWA sourced funds and have a significant amount of remaining transportation-eligible funding for operations and maintenance needs. It is therefore fiscally reasonable to conclude that NWI 2050+ satisfies the financial reasonableness requirements in 23 CFR 450.324 (f)(11).