

Federal Fiscal Year 2012-2015 Transportation Improvement Program for Northwest Indiana

Part III: Program of Projects and Related Information

Introduction. This Part III provides a summary explanation of the actual list of projects, including tabular and graphic information. This is followed by a key to interpreting the information in the tables and where to go to get additional information. The list of projects is printed immediately following this preliminary information.

Accessing the List—Basic Information. Page numbering for the list of projects is independent from the earlier portions of the document. Page numbers, on both the pdf version (to be posted on our website) and the printed document, appear in the upper right-hand corner of the document. The list, if printed in its entirety, is 46 pages in length. It is formatted to print in landscape mode on standard 8.5" x 11" paper.

The list was prepared in Microsoft Excel 2010. It is being forwarded (via e-mail) to our planning partners as an independent worksheet file. A copy of the Excel file will be provided to any person requesting it. Please e-mail written requests to nirpc@nirpc.org.

Summary. The list of projects contains 466 projects or project phases with a total value of approximately \$669.4 million. The amount of federal funds programmed is about \$491 million. The list is divided into five sections:

1. Transit Projects	193 Projects	\$174.1 million
2. INDOT Sponsored Projects	94 Projects	\$234.1 million
3. Federal Agency Sponsored Projects	2 Projects	\$ 2.2 million
4. Local Highway-Related Projects	161 Projects	\$243.6 million
5. Transportation Enhancement	16 Projects	\$ 15.3 million

Transit Projects and Funding. This TIP provides funding for 193 projects at a total cost of \$174.1 million. Of this total, \$139.7 million is federal funding from eight different federal programs. These federal-aid programs, along with annual expenditure information, are identified on the following table.

Please note that the table includes a column titled "Prior Year Obligations." These are funds that have already been obligated by the appropriate federal agency.

	Federal Funding Program	Projected Year of Federal Fund Obligation							Total Non-Federal Funds
		Total	Total Federal	Prior Year Obligations	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	
Transit	FHWA CMAQ Lake Porter	\$2,465,000	\$2,425,000	\$2,265,000	\$160,000	\$0	\$0	\$0	\$40,000
	FRA	26,225,000	20,980,000	-	-	-	10,490,000	10,490,000	5,245,000
	FTA 5307 Chicago UA	65,577,348	52,461,878	-	11,858,433	11,926,690	13,706,215	14,970,540	13,115,470
	FTA 5307 Mich City UA	4,587,825	3,670,260	-	904,005	922,085	922,085	922,085	917,565
	FTA 5309 New Starts	15,000,000	12,000,000	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
	FTA 5309 Rail Mod	56,486,110	45,188,888	-	13,000,000	13,500,000	6,988,888	11,700,000	11,297,222
	FTA 5316 JARC	2,508,370	2,006,696	-	501,674	501,674	501,674	501,674	501,674
	FTA 5317 New Freedom	1,258,465	1,006,772	-	271,693	271,693	231,693	231,693	251,693
	Total Transit	\$174,108,118	\$139,739,494	\$2,265,000	\$29,695,805	\$30,122,142	\$35,840,555	\$41,815,992	\$34,368,624

INDOT Projects and Funding. This TIP provides funding for 94 projects at a total cost of \$234.1 million. Of this total, \$178.7 million is federal funding from four different federal programs. One significant INDOT project (preparation of the Illiana Expressway Environmental Study) is 100% state funded. Funding for INDOT's projects is shown following:

	Federal Funding Program	Projected Year of Federal Fund Obligation							Total Non-Federal Funds
		Total	Total Federal	Prior Year Obligations	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	
INDOT	FHWA Bridge	\$89,532,505	\$71,626,004	\$0	\$12,722,400	\$49,184,313	\$2,884,891	\$6,834,400	\$17,906,501
	FHWA IM	34,390,000	30,951,000	-	-	15,570,000	7,708,500	7,672,500	3,439,000
	FHWA NHS	74,722,700	59,778,160	-	11,121,760	36,804,400	5,412,000	6,440,000	14,944,540
	FHWA State STP	20,457,825	16,366,260	-	7,205,260	292,400	2,151,600	6,717,000	4,091,565
	State	15,000,000	-	-	-	-	-	-	15,000,000
	Total INDOT	\$234,103,030	\$178,721,424	\$0	\$31,049,420	\$101,851,113	\$18,156,991	\$27,663,900	\$55,381,606

FHWA Eastern Federal Lands Office (EFLO) Projects. The road construction needs of many federally-owned facilities throughout the country are coordinated and funded

through one of three FHWA Federal Lands offices. Each EFLO develops its own TIP. Our TIP must include these projects if they are within our planning area. There are two EFLO projects in our TIP with a value of \$2.2 million. These are 100% federally funded.

EFLO	Federal Funding Program	Projected Year of Federal Fund Obligation							Total Non-Federal Funds
		Total	Total Federal	Prior Year Obligations	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	
Total FHWA EFLO		\$2,200,000	\$2,200,000	\$0	\$2,200,000	\$0	\$0	\$0	\$0

Local Highway and Related LPA Projects and Funding. This TIP provides funding for 161 projects at a total cost of \$243.6 million. Of this total, \$156.4 million is federal funding from 10 different federal programs. (Six different types of Congressional earmarks have been treated as a single federal aid category.) These federal-aid programs, along with annual expenditure information, are identified on the following table.

LOCAL (LPA) Highways	Federal Funding Program	Projected Year of Federal Fund Obligation							Total Non-Federal Funds
		Total	Total Federal	Prior Year Obligations	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	
	FHWA Bridge (Local)	\$4,883,901	\$3,907,121	\$0	\$2,684,800	\$422,321	\$0	\$800,000	\$976,780
	FHWA CMAQ (Lake Porter)	7,366,307	6,192,947	1,369,547	2,197,925	1,323,475	1,302,000	-	1,173,360
	FHWA CMAQ LaPorte	573,901	459,121	416,374	42,747	-	-	-	114,780
	FHWA Highway Safety Improvement Program (HSIP) Lake-Porter	14,400,149	12,015,134	4,048,249	6,615,585	1,351,300	-	-	2,385,015
	FHWA Highway Safety Improvement Program (HSIP) LaPorte	692,430	623,187	95,263	100,500	427,424	-	-	69,243
	FHWA STP Group I	162,017,889	89,542,660	23,047,259	46,762,137	4,680,393	9,225,525	5,827,346	72,475,229
	FHWA STP Group II	16,279,291	13,023,433	8,410,168	193,501	1,650,880	1,221,993	1,546,891	3,255,858
	FHWA STP Group III	2,128,500	1,702,800	-	920,000	342,000	440,800	-	425,700
FHWA STP Group IV	6,337,250	5,069,800	-	-	5,069,800	-	-	1,267,450	
Earmarks	27,041,086	23,896,040	1,446,234	8,485,524	5,134,282	8,790,000	40,000	3,145,046	
Total LPA Highways & CMAQ	\$241,720,704	\$156,432,243	\$38,833,094	\$68,002,719	\$20,401,875	\$20,980,318	\$8,214,237	\$85,288,461	

As noted earlier regarding transit projects, this table includes a column titled "Prior Year Obligations." These are funds that have already been obligated by the appropriate federal agency. These projects, which have already been let, are being retained in the TIP because they are still under construction and may have additional funding needs.

Transportation Enhancement. This TIP includes 16 Transportation Enhancement projects at a total cost of \$15.3 million. Of this total, \$12.3 million is federal funding.

TE	Federal Funding Program	Projected Year of Federal Fund Obligation							Total Non-Federal Funds
		Total	Total Federal	Prior Year Obligations	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	
	Total Trans Enhancement (TE)	\$15,341,750	\$12,273,400	\$0	\$12,273,400	\$0	\$0	\$0	\$3,068,350

Fiscal Constraint by Program and Year for MPO-Controlled Funds. Federal funds controlled and allocated to projects by NIRPC must demonstrate fiscal constraint. The following three pages of tables is intended to satisfy that requirement.

All federal funds controlled by NIRPC have been constrained both over the life of the TIP and by program. This means that programmed expenses do not exceed the amounts of funding that we expect to receive.

FISCAL CONSTRAINT BY FEDERAL FUNDING PROGRAM: MPO-CONTROLLED FUNDS ONLY

Federal Funding Program	Projected Year of Federal Fund Obligation									
	Total	Total Federal Funds in TIP	Prior Year Obligations	Prior Year Carryover*	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	2015 Fed Funds	Total Non-Federal Funds
FHWA CMAQ Lake Porter	\$2,465,000	\$2,425,000	\$2,265,000		\$160,000	\$0	\$0	\$0	\$0	\$40,000
FHWA CMAQ (Lake Porter)	\$7,366,307	\$6,192,947	\$1,369,547		\$2,197,925	\$1,323,475	\$1,302,000	\$0	\$0	\$1,173,360
Total Federal Funds Programmed		\$8,617,947	\$3,634,547		\$2,357,925	\$1,323,475	\$1,302,000	\$0	\$0	
Total Federal Funds Expected		\$23,581,264	\$3,634,547	\$5,423,685	\$3,630,758	\$3,630,758	\$3,630,758	\$3,630,758	\$3,630,758	
Unprogrammed Funds		\$14,963,317	\$0		\$1,272,833	\$2,307,283	\$2,328,758	\$3,630,758	\$3,630,758	

* This balance corresponds with the MPO Funding Report distributed at the March 2011 MPO Council meeting.

Federal Funding Program	Projected Year of Federal Fund Obligation									
	Total	Total Federal	Prior Year Obligations	Prior Year Carryover*	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	2015 Fed Funds	Total Non-Federal Funds
FHWA CMAQ LaPorte	\$573,901	\$459,121	\$416,374		\$42,747	\$0	\$0	\$0	\$0	\$114,780
Total Federal Funds Expected		\$4,906,124	\$416,374	\$1,998,510	\$622,810	\$622,810	\$622,810	\$622,810	\$622,810	
Unprogrammed Funds		\$4,447,003	\$0	\$0	\$580,063	\$622,810	\$622,810	\$622,810	\$622,810	

* This balance corresponds with the MPO Funding Report distributed at the March 2011 MPO Council meeting.

Federal Funding Program	Projected Year of Federal Fund Obligation									
	Total	Total Federal	Prior Year Obligations	Prior Year Carryover*	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	2015 Fed Funds	Total Non-Federal Funds
FHWA Highway Safety Improvement Program (HSIP) Lake-Porter	\$14,400,149	\$12,015,134	\$4,048,249		\$6,615,585	\$1,351,300	\$0	\$0	\$0	\$2,385,015
Total Federal Funds Expected		\$12,015,134	\$4,048,248	\$2,518,162	\$1,362,181	\$1,362,181	\$1,362,181	\$1,362,181	\$1,362,181	
Unprogrammed Funds		\$0	-\$1	\$0	-\$5,253,404	\$10,881	\$1,362,181	\$1,362,181	\$1,362,181	

* This balance does not correspond with the MPO Funding Report distributed at the March 2011 MPO Council meeting because the report contains LaPorte County projects.

Federal Funding Program	Projected Year of Federal Fund Obligation										Total Non-Federal Funds
	Total	Total Federal	Prior Year Obligations	Prior Year Carryover*	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	2016 Fed Funds	2017 Fed Funds	
FHWA Highway Safety Improvement Program (HSIP) LaPorte County	\$692,430	\$623,187	\$95,263		\$100,500	\$427,424	\$0	\$0			\$69,243
Total Federal Funds Expected		\$1,085,490	\$95,263	\$337,679	\$163,137	\$163,137	\$163,137	\$163,137			
Unprogrammed Funds		\$462,303	\$0	\$0	\$62,637	-\$254,287	\$163,137	\$163,137			

* This balance does not correspond with the MPO Funding Report distributed at the March 2011 MPO Council meeting because the report does not contain all LaPorte County projects.

Federal Funding Program	Projected Year of Federal Fund Obligation										Total Non-Federal Funds
	Total	Total Federal	Prior Year Obligations	Prior Year Carryover*	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	2016 Fed Funds	2017 Fed Funds	
FHWA STP Group I	\$162,017,889	\$89,542,660	\$23,047,259		\$46,762,137	\$4,680,393	\$9,225,525	\$5,827,346			\$72,475,229
Total Federal Funds Expected		\$89,543,260	\$23,047,259	\$11,748,353	\$13,686,912	\$13,686,912	\$13,686,912	\$13,686,912			
Unprogrammed Funds		\$600	\$0	\$0	-\$33,075,225	\$9,006,519	\$4,461,387	\$7,859,566			

* This balance corresponds with the MPO Funding Report distributed at the March 2011 MPO Council meeting.

Federal Funding Program	Projected Year of Federal Fund Obligation										Total Non-Federal Funds
	Total	Total Federal	Prior Year Obligations	Prior Year Carryover	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	2016 Fed Funds	2017 Fed Funds	
FHWA STP Group II	\$16,279,291	\$13,023,433	\$8,410,168		\$193,501	\$1,650,880	\$1,221,993	\$1,546,891			\$3,255,858
Total Federal Funds Expected		\$17,324,686	\$8,410,168	\$2,884,026	\$1,507,623	\$1,507,623	\$1,507,623	\$1,507,623			
Unprogrammed Funds		\$4,301,253	\$0	\$0	\$1,314,122	-\$143,257	\$285,630	-\$39,268			

* This balance corresponds with the MPO Funding Report distributed at the March 2011 MPO Council meeting.

Federal Funding Program	Projected Year of Federal Fund Obligation										Total Non-Federal Funds
	Total	Total Federal	Prior Year Obligations	Prior Year Carryover	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	2015 Fed Funds	2015 Fed Funds	
FTA 5307 Chicago UA	\$65,577,348	\$52,461,878			\$11,858,433	\$11,926,690	\$13,706,215	\$14,970,540	\$14,970,540	\$14,970,540	\$13,115,470
Total Federal Funds Expected		\$52,586,482		\$6,300,000	\$11,230,200	\$11,454,804	\$11,683,900	\$11,917,578	\$11,917,578	\$11,917,578	
Unprogrammed Funds		\$124,604			-\$628,233	-\$471,886	-\$2,022,315	-\$3,052,962	-\$3,052,962	-\$3,052,962	

Federal Funding Program	Projected Year of Federal Fund Obligation										Total Non-Federal Funds
	Total	Total Federal	Prior Year Obligations	Prior Year Carryover	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	2015 Fed Funds	2015 Fed Funds	
FTA 5307 Mich City UA	\$4,587,825	\$3,670,260			\$904,005	\$922,085	\$922,085	\$922,085	\$922,085	\$922,085	\$917,565
Total Federal Funds Expected		\$3,937,487		\$125,000	\$925,000	\$943,500	\$962,370	\$981,617	\$981,617	\$981,617	
Unprogrammed Funds		\$267,227			\$20,995	\$21,415	\$40,285	\$59,532	\$59,532	\$59,532	

Federal Funding Program	Projected Year of Federal Fund Obligation										Total Non-Federal Funds
	Total	Total Federal	Prior Year Obligations	Prior Year Carryover	2012 Fed Funds	2013 Fed Funds	2014 Fed Funds	2015 Fed Funds	2015 Fed Funds	2015 Fed Funds	
FTA 5309 Rail Mod	\$56,486,110	\$45,188,888			\$13,000,000	\$13,500,000	\$6,988,888	\$11,700,000	\$11,700,000	\$11,700,000	\$11,297,222
FTA 5316 JARC	\$2,508,370	\$2,006,696			\$501,674	\$501,674	\$501,674	\$501,674	\$501,674	\$501,674	\$501,674
FTA 5317 New Freedom	\$1,258,465	\$1,006,772			\$271,693	\$271,693	\$231,693	\$231,693	\$231,693	\$231,693	\$251,693

Projects in these categories is expected to equal the amounts actually sub-appropriated from the Chicago Urbanized Area. Rail Modernization funds include appropriations anticipated in the South Bend Urbanized Area.

Types of Federal Funds. Following the list is a key to the Federal funding codes used in the TIP. The TIP programs funds from three modal administrations of the U.S. Department of Transportation: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Federal Rail Administration (FRA).

Using the List of Projects: Column Headings. Following is a brief explanation of the column headings and the type of information that is found under each.

TIP ID: Is simply a sequential number assigned to a particular project. It is subject to change as new projects are added and is useful to have if you are contacting NIRPC about a particular project. This will allow us to locate the project more quickly.

DES: This is a project number assigned to projects by INDOT. It is extensively used by NIRPC and INDOT. It is very helpful to have the project's DES number when contacting NIRPC or INDOT regarding a project in the TIP. (Beginning in 2011, INDOT's Office of Transit will begin assigning these numbers to transit projects.) When the word "Pending" appears in this column, that means that a DES number has not yet been assigned to the project.

Sponsor Name: This is simply the identity of the party responsible for implementing the project. This may be INDOT, or another unit of government (such as a city, town, or county).

Project Title, Location: Self-Explanatory. The location field occasionally is blank, or displays other information related to the project.

County: This is the primary county in which the work associated with the project will take place. In some cases more than one county will be identified or the word "Multiple" will appear.

Primary Year: This **DOES NOT** refer to the calendar year. For all except INDOT-sponsored projects, this refers to the Federal Fiscal Year in which the funds are expected to be obligated. For INDOT projects this refers to the State Fiscal Year budget period to which the funds shown are expected to be expensed.

Federal Fund Code: This is the federal aid program which will be used to cover project costs. Please note that some projects have multiple sources of federal aid. These are usually displayed together.

Phase Code: This is primarily for construction projects. PE means Preliminary Engineering, RW means Right of Way Services (such as title searches, abstract fees, etc.) and/or Land, Improvements, and Damages. CN refers to actual Construction, which includes the contract cost, construction engineering, and materials and inspection fees.

Total by Phase: This is the anticipated total cost of performing the indicated phase. For projects that have multiple sources of federal aid, it will be necessary to manually compute the Grand Total cost for the particular phase. (We will be looking at ways to perform this task automatically in future versions of this list.)

Federal Funds by Phase: This is the anticipated level of federal aid presently allocated to the indicated project phase.

Air Quality Conformity Finding—Exempt/Non-Exempt: This is the staff's tentative, project-level determination of the project's status under the Clean Air Act, as amended and the U.S. Environmental Protection Agency's Transportation Air Quality Conformity Regulation (40 CFR 93).

Air Quality Conformity Finding—Conformity Determination Reference: For projects that are exempt under 40 CFR 93.126, 93.127, or 93.128, this is a reference to the list of exempt project types that is published in the current Conformity Determination. For non-exempt projects, this field is used to refer the reader to the list of non-exempt projects that have been included in the Conformity Determination.

Regionally Significant: Projects determined to be regionally significant are indicated with a "Yes" in this field. All other projects are not regionally significant and have a "No" in this field.

NIRPC follows an adopted policy in determining the status of each project under the policy. This policy can be downloaded from NIRPC's website at:

<http://www.nirpc.org/home/ProjectSelection/RegionalSignificanceGuidance.pdf>.

Using the List of Projects: Other Information.

Projects are displayed differently within their respective part of the list:

Transit projects are organized by Federal Funding Program, Year and Operator name.

INDOT projects are organized first by Exempt/Non-Exempt Status, then by route number.

All local Projects are organized by first by Exempt/Non-Exempt Status, their name, and then by DES number.

The names of some project sponsors have been abbreviated. Following are the abbreviations (acronyms) followed by the proper name of the sponsor:

FHWA EFLD—Federal Highway Administration Eastern Federal Lands Division

GPTC—Gary Public Transportation Corporation
 LaPorte—City of LaPorte (not LaPorte County)
 NICTD—Northern Indiana Commuter Transportation District
 NIRPC—Northwestern Indiana Regional Planning Commission
 North—North Township Government (Lake County)
 OE—Opportunity Enterprises, Inc.
 Porter—Town of Porter (not Porter County)
 Porter CACS—Porter County Aging & Community Services, Inc.
 RBA—Regional Bus Authority of Lake and Porter Counties
 Southlake—South Lake County Community Services, Inc.

Project List—Table of Contents

Transit Projects	begin on	Page 1
INDOT Projects	begin on	Page 21
FHWA EFLD Projects	are on	Page 28
Local Highway and CMAQ Projects	begin on	Page 28
Transportation Enhancement Projects	begin on	Page 45

Key to Federal Funding Codes

US Federal Highway Administration (FHWA)

Surface Transportation Program (STP)

<p>The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.</p>	
<p>The Equity Bonus provides funding to States based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21. Selected States are guaranteed a share of apportionments and High Priority Projects not less than the State's average annual share under TEA-21. This program replaces TEA-21's Minimum Guarantee program. These funds are shared by large urban areas and the state.</p>	
STP Group I	Large Urban Area (Chicago) STP & Equity Bonus Funds
	Urban Areas over 200,000 population
STP Group II	Small Urban Area (Michigan City) STP Funds
	Urban Areas under 200,000 population
STP Group III	Non-Urban Area FHWA STP Funds
	Incorporated Places over 5,000 persons
STP Group IV	Rural Area FHWA STP Funds
	Incorporated Places under 5,000 persons and all unincorporated places
State STP (Enhancement)	Transportation Enhancement
<p>Purpose is to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. TE funds are derived from a setaside from its annual Surface Transportation Program apportionment. This setaside is currently 10% or the amount set aside for TE in the State in 2005, whichever is greater.</p>	
FHWA STP (State)	State Surface Transportation Program Funds

Congestion Mitigation/Air Quality Program (CMAQ)

<p>The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.</p>	
FHWA CMAQ Lake-Porter	Lake-Porter County Non-Attainment Area-Funded Projects
FHWA CMAQ LaPorte	LaPorte County Non-Attainment Area-Funded Projects

Other FHWA Funding Programs in TIP

<p>FHWA TCSP</p>	<p><u>Transportation and Community and System Preservation Program.</u> Discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.</p>
<p>FHWA Safe Routes to Schools</p>	<p>The Indiana Safe Routes to School (SRTS) Program is based on the federal programs designed to make walking and bicycling to school safe and routine. INDOT is responsible for administering the SRTS Program tht makes federal funding available to eligible activities and improvements. There are two types of eligible projects: Infrastructure and Non-Infrastructure.</p>
<p>SAFETEA-LU High Priority</p>	<p>FHWA funds authorized for individual projects in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (PL 109-59).</p>
<p>PL 110-161 PL 97-216 Sec 1128 of PL 106-554 TEA-21 High Priority Title I, Chapter III of PL 96-216</p>	<p>Federal funds authorized for individual projects in other federal Transportation Authorization and/or Appropriations legislation.</p>

<p>FHWA HSIP</p>	<p>Highway Safety Improvement Program</p>
	<p>A new core Federal-aid funding program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Funds apportioned to urbanized areas and the state.</p>
<p>FHWA Bridge (Local)</p>	<p>Funds apportioned to the state for local bridge repair & replacement.</p>
<p>Interstate Modernization (IM)</p>	<p>Funds apportioned to the state for resurfacing, restoring, rehabilitating and reconstructing interstate highways.</p>
<p>NHS</p>	<p>National Highway System</p>
	<p>Funding for improvements to roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals.</p>

Other Funding Sources in TIP

<p>State</p>	<p>Project or projects funded entirely with state funds (i.e., no federal funds are involved).</p>
<p>FHWA Eastern Federal Lands Office (EFLO)</p>	<p>Highway construction funds apportioned to FHWA for use on federally-owned lands. (Indiana Dunes National Lakeshore)</p>

US Federal Rail Administration (FRA)

<p>FRA</p>	<p>FRA Capital Grants</p>
	<p><i>Capital-only funds for rail safety projects.</i></p>

US Federal Transit Administration (FTA)

<u>FTA Section 5307 Chicago UA</u>	Urban Area (Formula) Funds: Chicago Urban Area
	<i>Capital-only funds for public transit projects in Lake/Porter Counties</i>
<u>FTA Section 5307 Mich City UA</u>	Urban Area (Formula) Funds: Michigan City Urban Area
	<i>Operating & Capital funds for public transit services in LaPorte County</i>
<u>FTA Section 5309 New Starts</u>	Capital Investment Grants (New Commuter Rail Service)*
	<i>Congressional earmarks for Commuter Rail Capital Projects</i>
<u>FTA Section 5309 Rail Mod*</u>	Commuter Rail Modernization
	<i>Capital-only formula funds for commuter rail improvement projects.</i>
<u>FTA Section 5316 JARC</u>	Job Access/Reverse Commute Program
	<i>Formula funds for capital, operating assistance, and/or planning projects that are related to employment of lower income persons.</i>
<u>FTA Section 5317 New Freedom</u>	New Freedom Grant Program
	<i>Formula funds for capital, operating assistance, and/or planning projects for persons with disabilities.</i>

* Funds in TIP also include those from the South Bend Urban Area.