

**TRANSPORTATION IMPROVEMENT PROGRAM**  
**for**  
**NORTHWEST INDIANA**  
**FOR FEDERAL FISCAL YEARS 2012-2015**

**DRAFT VERSION April 28, 2011**

**Northwestern Indiana Regional Planning Commission**

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# FFY 2012-2015 Transportation Improvement Program for Northwest Indiana

Public Comment Version

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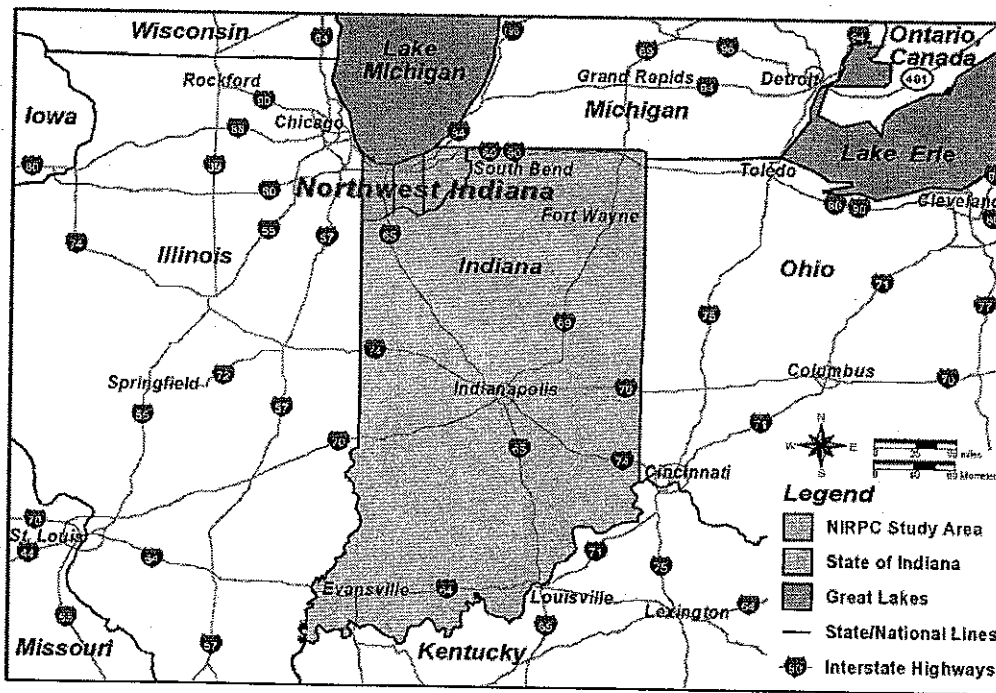
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# Federal Fiscal Year 2012-2015 Transportation Improvement Program for Northwest Indiana

## Part I: Introduction

A Transportation Improvement Program, or TIP, is a short-range financial and spending plan for the utilization of U.S. Department of Transportation (U.S. DOT) surface transportation funds. These funds, identified later in this document, are used for highway, transit, and non-motorized transportation projects. NIRPC's TIP is updated every other year and includes projects undertaken by municipalities, counties, transit operators, and the State of Indiana. Federal (U.S. DOT) planning regulations guide the preparation and development of TIP documents.

The Northwestern Indiana Regional Planning Commission (NIRPC) has been designated by the Governor as a Metropolitan Planning Organization (MPO) to undertake transportation planning for northwestern Indiana. We are a council of governments established under Indiana law. NIRPC has, pursuant to the federal planning regulations, undertaken a continuing, cooperative, and comprehensive transportation planning process that includes, among other things, the development of a Long Range Transportation Plan and Transportation Improvement Program (TIP).



The TIP process is designed to ensure the implementation of the goals and objectives identified in NIRPC's Regional Transportation Plan.

### **Basic Federal Requirements for Transportation Improvement Programs.**

The U.S. Department of Transportation's current planning regulations<sup>1</sup> associated with the implementation of surface transportation programs issued include specific requirements for development and content of TIPs. These requirements are summarized below.

- **Time period:** *The TIP shall cover at least a four year period and be updated at least every four years.* The TIP covers the four year period from federal fiscal year 2012 to 2015. For instance, Federal Fiscal Year 2012 begins on October 1, 2011 and ends September 30, 2012.
- **Public Comment:** *The MPO shall provide all interested parties with an opportunity to comment on the proposed TIP.* Appendix B of this document summarizes the public participation process for the development of the Conformity Determination, Comprehensive Regional Plan, and TIP, including comments, suggestions, and responses from that process.
- **Regionally Significant Projects:** *The TIP shall contain all regionally significant projects requiring an action by FHWA or FTA regardless of funding source.* These projects are discretely identified in the TIP.
- **Specific Project Information:** *The TIP shall list capital and non-capital surface transportation projects using a variety of federal funds or regionally significant projects requiring FHWA or FTA action.* For each project or project phase, the TIP shall include 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.
- **Consistency with the Transportation Plan:** *Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.* New capacity expansion projects selected for inclusion

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<sup>1</sup> 23 CFR Part 450, Subpart B, issued February 14, 2007

in the TIP were selected from the transportation plan. All other projects, involving preservation and maintenance projects, are consistent with that portion of the plan that requires the prioritization of these types of projects.

- *Financial Plan: The TIP shall include a financial plan that provides system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. Appendix D provides summary financial information regarding projected surface transportation funds and expenditures for cities, towns, and counties within the three-county area over the life of the TIP.*
- *Prioritization Process: The MPO, in cooperation with the State and public transportation operator(s) shall develop a prioritized TIP and should identify the criteria and process for prioritizing projects. Appendix E provides descriptions of the procedures and processes used to select and prioritize projects in the TIP.*
- *Status of Major Projects from the previous TIP: The TIP should list all major projects from the previous TIP that were implemented or delayed. That list appears immediately following this section. Additionally, there is an Annual List of Projects (ALOP) that is published during the first quarter of each calendar year. The ALOP shows federal surface transportation fund obligations for the prior federal fiscal year.*
- *Air Quality: The TIP shall demonstrate conformity with the State Implementation Plan (SIP). Appendix C contains the air quality conformity determination for the Transportation Plan and TIP.*

## **Organization of the TIP Document**

This balance of this document is organized into the following two parts:

**Part II: TIP Development and Project Selection Processes.** This chapter opens with a description of the MPO project selection process generally, and is followed by descriptions of the processes followed in selecting the

local surface transportation projects described earlier (i.e., STP, CMAQ, HSIP, and FTA Sections 5307, 5316, 5316, and 5317). Included are a selection process description for each program, selection criteria, and a brief description of the process.

*Please note that only the project selection systems for STP Groups I and II, as well as Transportation Enhancement, was changed since the prior TIP. There was no solicitation for new HSIP projects undertaken in 2011 (all new funds are being used by existing projects). The solicitation for new CMAQ projects is expected to occur in mid-June 2011. The selection systems here are the same as noted in our prior (2009-2013) TIP.*

**Part III: Program of Projects and Related Information.** This chapter begins with 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 data tables are presented last. There are 466 projects included with a total value of approximately \$669.4 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

## APPENDICES

**Appendix A: Official Actions and Compliance.** This appendix contains the NIRPC Board resolutions adopting both the Conformity Determination, Plan, and TIP, as well as certification documentation pertaining to the planning process.

**Appendix B: Public Involvement.** This appendix will contain all public involvement-related documentation. The draft TIP will display a list of public

involvement activities for the Conformity Determination, Plan, and TIP. The final document will include all relevant materials.

**Appendix C: Conformity Determination.** This document will be omitted from the draft document but included in the final version. That is because the Conformity Determination is an independent document and is being released for public comment concurrent with the draft TIP.

**Appendix D: Financial Plan.** The joint FTA/FHWA Planning regulations identify three primary purposes of the financial plan for Transportation Improvement Programs: 1) To demonstrate how the TIP, if approved, will be implemented; 2) To identify resources from public & private sources that are reasonably expected to be made available to carry out the TIP; and 3) To recommend additional financing strategies to carry out needed projects and programs.

**Appendix E: Prior Project Selection Processes.** This appendix contains details on the manner in which local projects were selected for inclusion in the TIP. Most, but not all, local projects listed in the TIP were selected in 2008-2010 and have been carried over into this new TIP. Those old processes are described here.