



## **PART II**

### **TRANSPORTATION PROGRAM DEVELOPMENT**

1. FINANCIAL CAPACITY & PROJECTION
2. 2030 PLAN PROJECT EVALUATION & SELECTION
3. 2030 REGIONAL TRANSPORTATION PROJECT
4. TRANSPORTATION IMPROVEMENT PROGRAM GUIDANCE (TIP)
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Introduction

## 1 FINANCIAL CAPACITY & PROJECTION

The development of reliable funding estimates is essential to the development of a realistic transportation plan that is consistent with the federal requirements for fiscal constraint. Funding for operating, maintaining and improving the transportation system is available from federal, state and local sources. In accordance with the provisions of 23 CFR §450.322, a metropolitan regional transportation plan must demonstrate how the transportation plan is to be implemented:

- a. System-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways.
- b. All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.
- c. Revenue/Cost estimates that support the transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars.”

Federal transportation funding from the U.S Department of Transportation is derived primarily from federal taxes imposed on motor fuels. The

State of Indiana derives transportation funding from a motor fuels tax, vehicle license, title and driver license fees, motor carrier surtax, tolls and state general sales and use tax. Local transportation funding is derived from a variety of sources including user fees and fares, local property and income taxes, vehicle registration fees, casino revenues and special purpose bonds.

Routine maintenance of existing local highway infrastructure is typically funded with revenues from local sources. These funds are considered to be sufficient for maintaining the local highway infrastructure in its current condition with funding for local highway reconstruction, rehabilitation and expansion historically provided from limited federal sources. The maintenance of designated Interstate, national and state highways is the jurisdiction of the Indiana Department of Transportation (INDOT)..

In 2005, INDOT was directed to examine the highway construction budget and evaluate its ability to deliver projects. The study revealed a \$1.8 billion gap over the next ten years (2006 - 2015) to build necessary road improvements. INDOT was to review and prioritize projects based on a solid set of criteria including safety, mobility and economic development. INDOT and the Office of Management of Budget began reviewing innovative financing solutions to close the gap.

The draft *Major Moves* highway plan was introduced and included more than 200 new construction and 200 major preservation highway projects with funds available to counties for local transportation projects. The funding would come from a combination of federal and state gas tax monies and revenues from leasing the Indiana Toll Road (ITR) to a private company. Leasing the ITR required approval from the Indiana General Assembly and the offer of \$3.85 billion to maintain and operate the ITR for 75 years was accepted and *Major Moves* was signed into law. In 2006, INDOT introduced the final, funded 10-year *Major Moves* highway plan. Annual new construction will quadruple during the program from \$213 million in FY 2006 to \$874 million in 2015. In addition to state highway projects, all 92 counties receive a share of \$150 million in additional funds for their local transportation projects. The counties where the ITR is located received one-time payments of between \$40 million and \$120 million for local transportation projects. As a result of *Major Moves*, the Northwest Indiana Regional Development Authority will receive \$20 million from the State in FY 2007. For the next eight years, the State will distribute \$10 million per year to be used for both operations and investment in RDA approved projects through FY 2015. Total annual revenue is \$27.5 million when the state distribution is combined with the total \$17.5 annual county and city contributions.

For the purpose of calculating the level of federal funding expected to be available to implement the transportation system improvements recommended in the *Connections 2030* Plan, funding projections were developed for the programs authorized in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Legacy funding programs (i.e., those which pre-date SAFETEA-LU) rely upon historical apportionments received as the basis for future apportionments. New funding programs use actual apportionments from 2006 and 2007 only as the basis for projections of funding during the period covered by the Plan. For the High Priority/Demonstration projects NIRPC has used actual earmarks received during the period. There is a reasonable expectation that the three-county metropolitan area will receive similar levels of funding during the period covered by this plan.

In developing projections for the Plan, there were two major highway reconstruction projects which skewed future projections. These were the recent reconstruction (with added capacity) of I-80/94 and I-90 (Toll Road). NIRPC concluded that it was not reasonable to assume that such a significant reinvestment will occur again during the life of the Plan. The cost of the I-80/94 project was \$0.225 billion and that for I-90 was 0.125 billion. Projected costs and revenues over the life of

the Plan were lowered to reflect these one-time only projects.

***Reasonably Expected Financial Resources (Forecasts)***

**Table 2.1** summarizes the funding that is reasonably expected to be available for both preservation and modernization projects and for expansion projects. It is assumed that federal funds will be leveraged fully and that the availability of federal funding will drive both state and local expenditures. Amounts shown are reflected in “Year of Expenditure” format.

Public Transportation services have a much more substantial public funding requirement for operations. Federal funding generally does not support this component. Constraints on local and state resources for operations drive the extent of service offerings more than federal support for creation, preservation, renewal and preventive maintenance of infrastructure and vehicles.

**Table 2.2** addresses how reasonable anticipated funds will likely be distributed between preservation and modernization needs and expansion of capacity. The first priority (and the much larger sum) is towards the preservation and modernization of existing transportation facilities. All

amounts shown are reflected in “Year of Expenditure” format..

Following is a discussion of most current major funding programs.

Locally-Controlled Federal Funds/ Federal Highway Administration (FHWA) Funds

***Surface Transportation Program (STP) Group I***

These are STP and Equity Bonus funds which INDOT allocates to northwest Indiana for use in the Indiana portion of the Chicago Urbanized Area. During the period 1998 through 2003, Northwest Indiana’s average annual apportionment was about \$10.4 million per year. Under STEA and SAFETEA-LU, this average has increased to about \$11.2 million per year. Based upon the current average, the prospect of additional funds in new transportation authorization bills, and a steady rate of inflation, it is reasonable to expect the region to receive an average of approximately \$16.9 million in STP Group I funds per year over the life of the Plan – or a total of \$389.2 million.

***Surface Transportation Program (STP) Group II***

These are STP and Equity Bonus funds which INDOT allocates to Northwest Indiana for use in

the Indiana portion of the Michigan City/LaPorte Urbanized Area. INDOT first allocated funds to this UZA in 2003 – and it has received an average of \$1.4 million per year since. It is reasonable to expect that this sum will increase slightly each year and, with inflation, will average \$1.85 million per year over the life of the Plan for a total of \$42.4 million.

#### ***Congestion Mitigation/Air Quality (CMAQ) Program***

The Congestion Mitigation and Air Quality (CMAQ) program provides a flexible funding source to state and local transportation agencies for projects and programs that contribute to meeting the requirements of the Clean Air Act of 1970 (CAA), as amended. Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements and public fleet conversions to clean fuels.

CMAQ funding is only available for use in areas that are identified as non-attainment for failing to achieve the National Ambient Air Quality Standards (NAAQS), as well as former non-attainment areas that are now in compliance (maintenance areas). EPA named all three counties in Northwest Indiana as being in non-attainment of the new eight-hour standard for

ozone and PM 2.5. LaPorte County was also declared to be in non-attainment for ozone (for the first time).

Under TEA-21, the Lake-Porter County Non-Attainment Area was allocated \$19.4 million in CMAQ funds – an average of \$3.25 million per year. More recent apportionments under STEA and SAFETEA-LU have averaged \$2.9 million per year. With a low rate of inflation, it is reasonable to expect approximately \$4.23 million in CMAQ funds per year over the life of the Plan – a total of \$75 million. For the LaPorte County Non-Attainment Area NIRPC has received three apportionments which averaged \$0.51 million per year. It is reasonable to expect approximately \$0.75 million in CMAQ funds per year over the life of the Plan – for a total of \$17.3 million.

#### ***Highway Safety Improvement Program (HSIP)***

This program, created by SAFETEA-LU, allocates funds on an annual basis for safety-related projects. The Chicago UZA was allocated \$1.5 million in FFY 2006 and \$1.03 million in FFY 2007. It is reasonable to expect that apportionments under this program will rise gradually to an average of \$1.4 million per year over the life of the Plan, for a total of \$32.5 million total.

The Michigan City UZA was allocated \$0.5 mil-

lion in FFY 2006 and \$0.14 in FFY 2007. it is anticipated that apportionments under this program will rise again gradually to an average of \$0.17 million per year for the UZA over the life of the Plan, for a total of \$3.9 million total.

INDOT-Controlled Federal Funds/  
Federal Highway Administration Formula Funds

*National Highway System (NHS)*

The NHS in Indiana consists of 2,897 miles of highway including 1,138 miles of Interstate highway and 1,759 miles of other expressways and principle arterial highways. In addition to 135 miles of Interstate highway, 103 miles of other expressways and principle arterial highways comprise the NHS in northwest Indiana representing 8.2% of the state total. Based on a reasonable expectation for Northwest Indiana to receive a proportionate share of NHS funds through 2030, approximately \$11.4 million in federal funding will be available per year for National Highway System maintenance and improvement in this region. This represents \$262 million over the life of the Plan.

*Interstate Maintenance*

The State of Indiana has 1,138.42 miles of Inter-

state highways with 134.77 miles (11.8%) located in northwest Indiana. Based on a reasonable expectation for Northwest Indiana to receive a proportionate share of IM funds, approximately \$39.7 million per year in IM funds (\$913.3 million total) will be available for Interstate highway maintenance in this region through 2030.

*Surface Transportation Program (STP) & Equity Bonus*

STP/Equity Bonus funds provide states and local agencies with flexible funding that may be used for projects on any Federal-aid highway facility, including the NHS. INDOT allocates some STP funds to Indiana's urbanized areas (for use on local projects) and utilizes the balance for its own projects. A wide variety of projects are eligible for STP funding including roadway maintenance, preservation and expansion projects, bridge rehabilitation and replacement projects, transit capital projects, transportation system enhancement projects and safety improvement projects. Based on a reasonable expectation for northwest Indiana to receive a proportionate share of State STP funds, approximately \$35.3 million per year in State STP and Equity Bonus funds (\$812.4 million total) will be invested by INDOT in highway projects in the region through 2030.

*INDOT-Selected Local STP Projects*

STP Group III funds are apportioned for use in all cities in Indiana with a population between 5,000 and 200,000. STP Group III funds are not available to cities represented in the STP Group I and II fund categories. STP Group III funds are administered by INDOT and made available to qualifying municipalities on a “first come first served” basis. In Northwest Indiana, Lakes of the Four Seasons (through Lake County and Porter County), Lowell, and Westville qualify for STP Group III funding.

STP Group IV funds are apportioned for projects in areas where the population does not exceed 5,000 or in unincorporated areas. STP Group IV funds are typically split between INDOT and local agencies. Local agency funds are administered by INDOT and distributed on a “first come first served” basis. In Northwest Indiana, Lake County, LaPorte County and Porter County are eligible for STP Group IV funds in addition to incorporated rural communities of Hebron, Kingsbury, Kingsford Heights, Kouts, LaCrosse, Schneider and Wanatah.

During the period 2000 through 2007, INDOT selected four Group III and one Group IV projects for funding in Northwest Indiana. Based upon this pattern, it is reasonable to expect the region will receive approximately \$3.1 million per year in STP Group III (\$72.5 million total) and \$0.7

million per year in STP Group IV funding (\$15.5 million total) for these types of transportation projects in northwest Indiana between 2008 and 2030.

#### ***STP Transportation Enhancement (TE)***

Ten percent (10%) of Indiana’s STP allocation is set aside for transportation enhancement activities encompassing a broad range of environmentally related activities. Northwest Indiana has been very successful in receiving this funding for bicycle/recreational trails, historic preservation, and similar projects. It is believed that the region’s pattern of success in receiving these funds will continue and that approximately \$3.2 million per year in Transportation Enhancement funds (\$99.8 million total) will be received in the region through 2030.

#### ***Bridge (BR) Funds***

For the years 2005 through 2007, Northwest Indiana received approximately \$4.1 million in Bridge funds for seven (7) projects. This is a significant increase over 1992 through 1998, when only \$2.9 million in Bridge funds were provided for two projects. It is more reasonable to expect the region to receive approximately \$53.4 million in federal funding will be available for local agencies for bridge replacement and rehabilitation projects in Northwest Indiana between 2008 and 2030.

### ***Highway Safety Improvement Program (HSIP)***

This program, created by SAFETEA-LU, allocates funds on an annual basis for safety-related projects. INDOT allocated itself \$12.5 million in FFY 2006 and \$15.1 million in FFY 2007. Because NW Indiana contains 8.2% of all NHS route miles, 11.8% if all interstate route miles, and over 20% of the projects listed on INDOT's 2007 Five Percent Report, it is reasonable to expect that about 10% of all future HSIP apportionments will be expended in NW Indiana, for an annual spending average of \$1.8 million per year over the life of the Plan, for a total of \$40.6 million total.

### **Federal Transit Administration Funds**

#### ***FTA Section 5310***

The FTA Section 5310 program provides federal funding for the procurement of capital equipment used for the transportation of elderly persons and persons with disabilities. Eligible applicants include not-for-profit organizations and, under very limited circumstances, local units of government. In Indiana, applications for Section 5310 funds are prioritized locally and then forwarded to INDOT for project selection. FTA subsequently makes grant awards to INDOT, which procures the necessary equipment and conveys it to successful applicants. Northwest Indiana has six grantees who traditionally receive Section 5310-

funded equipment. It is believed that the region's pattern of success in receiving these funds will continue and that approximately \$0.16 million per year in Section 5310 funds (\$2.75 million total) will be received in the region through 2030.

#### ***Urban Area Formula Grants – Sections 5307/5340 Growing States***

The FTA Section 5307/5340 formula grant program provides subsidies for public transit service provided within an urbanized area (UZA) having a population of 50,000 or more. FTA makes grant awards directly to the eligible recipients for each UZA as designated by the Governor of each state. Funds may be used for any eligible mass transportation project contained in Part 53 of Title 49, United States Code. FTA distributes Section 5307 funds to large UZAs (i.e., those with a population greater than 200,000) in accordance with a formula that considers population, population density and service statistics reported by transit operators. FTA distributes Section 5307 funds to small UZAs on the basis of population and population density.

The Federal Transit Administration apportions funds to UZAs, not transit providers. Thus, FTA apportions funds to both the Chicago UZA as a whole and the Michigan City/LaPorte UZA. NIRPC, the Regional Transportation Authority of

Northeast Illinois (RTA) and the Chicago Metropolitan Agency for Planning (CMAP) - formerly known as the Chicago Area Transportation Study (CATS) - maintain a written Letter of Understanding which governs the manner in which the Section 5307/5340 funds allocated to the Chicago UZA are divided between Northwest Indiana and Northeast Illinois. The current Letter, which is valid through Federal Fiscal Year 2009, allocates these funds on the same basis that FTA uses in allocating them across the nation. It is likely that, when new Letters are executed, this same distribution mechanism will be retained.

There are three (3) FTA grantees in the Indiana portion of the Chicago UZA. These are the Gary Public Transportation Corporation (GPTC), Northern Indiana Commuter Transportation District (NICTD) and NIRPC. NIRPC provides Section 5307 assistance, on a pass-through basis to seven (7) other eligible transit operators: City of East Chicago, the City of Hammond, Northwest Indiana Community Action (NW-ICA), Opportunity Enterprises, Inc., the Trustee of Lake County's North Township, South Lake County Community Services, Inc., Porter County Aging & Community Services, Inc., and the City of Valparaiso.

Under TEA-21, STEA, and SAFETEA-LU, Northwest Indiana received an average of \$9.8 million

per year in Section 5307 funds for the Chicago UZA. It is our reasonable expectation that this trend will continue and that that the average annual apportionment will increase somewhat, under the new federal transportation authorization bill, to approximately \$13.2 million per year, or \$303.9 million over the life of the Plan.

The Michigan City/LaPorte UZA is under 200,000 in population--therefore, the Section 5307/5340 funds allocated there are apportioned to the Governor, who has designated the City of Michigan City and NIRPC (on behalf of the City of LaPorte) to administer grants for the two transit operators. The two operators there desire to maximize their use of their annual apportionment for operating assistance and to seek alternative means of funding capital equipment.

The Michigan City/LaPorte UZA was first apportioned Section 5307 funds in 2003—and was allocated approximately \$700,000. In 2007 it was allocated approximately \$770,000. It is reasonable to expect that this sum will continue to increase slightly each year and will average \$1.1 million per year over the life of the Plan for a total of \$24.2 million..

***Capital Investment Grants—Section 5309 (Rail Modernization)***

Rail Modernization funding is intended to support the modernization of urban commuter rail systems throughout the country. By definition, these systems include only facilities that are at least seven years of age. Section 5309(m)(2)(B) funds are apportioned to each UZA with a qualifying commuter rail system.

Like the FTA Section 5307 program within the Chicago UZA, there is a Letter of Understanding between NIRPC and the Northeast Illinois RTA that governs the distribution of Section 5309(m)(1)(a) funds. The current Letter allocates 6.29% of the Chicago UZA's rail modernization apportionment to northwest Indiana. Each preceding letter beginning in 1992 has featured this same percentage split. It is thus reasonable to expect that this same distribution percentage split will continue to be utilized and that NW Indiana will receive an average of \$14.9 million per year from the Chicago UZA, for a total of \$342.9 over the life of the Plan..

#### ***Job Access/Reverse Commute Program (Section 5316)***

FTA Job Access/Reverse Commute (FTA Section 5316) funds began being allocated to the Chicago Urbanized Area beginning in 2006 and to INDOT for other portions of the three-county area in accordance with the requirements of SAFETEA-LU.

This grant program provides transit service subsidies targeted to lower income persons. FTA makes grant awards directly to designated recipients in each large UZA..

The Indiana portion of the Chicago UZA was allocated \$0.25 million in FFY 2006 and \$0.27 in FFY 2007. It is expected that Indiana portion of the Chicago UZA will be apportioned an average of \$0.7 million per year over the life of the Plan, for a total of \$16.4 million.

Furthermore, it is expected that the other portions of the three-county area will qualify for this funding through INDOT's competitive program at an average rate of \$0.1 million per year for a total of \$2.3 million over the life of the Plan.

#### ***New Freedom Program (Section 5317)***

FTA New Freedom (FTA Section 5317) is a new program created by SAFETEA-LU. Funds are apportioned to the Chicago Urbanized Area and to INDOT for other portions of the three-county area. This grant program provides transit service subsidies targeted to enhanced services for persons with disabilities. FTA makes grant awards directly to designated recipients in each large UZA and to the state for all other areas.

The Indiana portion of the Chicago UZA was al-

located \$.170 million in FFY 2006 and \$.169 in FFY 2007. It is expected that Indiana portion of the Chicago UZA will be apportioned an average of \$.47 million per year over the life of the Plan, for a total of \$10.7 million.

Furthermore, it is expected that the other portions of the three-county area will qualify for this funding through INDOT's competitive program at an average rate of \$.1 million per year for a total of \$2.3 million over the life of the Plan.

### Existing Options for Increased Transportation Funding

#### *Local Property Taxes & Reassessment*

At the time of the development of *Connections 2030* the property tax situation in Indiana was in a state of change. Indiana was in the process of moving from a long standing depreciation system of assessing property values to a fair market system. Concurrently, the state settled lawsuits with major industries in Lake County over their share of local property taxes. The large reduction of the industries' assessed valuation contributed to substantial increases in homeowners' property tax bills in Lake County, especially in the urban core communities of Gary, Hammond, and East Chicago, necessitating the implementation of a circuit breaker property tax cap. While the impact of the change to fair market value has been less

pronounced in LaPorte and Porter Counties, local governments region wide have begun reducing costs to mitigate the increases in property taxes as well as looking to new sources of revenue. In 2006, for 2007 taxes, local assessors began a process called *trending*, the annual update of real property assessments by local area and property class based on changes in average sales prices. Future reductions in the property tax replacement credit, changes to the homestead credit, the effect of trending and the elimination of the inventory tax, will increase property taxes particularly for homeowners and consequently local property taxes are not seen currently as a politically or financially viable source of new funding for transportation expansion projects.

#### *Major Moves*

As a result of the Indiana Department of Transportation's final, funded 10-year *Major Moves* plan, in 2006 and 2007 all 92 Indiana counties receive a share of \$150 million for their local transportation projects. The amount varies by county and is based on the Motor Vehicle Highway formula. The first payment distribution of \$75 million occurred in October 2006 and the second follows in October 2007. The seven counties where the Indiana Toll Road is located received a one-time bonus payment in September 2006. Local distributions of Major Moves revenues are

Table 2.1: Financial Projections FFY 2008-2030

Source of Funds	Apportionments		FFY 2008-2030		
	2008-2009	Average per Year	Annual Growth Rate	Projected Total (2008-2030)	Grand Total
<b>Locally Allocated</b>					
<b>Highways</b>					
FHWA STP Group I	\$26,559,674	\$12,328,523	2%	\$362,722,108	\$389,281,782
FHWA STP Group II	2,777,728	1,317,930	2%	39,665,079	42,442,807
HSIP Large Urban	2,130,235	932,826	2%	30,419,091	32,549,326
HSIP Small Urban	255,125	175,789	2%	3,643,046	3,898,171
Local "Major Moves" Funding	-	18,801,286	0%	94,006,432	94,006,432
Non-Federal Operations/Maintenance	86,824,553	43,664,731	2%	1,284,697,700	1,371,522,253
<b>Subtotal</b>					<b>\$1,933,700,771</b>
<b>Transit</b>					
FTA Sec 5307/5340 Large Urban	\$20,026,767	\$9,760,102	2%	\$283,876,858	\$303,903,625
FTA Sec 5307/5340 Small Urban	1,585,062	763,845	2%	22,634,180	24,219,242
FTA Sec 5309 Rail Modernization	22,408,587	10,574,384	2%	319,987,557	342,396,144
FTA Sec 5316 JARC	1,078,778	320,471	2%	15,404,610	16,483,388
FTA Sec 5317 New Freedom	703,427	208,966	2%	10,044,712	10,748,139
<b>Subtotal</b>					<b>\$697,750,538</b>
<b>CMAQ</b>					
CMAQ: Lake/Porter Counties	\$6,370,545	\$2,945,194	2%	\$90,968,378	\$97,338,923
CMAQ: LaPorte County	1,129,426	531,917	2%	16,127,840	17,257,266
<b>Subtotal</b>					<b>\$114,596,189</b>
<b>Total Locally Allocated</b>	<b>\$171,849,907</b>	<b>\$102,325,964</b>		<b>\$2,574,197,591</b>	<b>\$2,746,047,498</b>

Table 2.1: Financial Projections FFY 2008-2030 Continued

Source of Funds	Apportionments		FFY 2008-2030			
	2005-2007	2008-2009	Average per Year	Annual Growth Rate	Projected Total (2008-2030)	Grand Total
<b>State or Federally Allocated Highways</b>						
FHWA STP Group III	\$10,342,000	\$1,689,200	\$2,406,240	2%	\$70,796,062	\$72,485,262
FHWA STP Group IV	2,624,800	-	524,960	2%	15,445,301	15,445,301
Safety/HSIP State	3,395,200	3,000,000	1,279,040	2%	37,631,739	40,631,739
STP/Equity Bonus	121,820,400	13,883,000	27,140,680	2%	798,529,354	812,412,354
Bridge	5,770,000	2,820,640	1,718,128	2%	50,550,526	53,371,166
National Highway System (NHS)	44,536,384	9,000	8,909,077	2%	262,121,632	262,130,632
Interstate Maintenance (IM)	180,868,500	60,640,000	48,301,700	2%	852,675,585	913,315,585
FHWA High Priority Funds	24,476,393	9,248,900	6,745,059	2%	198,452,187	207,701,087
Other Appropriations	12,171,295	7,000,000	3,834,259	2%	112,811,041	119,811,041
State Funded Projects ( <i>inclu. Major Moves</i> )	167,575,574	180,105,028	69,536,120	2%	274,357,349	454,462,377
Toll Road Projects (Toll Proceeds)	\$129,931,000	\$ -	\$25,986,200	1%	\$404,970,991	\$404,970,991
<b>Subtotal</b>						<b>\$3,356,737,535</b>
<b>Transit</b>						
FTA Sec 5310	368,157	450,000	163,631	2%	2,300,000	2,750,000
FTA Sec 5309 New Starts	16,400,500	10,000,000	5,280,100	2%	155,350,376	165,350,376
FTA Sec 5309 Bus	1,241,500	800,000	408,300	2%	11,500,000	12,300,000
FTA Sec 5316 JARC	-	100,000	20,000	2%	2,300,000	2,400,000
FTA Sec 5317 New Freedom	-	100,000	20,000	2%	2,300,000	2,400,000
Electric Rail Service Fund/ Commuter Rail Service Fund	29,865,582	19,682,383	9,909,593	2%	291,569,274	311,251,657
Public Mass Transportation Fund	19,926,129	13,128,258	6,610,877	2%	194,504,314	207,632,572
<b>Subtotal</b>						<b>\$704,084,605</b>

*Table 2.1: Financial Projections FFY 2008-2030 Continued*

Source of Funds	Apportionments		FFY 2008-2030			
	2005-2007	2008-2009	Average per Year	Annual Growth Rate	Projected Total (2008-2030)	Grand Total
<b>All Locally, State, and Federally Allocated Federal &amp; State Funds</b>						
<b>Subtotal</b>	<b>\$1,017,086,894</b>	<b>\$494,506,316</b>	<b>\$302,318,642</b>	2%	<b>\$6,218,356,890</b>	<b>\$6,712,863,206</b>
FHWA Transportation Enhancements	11,115,000	5,000,000	3,223,000	2%	94,826,662	99,826,662
NW Indiana Regional Development Authority (RDA)*	13,750,000	13,750,000	5,500,000	0%	55,000,000	68,750,000
<b>Grand Total</b>	<b>\$1,041,951,894</b>	<b>\$13,256,316</b>	<b>\$311,041,642</b>		<b>\$6,368,183,552</b>	<b>\$6,881,439,868</b>

Table 2.2: Amounts for Preservation/Modernization and Expansion Continued

Source of Funds	Grand Total (Table 6.1)	Local Match	Total Expendi- ture	Preservation & Maintenance		Expansion	
				Percent	Amount	Per- cent	Amount
<b>State or Federally Allocated</b>							
<b>Highways</b>							
FHWA STP Group III	\$72,485,262	\$18,121,316	\$90,606,578	100%	\$90,606,578	0%	\$ -
FHWA STP Group IV	15,445,301	3,861,325	19,306,626	100%	19,306,626	0%	-
Safety/HSIP State	40,631,739	10,157,935	50,789,674	100%	50,789,674	0%	-
STP/Equity Bonus	812,412,354	203,103,089	1,015,515,443	75%	761,636,582	25%	253,878,861
Bridge	53,371,166	13,342,791	66,713,957	100%	66,713,957	0%	-
National Highway System (NHS)	262,130,632	65,532,658	327,663,290	75%	245,747,468	25%	81,915,823
Interstate Maintenance (IM)	913,315,585	228,328,896	1,141,644,481	100%	1,141,644,481	0%	-
FHWA High Priority Funds	207,701,087	51,925,272	259,626,358	25%	64,906,590	75%	194,719,769
Other Appropriations	119,811,041	29,952,760	149,763,801	50%	74,881,901	50%	74,881,901
State Funded Projects <i>(include. Major Moves)</i>	454,462,377	-	454,462,377	50%	227,231,189	50%	227,231,189
Toll Road Projects	404,970,991	-	404,970,991	50%	202,485,496	50%	202,485,496
<b>Subtotal</b>	<b>\$3,356,737,535</b>	<b>\$624,326,042</b>	<b>\$3,981,063,577</b>		<b>\$2,945,950,540</b>		<b>\$1,035,113,037</b>
<b>Transit</b>							
FTA Sec 5310	2,750,000	687,500	3,437,500	75%	2,578,125	25%	859,375
FTA Sec 5309 New Starts	165,350,376	41,337,594	206,687,970	10%	20,668,797	90%	186,019,173
FTA Sec 5309 Bus	12,300,000	3,075,000	15,375,000	75%	11,531,250	25%	3,843,750
FTA Sec 5316 JARC	2,400,000	2,400,000	4,800,000	50%	2,400,000	50%	2,400,000
FTA Sec 5317 New Freedom	2,400,000	2,400,000	4,800,000	50%	2,400,000	50%	2,400,000
Electric Rail Service Fund/Commuter Rail Service Fund	311,251,657	-	311,251,657	100%	311,251,657	0%	-
Public Mass Transportation Fund	207,632,572	207,632,572	415,265,144	100%	415,265,144	0%	-
<b>Subtotal</b>	<b>\$704,084,605</b>	<b>\$257,532,666</b>	<b>\$961,617,271</b>		<b>\$766,094,973</b>		<b>\$195,522,298</b>

Table 2.2: Amounts for Preservation/Modernization and Expansion by Type and Account

Source of Funds	Grand Total (Table 6.1)	Local Match	Total Expenditure	Preservation & Maintenance		Expansion	
				Percent	Amount	Percent	Amount
<b>Locally Allocated</b>							
<b>Highways</b>							
FHWA STP Group I	\$389,281,782	\$97,320,446	\$486,602,228	70%	\$340,621,559	30%	\$145,980,668
FHWA STP Group II	42,442,807	10,610,702	53,053,509	50%	26,526,754	50%	26,526,754
HSIP Large Urban	32,549,326	8,137,331	40,686,657	100%	40,686,657	0%	-
HSIP Small Urban	3,898,171	974,543	4,872,714	100%	4,872,714	0%	-
Local "Major Moves" Funding	94,006,432	-	94,006,432	50%	47,003,216	50%	47,003,216
Non-Federal Operations/Maint.	1,371,522,253	-	1,371,522,253	90%	1,234,370,028	10%	137,152,225
<b>Subtotal</b>	<b>\$1,933,700,771</b>	<b>\$117,043,021</b>	<b>\$2,050,743,792</b>		<b>\$1,694,080,928</b>		<b>\$356,662,864</b>
<b>Transit</b>							
FTA Sec 5307/5340 Large Urban	\$303,903,625	\$75,975,906	\$379,879,531	98%	\$372,281,941	2%	\$7,597,591
FTA Sec 5307/5340 Small Urban	24,219,242	24,219,242	48,438,484	100%	48,438,484	0%	-
FTA Sec 5309 Rail Modernization	342,396,144	85,599,036	427,995,180	100%	427,995,180	0%	-
FTA Sec 5316 JARC	16,483,388	10,302,118	26,785,506	75%	20,089,129	25%	6,696,376
FTA Sec 5317 New Freedom	10,748,139	6,717,587	17,465,726	75%	13,099,294	25%	4,366,431
<b>Subtotal</b>	<b>\$697,750,538</b>	<b>\$202,813,889</b>	<b>\$900,564,427</b>		<b>\$881,904,028</b>		<b>\$18,660,398</b>
<b>CMAQ</b>							
CMAQ: Lake/Porter Counties	\$97,338,923	\$35,285,360	\$132,624,283	85%	\$112,730,640	15%	\$19,893,642
CMAQ: LaPorte County	17,257,266	6,255,759	23,513,025	85%	19,986,071	15%	3,526,954
<b>Subtotal</b>	<b>\$114,596,189</b>	<b>\$41,541,119</b>	<b>\$156,137,308</b>		<b>132,716,711</b>		<b>\$23,420,596</b>
<b>Total Locally Allocated</b>	<b>\$2,746,047,498</b>	<b>\$361,398,029</b>	<b>\$3,107,445,526</b>		<b>\$2,708,701,668</b>		<b>\$398,743,859</b>

Table 2.2: Amounts for Preservation/Modernization and Expansion Continued

Source of Funds	Grand Total (Table 6.1)	Local Match	Total Expenditure	Preservation & Maintenance		Expansion	
				Percent	Amount	Percent	Amount
All Locally, State, and Federally Allocated Federal & State Funds							
<b>Subtotal</b>	<b>\$ 6,806,869,638</b>	<b>\$ 1,243,256,736</b>	<b>\$ 8,050,126,374</b>		<b>\$ 6,420,747,181</b>		<b>\$ 1,629,379,193</b>
FHWA Transportation Enhancements	99,826,662	24,956,666	124,783,328	0%	-	100%	124,783,328
NW Indiana Regional Development Authority (RDA)*	68,750,000	-	68,750,000	50%	34,375,000	50%	34,375,000
<b>Grand Total</b>	<b>\$ 6,975,446,300</b>	<b>\$ 1,268,213,402</b>	<b>\$ 8,243,659,702</b>	<b>78%</b>	<b>\$ 6,455,122,181</b>	<b>22%</b>	<b>\$ 1,788,537,521</b>

shown on **Table 2.3**.

Local County Option Income Taxes

*County Adjusted Gross Income Tax (CAGIT)*

By state legislation (IC 6-3.5-1.1), the county council of any Indiana county can adopt a County Adjusted Gross Income Tax (CAGIT). CAGIT is based on the adjusted gross income of all residents of the county and any non-residents who have their principal place of business or employment in a county (provided their county of residence does not impose a similar local option tax). A CAGIT rate of 0.5%, 0.75%, or 1.0% for resident county taxpayers is set at the discretion of the county council. Eligible non-resident taxpayers must pay a CAGIT rate of 0.25%. LaPorte County has adopted CAGIT at a rate of 0.5%.

CAGIT revenues are allocated, distributed and used by civil taxing units and school corporations as certified shares and property tax replacement credits. Property tax replacement credits are used by all units of government for property tax relief, however certified shares are used only by civil taxing units. A few counties have utilized CAGIT for operating jails, detention centers and courthouse repairs. CAGIT revenues are used primarily to reduce property taxes and its potential for

**Table 2.3: MAJOR MOVES LOCAL DISTRIBUTION 2006 AND 2007**

<b>DISTRIBUTION OF BASED ON MVH FORMULA</b>		
October 13, 2006 First Distribution (Second Distribution - October 2007)		
<b>Area</b>	<b>Oct-06</b>	<b>Oct-07</b>
<b>Lake County</b>	\$1,283,432	\$1,283,432
Cities and Towns	\$3,047,374	\$3,047,374
<b>LaPorte County</b>	\$828,996	\$828,996
Cities and Towns	\$463,920	\$463,920
<b>Porter County</b>	\$792,753	\$792,753
Cities and Towns	\$586,736	\$586,736
<b>ONE TIME DISTRIBUTION TO TOLL ROAD COUNTIES</b>		
September, 2006 Distribution		
<b>Area</b>	<b>Sep-06</b>	
<b>Lake County</b>	\$4,448,332	
Cities and Towns	\$10,551,678	
<b>LaPorte County</b>	\$25,667,168	
Cities and Towns	\$14,332,832	
<b>Porter County</b>	\$14,369,910	
Cities and Towns	\$10,630,090	

utilization on transportation improvement projects is remote.

*County Option Income Tax (COIT)*

State legislation (IC 6-3.5-6) provides for any county to impose a County Option Income Tax

(COIT). COIT is assessed on the adjusted gross income tax of individuals who reside in the county imposing the tax or individuals whose principal place of business or employment is in the county imposing the tax (provided that person's county of residence does not impose a similar local option tax). COIT is imposed on resident taxpayers at a rate of 0.2% for the first year and increases at a rate of 0.1% per year until a maximum rate of 1.0% is reached. The rate for eligible non-resident taxpayers is 25% of the rate imposed on resident taxpayers. COIT rates can also be decreased or frozen by action of the county.

COIT revenues may be used to replace lost property tax revenue due to increased homestead credits, to finance certain economic development bonds and for other general purposes. Revenues not retained for specific purposes are distributed to all civil taxing units in an amount equal to a respective share of total property taxes. COIT provides a potential resource for use on specific transportation improvement projects and, in particular, revenues may fund the operation of a public transportation corporation.

#### *County Economic Development Income Tax*

(CEDIT) In accordance with state legislation, the County Economic Development Income Tax

(CEDIT) can be adopted by ordinance of the county council or the county income tax council. CEDIT is imposed on the adjusted gross income tax of residents or non-residents who work in the county and live in a county that does not impose a similar local tax. The tax may be imposed at the rates of 0.1%, 0.2%, 0.25%, 0.3%, 0.35%, 0.4%, 0.45%, or 0.5% (with certain exceptions). In counties that impose CAGIT and CEDIT, the combined rate may not exceed 1.25% (with certain exceptions). In COIT counties, the combined COIT and CEDIT rate may not exceed 1.0% (with certain exceptions). LaPorte County has adopted CEDIT at a rate of 0.45% and Porter County at a rate of 0.5%.

Revenues from CEDIT may be used for an economic development project that has been determined to promote significant opportunities for employment, retain or expand an existing business or attract new business to the area. Eligible economic development projects can include the acquisition of land, the completion of site and infrastructure improvements, the construction of buildings and other structures and the rehabilitation, renovation or expansion of facilities. Eligible activities also include administrative expenses associated with the implementation of a project, contract payments to a nonprofit corporation whose primary purpose is to assist government in planning and implementing economic devel-

opment projects and operating expenses of a governmental entity that plans or implements economic development projects. Counties may use a portion of CEDIT revenues to provide additional homestead credits up to the total amount of the residential tax shift in the county resulting from a 100% inventory deduction. CEDIT provides limited potential for use on transportation system improvements where the improvement will sustain or stimulate economic development. CEDIT revenues are typically distributed between cities, towns and the county. In most instances, CEDIT is distributed to these municipal units proportional to that unit's share of the total property taxes due or by that unit's share of the total population of the county. Depending on the time of CEDIT adoption, a county's fractional amount can be based on several different criteria including distributive shares based on property taxes or population.

The implementation of local option income taxes at the maximum allowable rates would generate combined revenues in excess of \$4.0 billion between 2005 and 2030 for the three counties of Northwest Indiana. Table 2.4 provides an estimate of the annual revenue that could be derived from the implementation of the local option income taxes in Northwest Indiana. Presently, Lake County is one of only two of the ninety-two counties in Indiana that does not impose one or more

of the local option income taxes.

**Table 2.4 Local Option Income Tax Estimated Annual Revenues**

**County Adjusted Gross Income Tax On Taxable Adjusted Gross Income 2005**

<i>County</i>	<i>Taxable Adjusted</i>	<i>Revenue Estimates</i>		
	<i>Gross Income 2005</i>	<i>0.5%</i>	<i>0.75%</i>	<i>1%</i>
<i>Lake</i>	\$8,735,812,255	\$43,679,061	\$65,518,592	\$87,358,123
<i>Porter*</i>	\$3,563,060,555	\$17,815,303	\$26,722,954	-
<b>Total</b>	<b>\$12,298,872,810</b>	<b>\$61,494,364</b>	<b>\$92,241,546</b>	

\* Porter County has adopted CEDIT at rate of 0.5% and could have a maximum CAGIT/CEDIT rate of 1.25% if CAGIT was adopted

**County Option Income Tax On Taxable Adjusted Gross Income 2005**

<i>Year</i>	<i>Rate</i>	<i>Revenue Estimates</i>	
		<i>Lake</i>	<i>Porter*</i>
1	.2%	\$17,471,625	\$7,126,121
2	.3%	\$26,207,437	\$10,689,182
3	.4%	\$34,943,249	\$14,252,242
4	.5%	\$43,679,061	\$17,815,303
5	.6%	\$52,414,874	-
6	.7%	\$61,150,686	-
7	.8%	\$69,886,498	-
8	.9%	\$78,622,310	-
9	1.0%	\$87,358,123	-

\* Porter County has adopted CEDIT at a rate of 0.5% and would be restricted to a combined maximum COIT/CEDIT rate of 1.00% if COIT is adopted

**Table 2.4 Continued: County Economic Development Income Tax (CEDIT) On Taxable Adjusted Gross Income 2005**

Rate	Revenue Estimates
	Lake
.1%	\$8,735,812
.2%	\$17,471,625
.25%	\$21,839,531
.3%	\$26,207,437
.35%	\$30,575,343
.4%	\$34,943,249
.45%	\$39,311,155
.5%	\$43,679,061

Note: LaPorte County has adopted CAGIT at a rate of 0.5% and CEDIT with a rate of 0.45%. The 2006 certified revenue distribution for CAGIT totals \$9,124,620 and CEDIT \$8,330,156. Porter County has adopted CEDIT at a rate of 0.5% resulting in a 2006 certified distribution of \$16,882,107

Sources: Indiana Department of Revenue - Tax Policy Division

Based on 2005 County Taxable Adjusted Gross Incomes Indiana Legislative Services Agency. Indiana Handbook of Taxes, Revenues, and Appropriations. FY 2006

### **Municipal Option Income Tax**

In 2001, state legislation (IC 3.5-8) was enacted, which permitted the fiscal bodies of municipalities located in Lake County to adopt a municipal option income tax on residents and nonresident taxpayers of the municipality. The municipal income tax option remained in effect until December 31, 2005. Under the legislation, the fiscal body of the municipality could increase or decrease the municipal option income tax using the same procedures as for the adoption of the tax. The municipal option income tax for Lake County was not implemented by any municipality, however as municipalities throughout the region are facing significant fiscal challenges, the municipal option income tax has been included in the recent *Hometown Matters* initiative of the Indiana Association of Cities and Towns as one of the potential solutions to local finance needs. Revenue demands and revenue generated would vary significantly depending on the municipality implementing the tax. Under the lapsed legislation, the maximum rate of the municipal option income tax imposed on a resident municipal taxpayer was 1.0%. The maximum rate of .05% would be imposed on all nonresident municipal taxpayers defined as nonresidents who maintain their principal place of business or work in the municipality and did not reside in a county or municipality in which a county income tax was

in effect.

### ***Motor Vehicle Excise Surtax***

An ordinance to impose an annual Motor Vehicle Excise Surtax on all vehicles subject to the Indiana Motor Vehicle Excise Tax, including passenger cars, motorcycles and trucks with a gross weight of 11,000 pounds or less, may be adopted by any county council under state legislation (IC 6-3.5-4). Vehicles exempt from the surtax include those owned or leased by the federal, state, or local government, vehicles held in inventory by manufacturers or dealers and vehicles owned or leased by an institution of higher learning. In accordance with state legislation, a county council can only adopt the Motor Vehicle Excise Surtax simultaneous with the Vehicle Wheel Tax.

The Motor Vehicle Excise Surtax can be assessed at a rate between 2.0% and 10.0% of the Vehicle Excise Tax rate that would have been due under the pre-1996 excise tax rate table. Alternatively, a flat fee in an amount up to \$25.00 can be assessed as the Motor Vehicle Excise Surtax. In both alternatives, the minimum surtax payable is \$7.50. Motor Vehicle Excise Surtax funds are allocated by the county auditor to the county and each city or town based on the population/mileage formula used for the Local Road and Street Account. The revenue from the excise surtax is used to con-

struct, reconstruct, repair, or maintain streets and roads. If the surtax maximum rates are in effect, counties can issue bonds for road and bridge repairs with surtax funds. The potential annual revenue available from the adoption of the Motor Vehicle Excise Surtax in Northwest Indiana is shown in Table 2.5 .

### ***Vehicle Wheel Tax***

The Vehicle Wheel Tax (IC 6-3.5-5) is a flat fee charged on all vehicles that are not subject to the Indiana Motor Vehicle Excise Tax. County councils cannot adopt the wheel tax without imposing the Motor Vehicle Excise Surtax simultaneously. Vehicles registered as buses, recreational vehicles, semi-trailers, tractors, trailers over 3,000 pounds, trucks not subject to the Motor Vehicle Excise Surtax are subject to the Vehicle Wheel Tax. Government vehicles and buses owned by a religious or non-profit youth organization are exempt from the Vehicle Wheel Tax.

The Vehicle Wheel Tax rate for a particular class or weight classification of vehicles may not be less than \$5.00 and may not exceed \$40.00. The Vehicle Wheel Tax may be used to construct, repair, or maintain streets and roads, pay a debt service on county road and bridge bonds or as a contribution to a multiple county infrastructure authority. The potential annual revenue available

from the adoption of the Vehicle Wheel Tax in northwest Indiana is shown on **Table 2.6** .

### *Food and Beverage Tax*

Indiana counties may impose the Food and Beverage Tax (IC 6-9) on purchasers of food and beverages prepared for consumption at a specific location or on equipment provided by a retail merchant and sold to patrons on a “to go” basis. Effective January 1, 2004, this includes food or beverages sold in a heated state or heated by the seller. The tax rate is 1.0% of retail sales price. Revenue generated from the tax may be used for purposes specified in the individual counties enabling statute and can include economic development and tourism projects, infrastructure projects, civic and convention centers and other various capital improvements. The estimated potential annual revenue from the implementation of the Food and Beverage Tax in Northwest Indiana is shown in **Table 2.7**. Implementation of the Food and Beverage Tax has been sought to fund the Regional Bus Authority.

### *Casino Admission and Wagering Taxes*

From 1996-2006, the five Northwest Indiana riverboat gaming casinos have generated over \$2.3 billion in admissions and wagering taxes. The four cities where the riverboats are docked re-

**Table 2.5 Motor Vehicle Excise Surtax Estimated Annual Revenues**

<i>County</i>	<i>Excise Surtax Vehicles</i>	<i>10% Maximum Rate* (Minimum \$7.50 )</i>	<i>Minimum \$7.50 Set Rate</i>	<i>Maximum \$25.00 Set Rate</i>
<i>Lake</i>	347,601	5,322,293	\$2,659,148	\$8,742,165
<i>LaPorte</i>	95,963	1,469,337	\$734,117	\$2,413,469
<i>Porter</i>	130,016	1,990,740	\$994,622	\$3,269,902
<b>Total</b>	<b>573,580</b>	<b>\$8,782,370</b>	<b>\$4,387,887</b>	<b>\$14,425,537</b>

*Notes: Revenue estimates include branch fee deduction of \$0.15 per collection*

*\*Pre-1996 Vehicle Excise Tax Rate Table*

*Source: Guide to Revenue Calculations: Local Option Highway User Tax. Purdue University*

*Estimate of Potential Revenue From a Local Option Excise Surtax*

*Purdue University, Indiana Local Technical Assistance Program, October 2005*

*Bureau of Motor Vehicles - 2006 Vehicle Registrations*

ceived combined wagering and admission tax revenue of \$490 million since the inception of riverboat gaming. Lake county and cities and towns in Lake county without riverboats have had revenue of \$143 million from 1996-2005. LaPorte county received \$28 million and \$16.6 million was distributed to the County Convention and Visitors Bureaus in Lake and LaPorte counties. Additional 1996-2005 distributions from the riverboat admissions tax include \$200 million to the Indiana Horse Racing Commission; \$30 million

**Table 2.6 Vehicle Wheel Tax Estimated Annual Revenue**

<i>County</i>	<i>Eligible Vehicles</i>	<i>Registrations</i>	<i>Minimum \$5.00 Tax</i>	<i>Maximum \$40.00 Rate</i>
<i>Lake</i>	Buses	222	1,077	8,847
	Rec-Veh	2,527	12,256	100,701
	Semitrailers	6,525	31,646	260,021
	Tractors	216	1,048	8,608
	Trailer	20,789	100,827	828,442
	Other	1,336	6,480	53,240
<b><i>Subtotal</i></b>		<b>31,615</b>	<b>\$153,333</b>	<b>\$1,259,858</b>
<i>LaPorte</i>	Buses	21	102	837
	Rec-Veh	1,498	7,265	59,695
	Semitrailers	1,754	8,507	69,897
	Tractors	86	417	3,427
	Trailer	9,269	44,955	369,370
	Other	1,465	7,105	58,380
<b><i>Subtotal</i></b>		<b>14,093</b>	<b>\$68,351</b>	<b>\$561,606</b>
<i>Porter</i>	Buses	132	640	5,260
	Rec-Veh	1,723	8,357	68,662
	Semitrailers	3,374	16,364	134,454
	Tractors	160	776	6,376
	Trailer	12,117	58,767	482,862
	Other	1,167	5,660	46,505
<b><i>Subtotal</i></b>		<b>18,673</b>	<b>\$90,564</b>	<b>\$744,119</b>
<b><i>Total</i></b>		<b>64,381</b>	<b>\$312,248</b>	<b>\$2,565,583</b>

Note: Revenue estimates include branch fee deduction of \$0.15 per collection  
Source: Guide to Revenue Calculations: Local Option Highway User Tax,  
Estimate of Potential Revenue From Local Option Wheel Tax.  
Purdue University. Indiana Local Technical Assistance Program, October 2005  
Bureau of Motor Vehicles - 2006 Vehicle Registrations

**Table 2.7 Food and Beverage Tax**

**Estimated Annual Revenue 2006**

<i>County</i>	<i>Est. Food and Beverage Retail Sales</i>	<i>1% Rate</i>
<i>Lake</i>	\$760,841,748	\$7,608,417
<i>Porter</i>	\$167,711,734	\$1,677,117
<i>LaPorte</i>	\$148,484,894	\$1,484,849
<b>Total</b>	<b>\$1,077,038,376</b>	<b>\$10,770,384</b>

Sources: Census Bureau. 2002 Economic Census. Geographic Area Series Indiana.  
Indiana Department of Revenue. Annual and Monthly Reports.  
Indiana Gaming Commission. Casino Licensing Evaluations.  
Indiana Legislative Services Agency. Indiana Handbook of Taxes, Revenues, and Appropriations.  
FY 2006  
Bureau of Labor Statistics. Consumer Price Indexes.

**Table 2.8: Local Option Retail Sales Tax Estimated Annual Revenue**

<i>County</i>	<i>Total Sales</i>	<i>Taxable Sales</i>	<i>1% Rate</i>
<i>Lake</i>	\$9,521,025,458	\$2,587,466,987	25,874,670
<i>Porter</i>	\$5,480,200,683	\$984,149,681	9,841,497
<i>LaPorte</i>	\$2,514,920,239	\$581,827,568	5,818,276
<b>Total</b>	<b>\$17,516,146,380</b>	<b>\$4,153,444,236</b>	<b>\$41,534,443</b>

Note: Estimate 2004 Retail Sales Adjusted for Inflation 2006  
Source: Indiana Department of Revenue, Annual Report.

to the Indiana Division of Mental Health and \$46 million to the Indiana State Fair Commission. Significant legislative changes in 2002 to the riverboat gaming legislation which provided for flexible scheduling (dockside gaming) reduced the revenue from admission tax and altered wagering tax revenues. Distribution of riverboat gaming wagering tax revenues now include revenue sharing with counties and municipalities without casinos; the property tax replacement fund; and a cap on Build Indiana revenue distributions now primarily used for vehicle excise tax reductions and pension funds. Due to the potential variable nature of the industry in the region and continued state legislative changes in revenue distribution and use, long term dependence on this revenue source and expectations of expanded regional use of the revenues for transportation projects should be cautiously approached.

#### *Potential New Options for Increased Transportation Funding*

##### *Local Option Retail Sales Tax*

In Indiana, the ability to collect and use Retail Sales Tax revenues presently resides with the State. Revenue from the 6.0% Indiana Retail Sales Tax is utilized primarily for the State General Fund and the Property Tax Replacement Fund which account for 99% of tax distribution. The

remaining 1% is distributed to the Public Mass Transportation Fund, the Industrial Rail Service Loan Fund and the Commuter Rail Service Fund.

With appropriate state legislative action, local units of government could be empowered to adopt a Local Option Retail Sales Tax similar to those utilized by several counties in Northeast Illinois. The purpose of a local option retail sales tax would be to allow a project to be funded from an additional sales tax imposed at the option of local government. There is precedent in Indiana for a local option sales tax. In 1987, the General Assembly gave Marion County the option to adopt a special county sales tax applicable throughout the county at a rate of either 0.5% or 1% for a period of one year. Certain transactions were exempt from the tax under the statute such as vending machine sales. In addition, the City-County Council was authorized to exempt other transactions. This sales tax was never imposed and it was repealed by the legislature in 1989. However, it is a source of financing that could be resurrected in the right circumstances. **Table 2.8** shows the estimated annual revenue that could be generated with the adoption of a 1.0% Local Option Retail Sales Tax in northwest Indiana.

##### *Local Option Gasoline Retail Sales Tax*

A Local Option Gasoline Retail Sales Tax would

be assessed in addition to the existing 6.0% Indiana Retail Sales Tax on the sale price of gasoline and other motor fuels. **Table 2.9** estimates the revenues that could be generated in northwest Indiana from the adoption of a Local Option Gasoline Retail Sales Tax at rates of between 1.0% and 5.0%. State legislation (IC 36-7-26) currently enables Hammond to retain a portion of the retail sales tax generated in a specific Economic Development Project District and tax revenues derived from the district are utilized for public investment projects to stimulate economic investment and redevelopment. Hammond has significant retail gasoline sales in the Economic Development Project District as a result of sales to Illinois residents attempting to avoid typically higher Illinois gasoline prices.

#### *Local Option Motor Fuel Tax*

The implementation of a Local Option Motor Fuel Tax would provide Motor Fuel Tax revenues in addition to those currently collected by the State of Indiana. In Indiana, Motor Carrier Fuel Tax is assessed during retail sale at a rate of \$0.16 per gallon and Motor Carrier Surcharge Tax is at a rate of \$0.11 per gallon. Local Option Motor Fuel Tax could also be collected at the time of retail sale or during wholesale distribution. **Table 2.10** demonstrates the estimated annual revenues that could be generated in Northwest Indiana follow-

ing the implementation of a Local Option Motor Fuel Tax.

#### *Local Option Motor Vehicle Wheel Tax*

A local option motor vehicle wheel tax, if enacted, would be imposed on passenger cars, motorcycles and trucks with a gross weight of 11,000 pounds or less. Vehicles exempt from the tax include those owned or leased by the federal, state, or local government, vehicles held in inventory by manufacturers or dealers and vehicles owned or leased by an institution of higher learning. Revenue generated from the local option motor vehicle wheel tax at a rate of \$50.00 per vehicle are shown on **Table 2.11**.

#### *Additional Financing Options*

*Impact Fees* on new real estate developments to defray or mitigate capital costs of infrastructure or to pay debt service on an obligation to provide infrastructure.

*General obligation bonds* are obligations payable out of taxes levied and collected on all of the taxable property in the political subdivision issuing the bonds. General obligation bond financing is available for a broad range of projects and might be available for a particular economic development project undertaken for a valid public pur-

**Table 2.9 Local Option Gasoline Retail Sales Tax Estimated Annual Revenue**

<i>County</i>	<i>Taxable Gallons</i>	<i>Taxable Sales</i>
<i>Lake</i>	154,802,538	\$400,938,573
<i>Porter</i>	42,818,465	\$110,899,824
<i>LaPorte</i>	23,054,145	\$59,710,236
<b><i>Total</i></b>	<b>220,675,148</b>	<b>\$571,548,633</b>

<i>Rate</i>	<i>Lake</i>	<i>Porter</i>	<i>LaPorte</i>	<i>Total</i>
1%	\$4,009,386	\$1,108,998	\$597,102	\$5,715,486
2%	\$8,018,771	\$2,217,996	\$1,194,205	\$11,430,973
3%	\$12,028,157	\$3,326,995	\$1,791,307	\$17,146,459
4%	\$16,037,543	\$4,435,993	\$2,388,409	\$22,861,945
5%	\$20,046,929	\$5,544,991	\$2,985,512	\$28,577,432

*Note: Based on Estimated Share of 2006 State Gasoline Tax - Taxable Gallons*

*Taxable Sales excludes State and Federal taxes*

*Sources: Indiana Department of Revenue, 2006 Annual Report*

*Indiana Legislative Services Agency. Handbook of Taxes, Revenues and Appropriations Fy 2006*

*Bureau of Labor Statistics. Consumer Price Index - Average Price Data-Gasoline 2006*

**Table 2.10 Local Option Motor Fuel Tax Estimated Annual Revenues**

<i>County</i>	<i>Taxable Gallons</i>
<i>Lake</i>	183,206,240
<i>Porter</i>	50,674,944
<i>LaPorte</i>	26,332,182
<i>Total</i>	260,213,366

<i>Rate/Gallon</i>	<i>Lake</i>	<i>Porter</i>	<i>LaPorte</i>	<i>Total</i>
<b>\$0.01</b>	\$1,832,062	\$506,749	\$263,322	\$2,602,134
<b>\$0.02</b>	\$3,664,125	\$1,013,499	\$526,644	\$5,204,267
<b>\$0.03</b>	\$5,496,187	\$1,520,248	\$789,965	\$7,806,401
<b>\$0.04</b>	\$7,328,250	\$2,026,998	\$1,053,287	\$10,408,535
<b>\$0.05</b>	\$9,160,312	\$2,533,747	\$1,316,609	\$13,010,668

*Note: Based on Estimated Share of 2006 State Taxable Gallons  
Source: Indiana Department of Revenue, 2003 Annual Report.  
Indiana Department of Revenue, Tax Policy Division*

**Table 2.11 Local Option County Motor Vehicle Wheel Tax**

<i>County</i>	<i>Total Vehicles</i>	
	<i>\$50.00 Rate</i>	<i>Revenue</i>
<i>Lake</i>	347,601	17,380,050
<i>LaPorte</i>	95,963	4,798,150
<i>Porter</i>	130,016	6,500,800
<i>Total</i>	<b>573,580</b>	<b>\$28,679,000</b>

*Source: Bureau of Motor Vehicles - 2006 Vehicle Registrations*

pose. A major exception to the ability to use general obligation bond financing is the financing of county roads and bridges.

*Lease financing* is available to finance projects that would ordinarily be financed with general obligation loans to avoid the 2.0% constitutional debt limit. This financing is much more complex from a legal standpoint and has numerous state statutory and constitutional law requirements

*Economic Development Project Districts* established in Hammond, South Bend, Fort Wayne and Evansville to encourage redevelopment and stimulation of economic development allow not more than a total of one million dollars (\$1,000,000) of net increment (gross retail sales and use taxes remitted multiplied by an adjustment factor) be paid to the city during each year that a district exists.

*Tax Increment Financing (TIF)* provides for the temporary allocation to redevelopment districts of increased tax proceeds (known as "increment") in an allocation area generated by increases in assessed value. TIF permits municipalities to use increased tax revenues stimulated by redevelopment to pay for the capital improvements needed to induce the redevelopment. An example is the Town of Merrillville currently using TIF for several major road improvement projects. The sunset

date of December 31, 1995, first established by the Indiana legislature in 1992, for the creation of an allocation area, has been extended until December 31, 2005. With this extension, the legislature also added a provision which requires Redevelopment Commissions to specify an expiration provision upon establishing an allocation area that is not later than 30 years from the date of the creation of the area.

***Cumulative Capital Development Funds*** funded from property taxes

***Extra property tax levies*** under very limited circumstances

*Special Taxing Districts* can be delineated for geographic areas within which a special tax may be levied and collected on an ad valorem basis on property tax for the purpose of financing local public improvements that are of special benefit to the residents and property of the area and are not political or governmental in nature.

## 2

## 2030 PLAN PROJECT EVALUATION & SELECTION

### *Proposal Evaluation and Selection*

Over the period of the Connections 2030 Plan Development, the Connections 2030 Working Group and staff screened and evaluated 154 highway and transit proposals. In the end, a total of 44 highway expansion proposals were selected to be individually listed in the financially constrained portion of the plan, which is subject to air quality conformity.

In addition, the planning process identified proposals that the region should pursue and develop but at this time do not have a funding source sufficiently identified to be contained in the financially constrained portion of the plan. Included in this category are the public transit proposal discussed in Chapter 4 and the proposed commuter rail expansion and the freight rail realignment which are discussed in Chapter 9.

The planning process also permits preservation and modernization proposals, both those for which proposals were submitted and many more yet to be identified to be evaluated in the rolling five year Transportation Improvement Program process. Substantial portions of the federal transportation funding expected to be available to the

region have been reserved for this purpose.

The proposal screening and evaluation process consisted of the following steps:

Screening to remove:

- Committed Proposals
- Preservation And Modernization Proposals
- Proposal Scoring and Evaluation
- Air Quality Emissions Evaluation
- Congestion Evaluation
- Financial Constraint

### *Screening*

As a result of a call for proposals first issued on May 15, 2003 with a follow-up on December 2, 2003, 154 proposals were received. The proposals included:

- 74 proposals from INDOT on state highways
- 4 proposals from local governments on state highways
- 24 proposals from local governments for regional highways in Lake and Porter Counties
- 36 proposals from local governments for regional highways in LaPorte County
- 9 proposals from Northern Indiana Commuter Transportation District and 1 pro-

posals from Valparaiso for commuter rail expansion

- 1 proposal for railroad expansion

**Appendix 4** includes illustrative lists of projects.

The first screening sought to identify the proposals that were so far along in the development process that they were for all practical purposes ready for construction or implementation. Over the span of the plan's development many of these proposals have started construction and in some cases construction has been completed. Twenty-three proposals were removed from further evaluation. These projects were treated as if they were completed and operational in the subsequent evaluation of proposals for air quality conformity and congestion. Figure 2.1 locates the projects that are currently considered committed. These are listed in Table 2.12.

The second screening consisted of classifying proposals as expansion proposals or preservation and modernization proposals. Expansion proposals, which under federal transportation planning regulations must be evaluated with respect to whether they increase harmful air emissions, were carried forward for further evaluation. Expansion proposals increase the capacity of a facility or service to move people or goods and in-

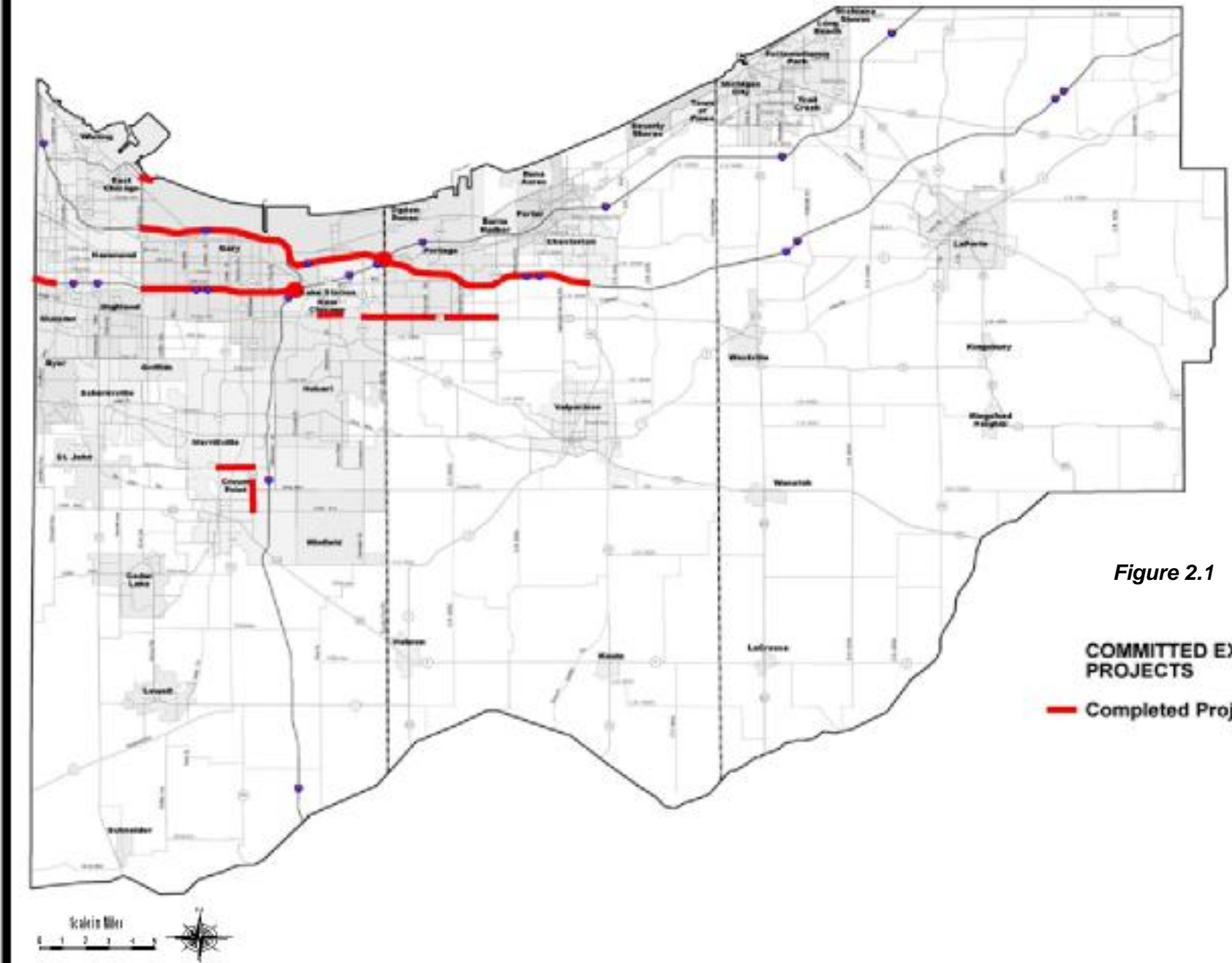
clude:

- New streets or highways.
- Added travel lanes to existing roadways.
- New Interchanges
- New transit routes.
- Expansion of rail or guide-way capacity.

Preservation or modernization proposals are those that do not expand capacity and do not require an evaluation with respect to air quality. In many cases the cost of these projects may exceed the cost of an expansion project. Preservation and modernization projects do qualify for federal funding, but individual proposal selection is performed with the development of the 5 year Transportation Improvement Program (TIP).

Preservation and modernization projects include:

- Reconstruction of an existing roadway, bridge or other feature that preserves or restores intended functionality and does not substantially increase capacity.
- Installation of turn lanes, medians, median lanes, intersection improvements and traffic signals on existing streets and highways
- Safety and operational improvements including transportation system management (TSM) improvements and intelligent transportation systems.
- Transit vehicle preventive maintenance and replacement.



*Figure 2.1*

**COMMITTED EXPANSION PROJECTS**

**— Completed Projects**

*Table 2.12 Committed Expansion Projects*

	<u>Road</u>	<u>From</u>	<u>To</u>	<u>Description</u>
1	Gary Marina Access Road	SR 912	Buffington Harbor	4 lane road on new alignment with ramps to SR 912
2	93rd Avenue Phase 2	SR-55	SR-53	Reconstruction and Widening from 2 to 4 Travel Lanes
3	I-80/94	Illinois State Line	Calumet Ave.	Reconstruction and Widening from 6 to 8 Travel Lanes
4	I-80/94	Cline Ave. (SR 912)	I-65	Reconstruction and Widening from 6 to 8 Travel Lanes
5	I-80/94 Interchange	at I-90		Reconstruction and Reconfiguration of the Existing Interchange
6	I-90	SR-912 Cline Avenue	SR-49	Reconstruction and Widening from 4 to 6 Travel Lanes
7	Ridge Road Phase 3	Lake Park Ave	Indiana Street	Reconstruction and Widening from 2 to 4 Travel Lanes
8	US-6	Scottsdale Road	SR-149	Reconstruction and Widening from 2 to 4 Travel Lanes
9	US-6	SR-51	Scottsdale Road	Reconstruction and Widening from 2 to 4 Travel Lanes
10	I-65 Interchange	at I-80/94		Reconstruction of interchange and widening of northbound to westbound and eastbound to southbound ramps from 1 to 2 lanes
11	SR 53 Broadway	93rd Ave	101st Ave	Reconstruction and Widening from 4 to 6 Travel Lanes

- Track, power, signal, replacement and modernization.
- Station improvements including station parking.

Proposals must be included in transportation plans and/or improvement programs if the street or highway affected is classified as a collector (except rural minor), minor or principal arterial, expressway or interstate (including toll highways). Local streets and roads are generally not eligible for federal funding and therefore are not considered. **Figure 2.2** summarizes the proposals that were carried forward as highway expansion proposals.

Several transit proposals were received that were considered to be expansion proposals. After screening one proposal - track and switching changes at Kensington junction on the South Shore was determined to be a modernization. The remaining proposals were related to the proposed Commuter Rail line to connect Chicago with Munster, Lowell and Valparaiso. These were consolidated and are discussed in Chapter 9. The Connections 2030 Working Group collaborated with the Board of the Regional Transportation Authority to create a comprehensive proposal for the region. This proposal is also discussed in Chapter 4.

Also received was a proposal for the reinstatement and upgrading of an alternate freight railroad route through northern Lake and Porter counties. This proposal had received limited funding through the Congestion Management Air Quality Program. The proposal is discussed in Chapter 9.

### *Scoring and Evaluation*

After screening, the remaining expansion proposals were then scored, based on criteria that were established prior to soliciting for proposals. These criteria were based upon the goals and objectives of Connections 2030 that are presented in the introduction.

**Table 2.13** is the Expansion Project scoring sheet. Certain criteria were scored by NIRPC staff based on regional resources while others depended upon documentation from the project sponsors. Criteria were set-up so that if the sponsor failed to document a criterion the lowest score, zero, was given. Many sponsors, notably INDOT, did not document their proposals beyond those scored by NIRPC staff.

The following are the criteria by which all highway proposals were scored initially and then again in some cases after discussions with the sponsors. Transit and other proposals were

# 2030 PROPOSALS

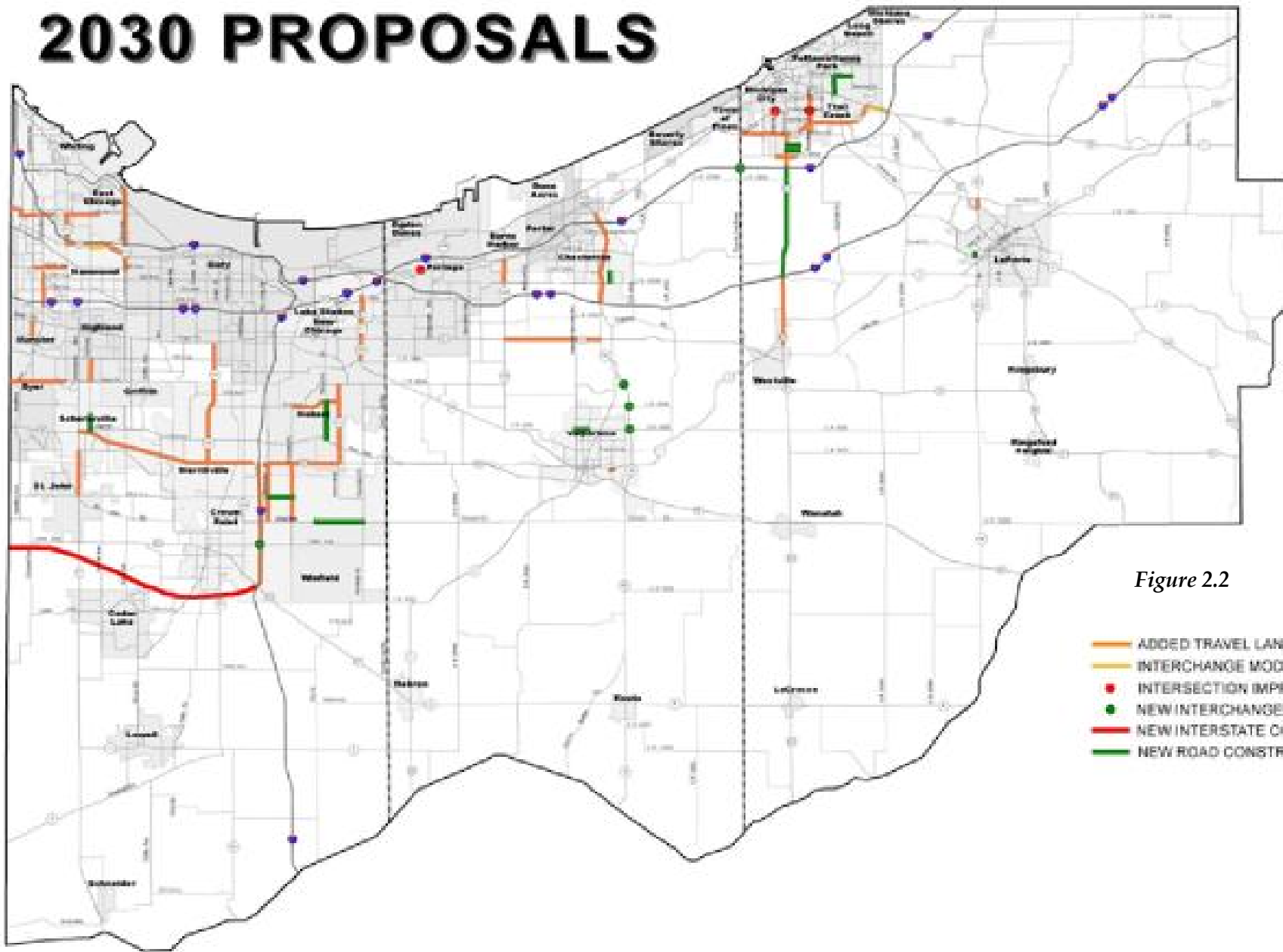
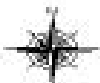


Figure 2.2

- ADDED TRAVEL LANES
- INTERCHANGE MODIFICATION
- INTERSECTION IMPROVEMENT
- NEW INTERCHANGE CONSTRUCTION
- NEW INTERSTATE CONSTRUCTION
- NEW ROAD CONSTRUCTION

Scale in Miles  
0 1 2 3 4



evaluated differently as discussed further below. **Figures 2.3 to 2.6** illustrate several of these criteria. The highest possible score from these criteria was 89. The best scoring proposal on these criteria was 42.

*Regional Priority Facility* – Is the proposal on a designated highway that provides regional connectivity?

*Regional Priority Corridor* – Is the proposal within a designated priority corridor.

*Air Quality* – Does the proposal reduce emissions that worsen air quality? See discussion below.

*Traffic Volumes* – Existing Highways with higher volumes scored more points.

*Future Volume to Capacity Ratio without Improvement* – This is an indicator of future congestion. See the future transportation demand and congestion management discussions below.

*Environmental Justice Zones Served* – Analysis zones that were above the regional average in terms of either the percent of population that is in a racial or ethnic minority class or the percent of households that are below poverty level were designated as Environmental Justice zones. Proposals that were within or less than 1/4<sup>th</sup> mile away from an

Environmental Justice zone received points, because the proposal is considered to be serving that population.

*Employment Connectivity* – Does the highway that is proposed to be improved serve larger employment concentrations? Points awarded for number of concentrations served.

*Regional Connectivity* – Points awarded if the proposed project improves connectivity between regional priority highways and/or arterial facilities outside the region.

Proposals were also scored on the basis of sponsor provided documentation. INDOT and several local sponsors did not provide documentation and received zeros on these criteria. These scores were used to enhance proposals in the STP-1 and STP-2 funding programs for the Lake-Porter urbanized area and LaPorte urbanized area respectively. These criteria cover:

- Environmental and Community Impact
- Accessibility of Environmental Justice Areas
- Alternative Modes Served by facility
- Inter-Modal Connectivity
- Inclusion in Local Comprehensive Plan

- Does not encourage inappropriate development
- Included in a Designated Development Zone

### *Future Transportation Demand*

The process of determining the best transportation to serve Northwest Indiana in the future involves assessing how well the existing transportation system will likely serve future demand and then identifying and evaluating possible solutions. Future demand for highways, transit and other transportation derives from the locations of various types of land-uses throughout the region and in adjacent regions and the interaction of people and commerce between them. Chapter 2 discusses recent trends in population, households and employment and in **Part I: Figures 2-11 and 2-13** the base case distribution of population and employment for 2030 are presented.

NIRPC uses a travel demand forecast model called EMME/2 to convert the distribution of population and employment into autos and trucks on regional highways and riders on buses and trains. These are determined for very small segments. *Figures 2.8 and 2.9* show the degree of congestion that will likely occur by 2030 if no more that what is committed to be built were completed. A similar analysis was performed for

two alternate scenarios, one an infill scenario and a second assuming greater geographic expansion of development. The alternates provided results that were much the same as the base scenario. In addition, the base forecast was also developed for 2005, 2007, 2010 and 2020. A technical discussion of the transportation modeling process can be found in *Model Documentation Report*, January, 1999.

### *Air Quality*

One of the outputs from the travel demand model is used to forecast the future emissions of Volatile Organic Compounds (VOC's) and Nitrous Oxides (NOx's) two precursors of ozone in our region. A model, called Mobile 6, is required to be used by the U.S. Environmental Protection Agency. **Figure 2.7** is a graph that shows declines in the emissions of both VOC and NOx even as there is a modest increase in vehicular use as measured by vehicle-miles of travel (VMT). The dashed lines are the maximum emissions limits that have been established by the Indiana Department of Environmental Management and the U.S. Environmental Protection Agency. Over time, the region will find emission levels drop to well below the budgets.

Each of the expansion highway proposals and the commuter rail proposal were tested for

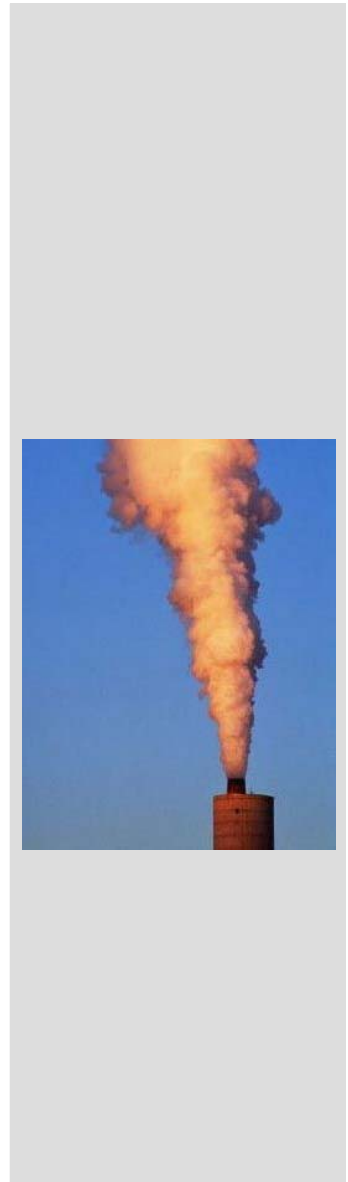


Table 2.13 Scoring

<p style="text-align: center;"><b>SCORING CATEGORY</b> <i>Scoring Item</i></p>	<p style="text-align: center;"><b>Points Possible</b></p>	<p style="text-align: center;"><b>Item Score</b> <i>Indicate self-score and note the appropriate documentation</i></p>
<b>REGIONAL PRIORITY SCORING ITEMS</b>		
<p>1.. <b>Priority Facility</b> (Scored by NIRPC staff) Project is on a <b>Regional Priority Highway Facility</b></p>	5	<b>NIRPC Staff Score</b>
<p>2. <b>Priority Corridor</b> (Scored by NIRPC staff) Project is within a <b>Regional Priority Corridor</b></p>	6	<b>NIRPC Staff Score</b>
<p style="text-align: center;"><b>ENVIRONMENTAL AND COMMUNITY IMPACTS SCORING ITEMS</b> <i>You may combine maps/documentation if clearly marked and easy for staff to read and interpret.</i></p>		
<p>3. <b>Air Quality</b> (Scored by NIRPC staff when model results become available - estimated project emissions will be established using the approved regional <b>Air Quality Model</b> and 2030 demographic forecasts.) Projects demonstrating a documented improvement in air quality will be ranked in order based on air quality improvement.</p> <p><b>1) Projects ranked in top third</b> <b>2) Projects ranked in the middle third</b> <b>3) Projects ranked in bottom third</b> <b>4) Documented degradation in Air Quality</b></p>	7 2 1 0	<b>Future NIRPC Model Projection</b>
<p>4. <b>Environmentally Sensitive Areas</b> (Sponsor must provide documentation) Project <b>does not require</b> permanent right of way acquisition of more than <b>four acres</b> of environmentally sensitive per mile of right of way. <i>Provide a map or aerial view of the project area clearly showing wetlands or other environmentally sensitive areas with a sketch of the project and necessary dimensions.</i></p>	4	

<p>5. <u>Recreational, Historical or Culturally Significant Sites</u> (Sponsor must provide documentation)  Project <b>does not require</b> permanent right of way acquisition of <b>more than 0.5 acres</b> of significant area per mile of right of way. Search the Indiana Access website for specific lists of approved sites. An aerial view of the project site is usually sufficient to show there are no such approved sites.</p>	4	
<p>6. <u>Agricultural Areas</u> (Sponsor must provide documentation)  Project <b>does not require</b> permanent right of way acquisition of <b>more than eight acres</b> of agriculturally zoned land per mile of right of way or more than <b>20% of the setback area</b> of any one residentially zoned lot. Provide a map or aerial view of the project area clearly showing agricultural and residential zoned land with a sketch of the project and necessary dimensions.</p>	4	
<p>7. <u>Existing Residential Neighborhoods</u> (Sponsor must provide documentation)  Project <b>does not require</b> permanent right of way acquisition affecting <b>more than 20%</b> of the setback area of any one or more residentially zoned lot. Provide a map or aerial view of the project area clearly showing residential zoned land with a sketch of the project and necessary dimensions.</p>	4	
<p>8. <u>Business Impact</u> (Sponsor must provide documentation)  Project <b>does not require</b> removal of <b>more than one ongoing</b> business concern per mile. Usually, an aerial view of the project site is usually sufficient to show there are no such areas Show the name/location of the one business to be removed if appropriate..</p>	4	
<b>MOBILITY SCORING ITEMS</b>		
<p>9. <u>Average Daily Traffic</u> (Scored by NIRPC staff)  If highway or street, has Average Daily Traffic (measured on a Tuesday, Wednesday or Thursday)</p> <p>1) 20,000 or more  2) 15,000 to 19,999  3) 10,000 to 14,999  4) less than 10,000</p>	<p>5 3 1 0</p>	<p><b>NIRPC Staff Score</b></p>
<p>10. <u>Future Volume to Capacity Ratio w/o improvement</u> (Scored by staff when model results become available - estimated using the approved regional air quality model, 2030 demographic forecasts and existing plus committed network)</p> <p>1) 2.0 or more  2) 1.5 to 1.99  3) 1.0 to 1.49  4) 0.5 to 0.99</p>	<p>3 2 1 0</p>	<p><b>Future NIRPC Model Projection</b></p>

ENVIRONMENTAL JUSTICE (EJ) SCORING ITEMS		
<p>11. <u>E.J. Zones Served</u> (Scored by NIRPC staff)  Number of transportation analysis zones <b>within 1/4<sup>th</sup> mile</b> of facility which are designated as E. J.</p> <p>1) <b>6 or more</b>  2) <b>3-5</b>  3) <b>1-2</b></p>	<p>6 4 1</p>	<p><b>NIRPC Staff Score</b></p>
<p>12. <u>Accessibility of EJ Areas</u> (Sponsor must provide documentation)  <i>Increases the accessibility of persons residing in EJ Areas:</i></p> <p>1) <b>to Employment Centers</b>  2) <b>to Hospitals and Clinics</b>  3) <b>to Shopping</b>  <i>The NIRPC website has a map of EJ zones.</i></p>	<p>3 1 1</p>	
CONNECTIVITY SCORING ITEMS		
<p>13. <u>Employment Connectivity</u> (Scored by staff when model results become available - estimated using the approved regional air quality model, 2030 demographic forecasts and existing plus committed network)  Number of transportation analysis zones within 1/4<sup>th</sup> mile of facility which <b>exceed 75<sup>th</sup> percentile</b> for employment in 2030 forecasts</p> <p>1) <b>6 or more</b>  2) <b>3-5</b>  3) <b>0-2</b></p>	<p>6 4 0</p>	<p><b>NIRPC Staff Score</b></p>
<p>14. <u>Alternative Modes Served</u> (Sponsor must provide documentation)  Modes operating along or adjacent to roadway</p> <p>1) <b>Public Fixed Route Bus</b>  2) <b>Bicycle Facility</b>  3) <b>Pedestrian Facilities</b>  <i>Show the location of #1-3 on a map of the project. For #3, indicate whether the project will include sidewalks.</i></p>	<p>2 2 2</p>	
<p>15. <u>Inter-Modal Connectivity</u> (Sponsor must provide documentation)  Alternative transportation modes served by, or directly accessible from, proposed facility</p> <p>1) <b>Passenger Rail Facility</b>  2) <b>Off-Street Bicycle/Pedestrian Facility</b>  3) <b>Regional Airport</b>  4) <b>Truck Terminals, Rail/Truck Terminals, Commercial Harbors</b>  <i>Show the location of #1-3 on a map of the project. For #3, indicate whether the project will include sidewalks.</i></p>	<p>2 2 2 2</p>	

<p>16. <b><i>Regional Connectivity</i></b> (Scored by staff when model results become available - estimated using the approved regional air quality model, 2030 demographic forecasts and existing plus committed network)  Project <b>does provide</b> connectivity between two or more Regional Priority Highway Facilities and/or arterial facilities outside the region.</p>	2	<b>NIRPC Staff Score</b>
--	---	--------------------------

**PRIOR COMMITMENT SCORING ITEMS**

<p>17. <b><i>Continued Federal Investment</i></b> (Sponsor must provide documentation)  Project is a <b>continuation of federal investment</b> in similar construction phase in the past 10 years <b>on a section within one mile</b> of the same facility.  <i>This item means that the proposed project is a continuation or a disconnected section of a previously federally-funded roadway. Indicate the name and endpoints of the previously funded roadway, the construction phase(s), name, years and amount of the previous federal fund(s).</i></p>
--

**ECONOMIC DEVELOPMENT/LAND-USE COMPATIBILITY SCORING ITEMS**

<p>18. <b><i>Included in a comprehensive e plan</i></b> (Sponsor must provide documentation)  Project is identified in an adopted municipal, county or regional comprehensive plan, per Indiana Statute. <i>Submit a copy of the cover page showing the name, adopting agency and date of the Comprehensive Plan, and the few relevant pages of the plan referring to the proposed project.</i></p>
---

<p>19. <b><i>Does not encourage development</i></b> (Sponsor must provide documentation)  Project does not increase the potential for the development of environmentally sensitive areas or agricultural lands. <i>Most expansion project proposals are intended to encourage development. To receive points, submit a map showing the project, the current environmentally sensitive areas and or agricultural lands and the current zoning designation.</i></p>
---

<p>20. <b><i>Included within a designated zone</i></b> (Sponsor must provide documentation)  <b>Over 50%</b> of the project is bounded by or within a recognized Urban Enterprise Zone, Airport Development Zone, Empowerment Zone or a recognized redeveloping "Brownfield" site. (Sponsor must provide documentation) <i>To receive points, submit a map showing the project and the designated zone..</i></p>
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<p><b>TOTAL PRELIMINARY SELF-SCORE</b>  <b><u>DUE FEBUARY 6, 2004</u></b></p>
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# Regional Priority Highways

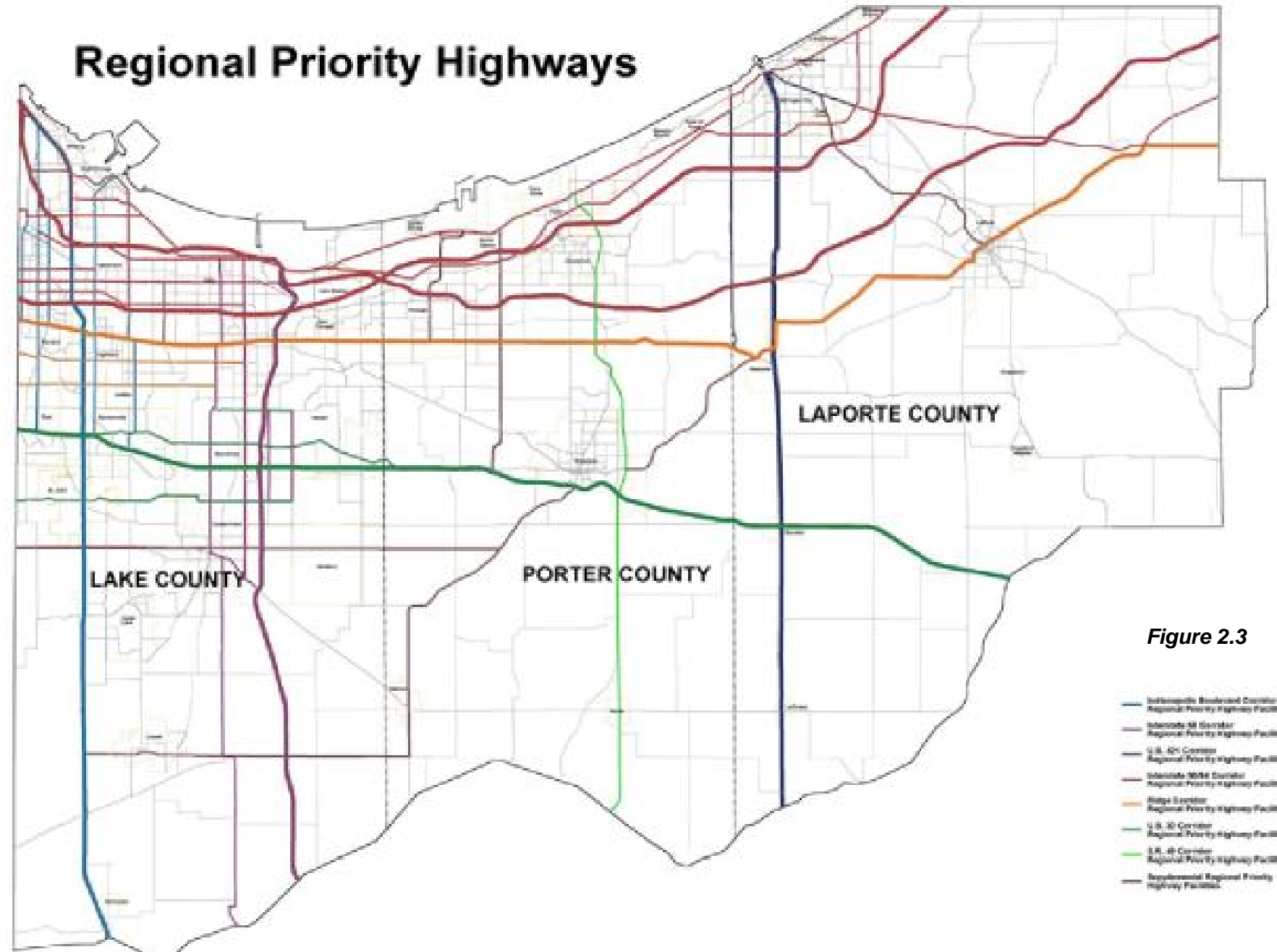


Figure 2.3

- Indiana 65 Corridor  
Regional Priority Highway Facilities
- Indiana 40 Corridor  
Regional Priority Highway Facilities
- U.S. 40 Corridor  
Regional Priority Highway Facilities
- Indiana 100 Corridor  
Regional Priority Highway Facilities
- Ridge Corridor  
Regional Priority Highway Facilities
- U.S. 30 Corridor  
Regional Priority Highway Facilities
- U.S. 49 Corridor  
Regional Priority Highway Facilities
- Supplemental Regional Priority  
Highway Facilities



# HIGH PRIORITY CORRIDORS

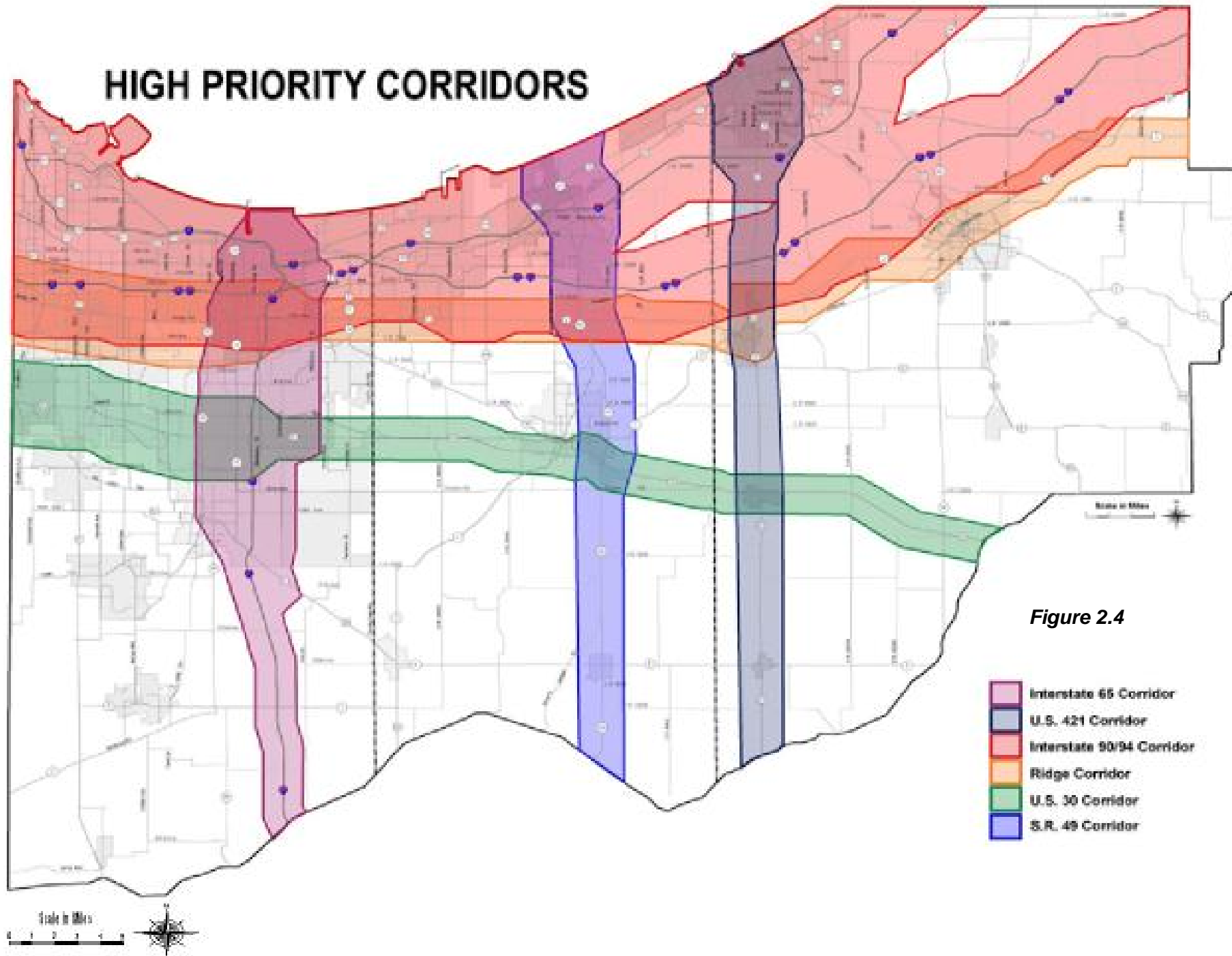


Figure 2.4

- Interstate 65 Corridor
- U.S. 421 Corridor
- Interstate 90/94 Corridor
- Ridge Corridor
- U.S. 30 Corridor
- S.R. 49 Corridor

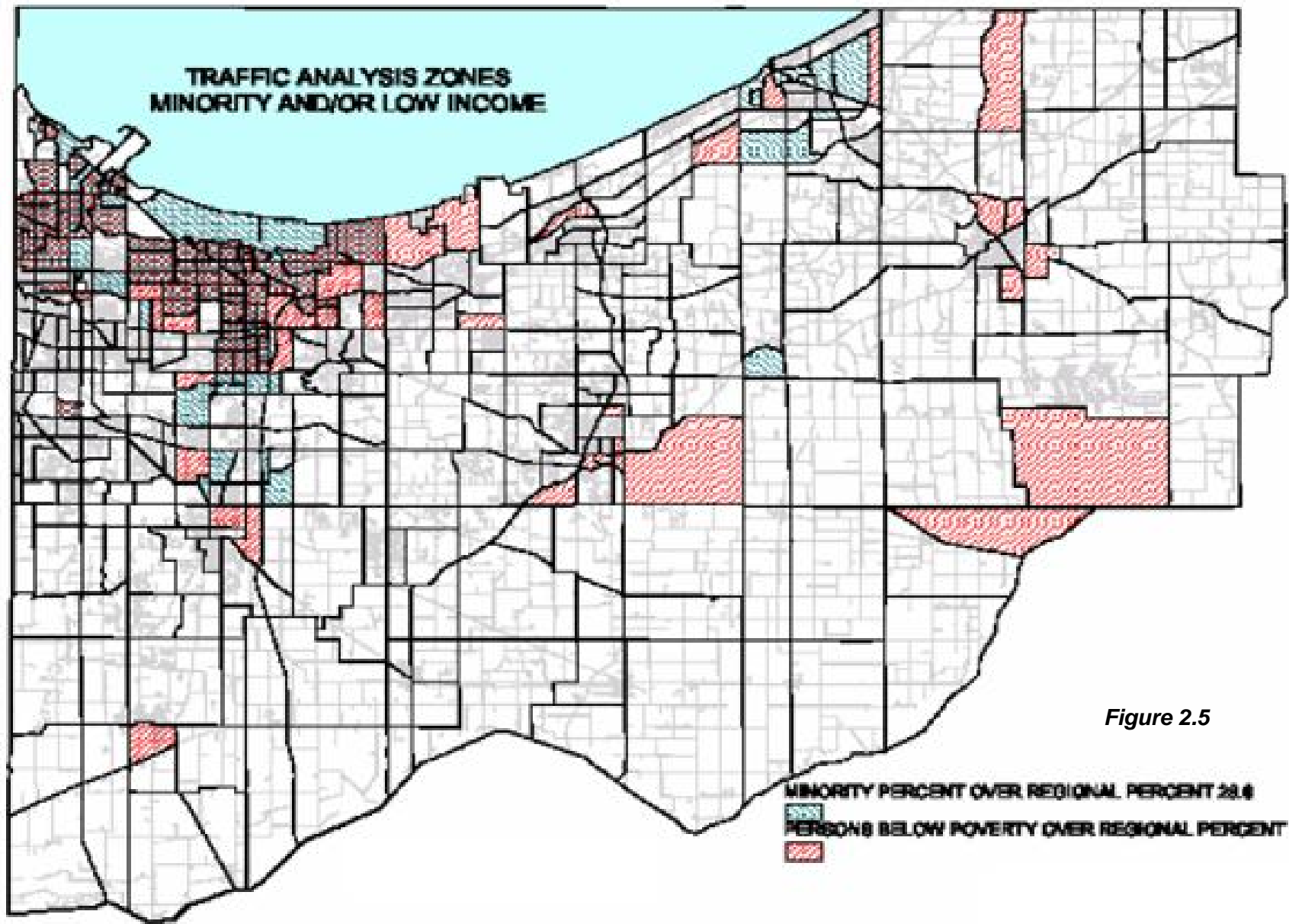
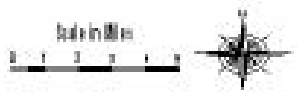


Figure 2.5



# 75th Percentile Employment Zones

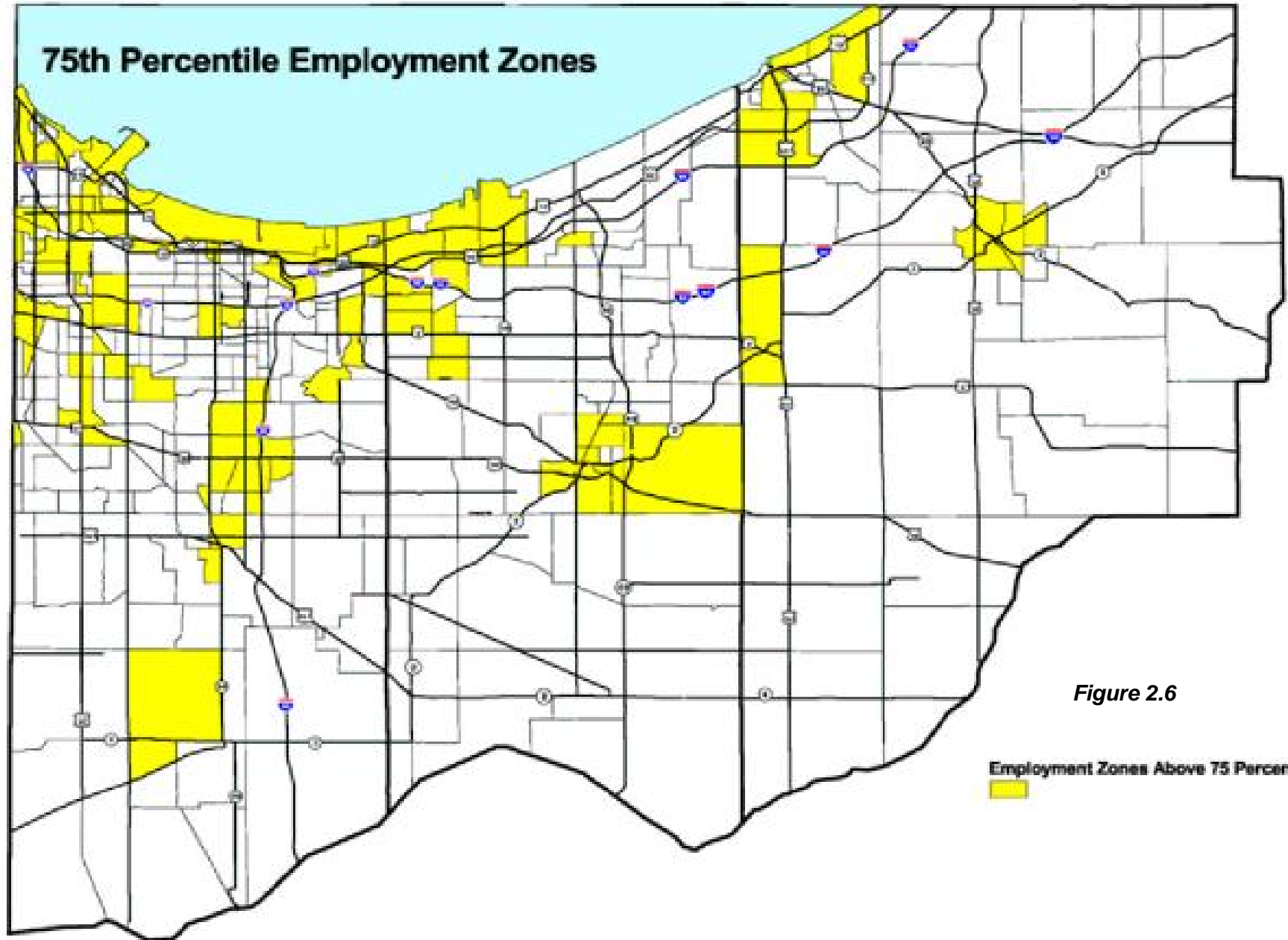


Figure 2.6

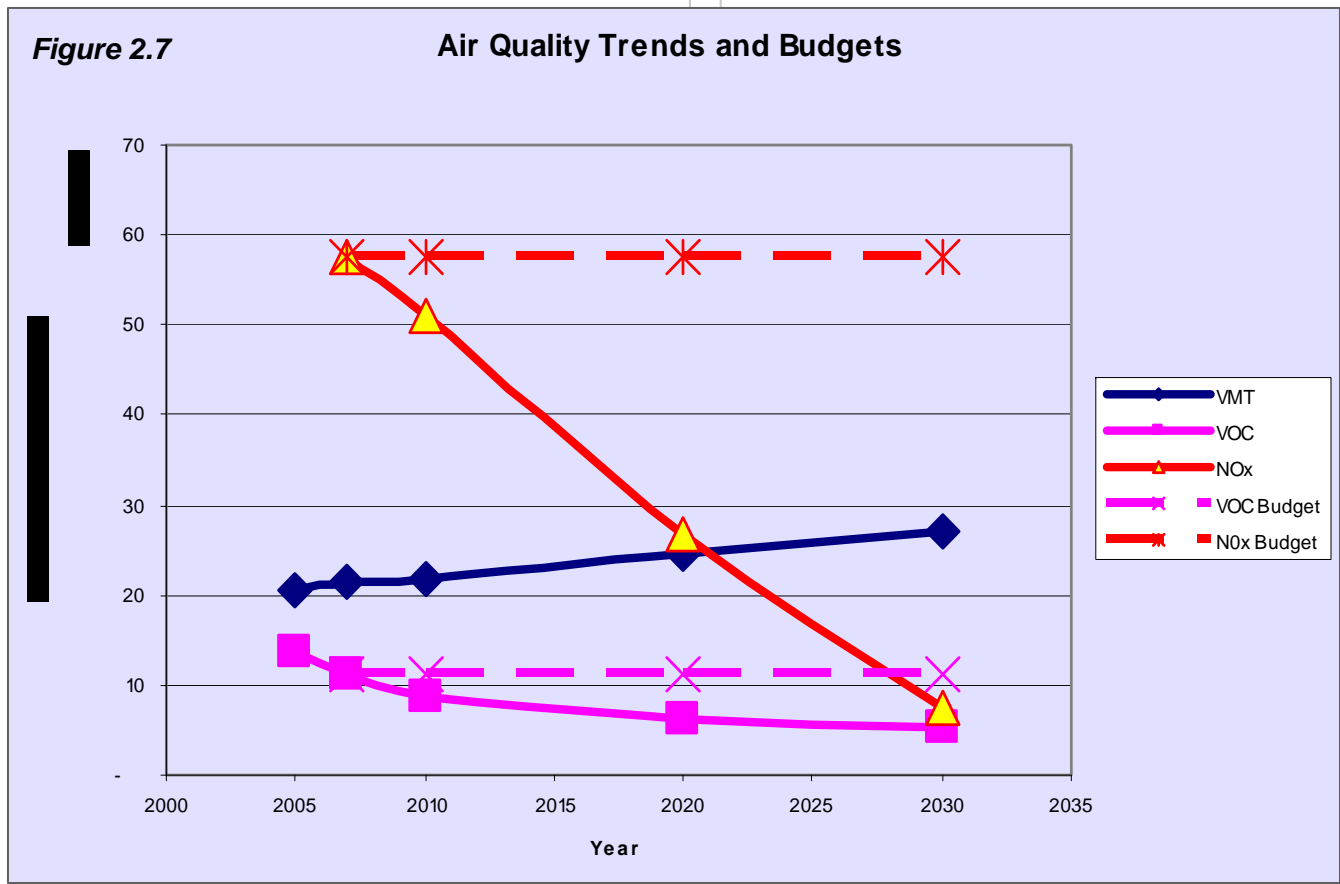
Employment Zones Above 75 Percent  




changes in VOC and NOX emissions and VMT. The critical characteristics (new or added travel lanes for example) were made to the road segments on the model that were affected by the proposal. The EMME/2 model was run individually for each change. Emission factors from Mobile 6

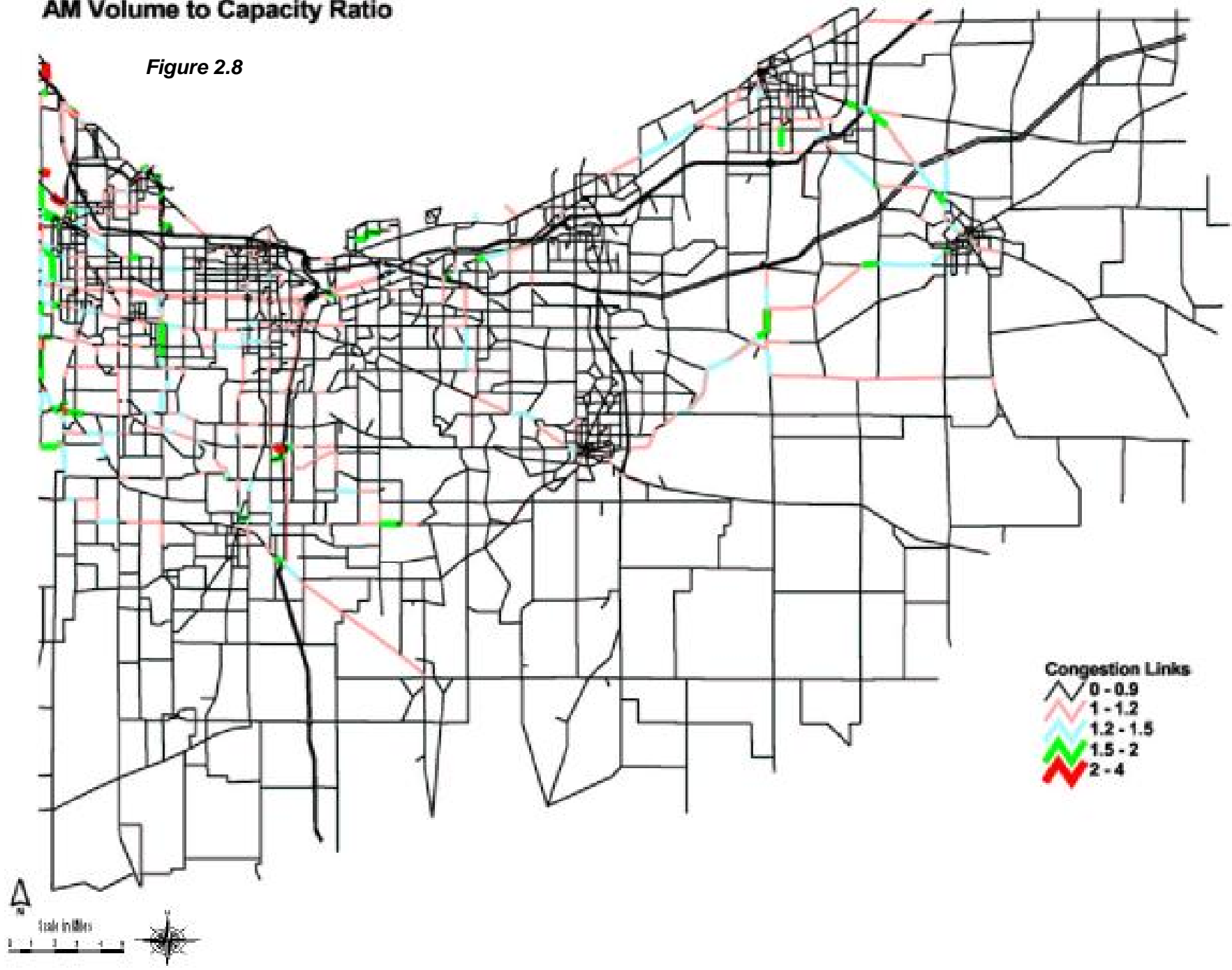
were applied to produce the change in emissions and VMT for the proposed expansions.

**Table 2.14** summarizes the results from each proposal. Overall the changes were small with less than 0.15 % decrease or increase. Sixteen of the



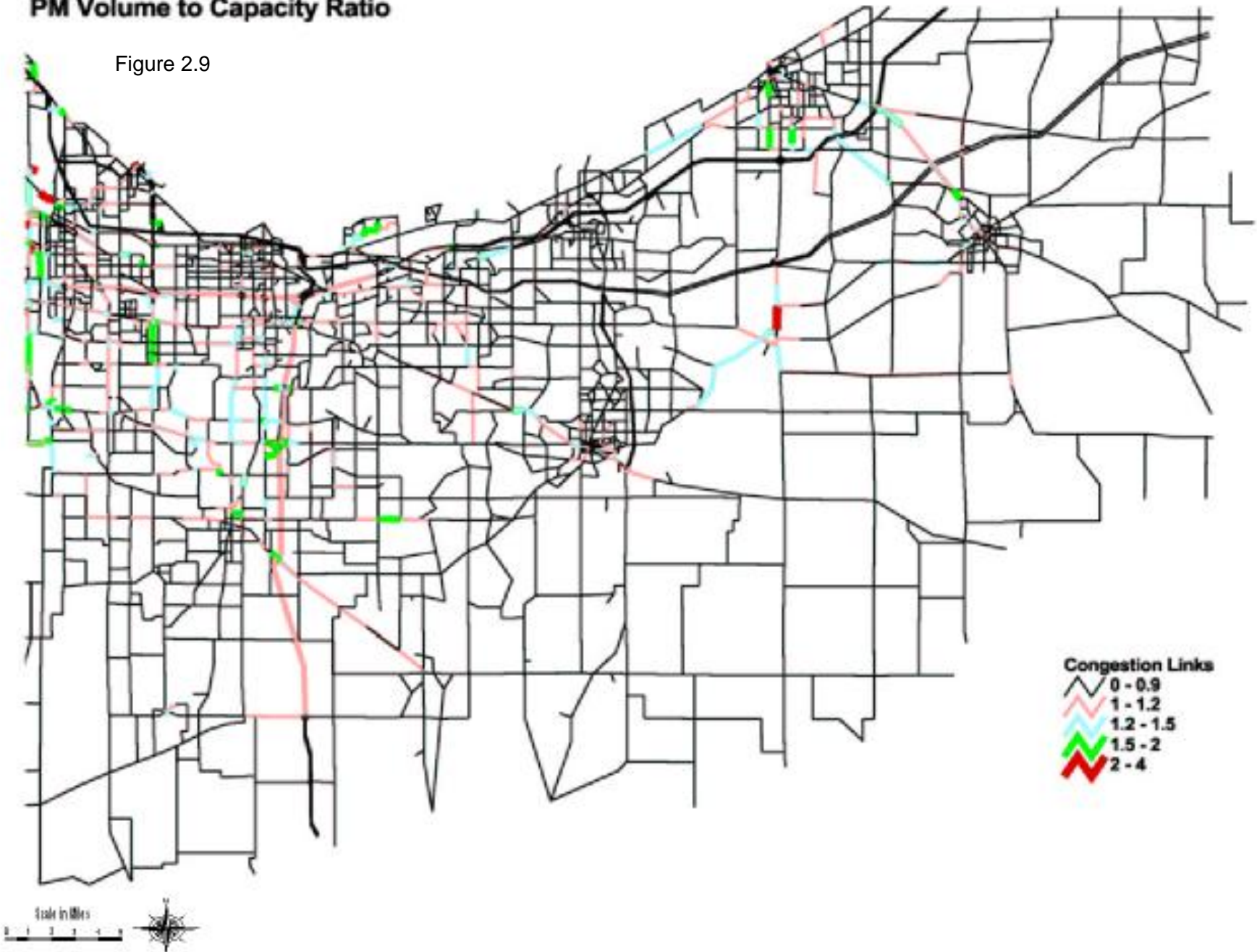
# AM Volume to Capacity Ratio

Figure 2.8



# PM Volume to Capacity Ratio

Figure 2.9



**Table 2.14 Air Quality Impacts - Selected Proposal Improvements  
2030 Base Population, Household & Employment Forecast**

Committed Network														
		35,286,498			7,112,782			10,135,982						VOC and
Sponsor	Project	VTM	VTM Change		VOC	VOC Change		NOx	NOx Change		VTM Rank	VOC Rank	Nox Rank	Average Rank
INDOT	US-30 from US-41 to I-65	35,266,788	(19,711)	-0.06%	7,102,314	(10,467)	-0.15%	10,125,794	(10,189)	-0.10%	1	1	1	1
INDOT	SR-312 from Johnson Rd to Columbia Ave	35,271,712	(14,786)	0.04%	7,106,783	(5,999)	-0.08%	10,130,401	(5,582)	-0.06%	2	2	2	2
INDOT	US-421 from I-94 to US-20	35,283,462	(3,037)	0.01%	7,110,680	(2,102)	-0.03%	10,134,285	(1,697)	-0.02%	3	3	3	3
Valparaiso	Lincolnway from Marks to Mayfield	35,284,661	(1,837)	0.01%	7,110,932	(1,850)	-0.03%	10,135,028	(954)	-0.01%	4	4	4	4
Munster	Calumet Avenue from Ridge Road to Fisher Street	35,288,200	1,701	0.00%	7,112,652	(130)	0.00%	10,135,940	(42)	0.00%	10	7	5	5
INDOT	SR-49 from I-94 to Oak Hill Road	35,286,591	93	0.00%	7,112,807	25	0.00%	10,136,034	51	0.00%	5	8	6	6
LaPorte	Lake Street from Madison Street to Hoelocker Drive	35,287,668	1,169	0.00%	7,112,907	125	0.00%	10,136,160	178	0.00%	7	9	7	7
Valparaiso	Vale Park Road from Campbell to Valparaiso St	35,290,504	4,006	0.01%	7,112,489	(293)	0.00%	10,136,436	454	0.00%	13	6	10	8

Michigan City	Springland Avenue from Karwick Road to Royal Road	35,288,054	1,555	0.00%	7,112,958	176	0.00%	10,136,246	264	0.00%	8	10	8	9
Hammond	Chicago Avenue from Illinois to Calumet Avenue	35,295,021	8,522	0.02%	7,112,472	(310)	0.00%	10,138,041	2,059	0.02%	19	5	14	10
INDOT	SR-51 from 10th Street to US-30	35,288,057	1,558	0.00%	7,113,083	301	0.00%	10,136,360	378	0.00%	9	11	9	11
INDOT	US-20 from SR-212 to I-94	35,291,967	5,468	0.02%	7,113,720	938	0.01%	10,137,860	1,877	0.02%	16	12	12	12
INDOT	US-20 from SR-152 to SR-912	35,287,416	918	0.00%	7,113,888	1,107	0.02%	10,136,627	644	0.01%	6	14	11	13
Crown Point	I-65 at 109th	35,298,838	12,339	0.03%	7,113,757	976	0.01%	10,137,965	1,983	0.02%	23	13	13	14
INDOT	US-6 from SR-149 to SR-49	35,291,854	5,356	0.02%	7,114,174	1,392	0.02%	10,138,066	2,084	0.02%	15	15	15	15
Michigan City	Westwind Drive from Westwing Drive to Cleveland Ave	35,293,363	6,865	0.02%	7,114,952	2,170	0.03%	10,138,622	2,640	0.03%	17	20	17	16
INDOT	I-65 from US-231 to US-30	35,303,117	16,619	0.05%	7,114,180	1,398	0.02%	10,139,659	3,677	0.04%	33	16	21	17
Schererville	Kennedy Avenue from Junction Street to US-30	35,288,380	1,882	0.01%	7,115,723	2,941	0.04%	10,138,492	2,510	0.02%	11	25	16	18
INDOT	US-20 Ramp from US-20 to US-20/35	35,295,663	9,165	0.03%	7,115,073	2,291	0.03%	10,139,409	3,427	0.03%	20	22	19	19
INDOT	US-20 from County Line Road to Ohio Street	35,299,487	12,989	0.04%	7,114,877	2,095	0.03%	10,139,832	3,849	0.04%	25	19	22	20

INDOT	US-20 from Ohio Street to US-421	35,301,156	14,658	0.04%	7,114,837	2,056	0.03%	10,140,101	4,118	0.04%	29	18	23	21
INDOT	US-41 from 93rd Ave to 77th Ave	35,301,460	14,962	0.04%	7,114,715	1,933	0.03%	10,140,436	4,454	0.04%	31	17	27	22
INDOT	SR-49 at CR-400N	35,301,091	14,593	0.04%	7,114,987	2,205	0.03%	10,140,252	4,269	0.04%	28	21	25	23
Hobart	Wisconsin Street from 61st Ave. to Old Lincoln Highway	35,290,740	4,241	0.01%	7,116,184	3,402	0.05%	10,139,143	3,161	0.03%	14	29	18	24
INDOT	US-421 from SR-2 to SR-2	35,294,825	8,326	0.02%	7,116,284	3,502	0.05%	10,139,623	3,640	0.04%	18	30	20	25
INDOT	SR-39 from US-35 to Sev-ers Rd	35,301,051	14,553	0.04%	7,115,300	2,518	0.04%	10,140,503	4,521	0.04%	27	23	28	26
INDOT	US-20 from US-421 to SR-212	35,300,898	14,400	0.04%	7,115,729	2,947	0.04%	10,140,407	4,425	0.04%	26	26	26	27
Hobart	61st Avenue from Colorado Street to SR-51	35,303,325	16,827	0.05%	7,115,598	2,816	0.04%	10,140,836	4,854	0.05%	34	24	31	28
INDOT	US-421 from SR-2 to I-80/90	35,296,408	9,909	0.03%	7,117,259	4,477	0.06%	10,140,202	4,219	0.04%	21	32	24	29
INDOT	SR-49 from I-80/90 to I-94	35,299,368	12,870	0.04%	7,116,004	3,222	0.05%	10,140,519	4,537	0.04%	24	28	29	30
INDOT	US-6 from I-80/94 to 37th Ave.	35,306,063	19,565	0.06%	7,115,782	3,000	0.04%	10,141,672	5,689	0.06%	37	27	34	31
Michigan City	Karwick Road from Springland Avenue to US-35	35,301,794	15,296	0.04%	7,116,303	3,522	0.05%	10,141,093	5,110	0.05%	32	31	32	32

Munster	Main Street from Illinois to Highland	35,288,957	2,458	0.01%	7,118,581	5,800	0.08%	10,140,786	4,803	0.05%	12	36	30	33
INDOT	US-30 from I-65 to SR-51	35,297,489	10,990	0.03%	7,118,297	5,515	0.08%	10,141,669	5,687	0.06%	22	35	33	34
INDOT	SR-149 from Lenburg Rd to US-20	35,301,222	14,724	0.04%	7,117,481	4,699	0.07%	10,141,924	5,941	0.06%	30	33	35	35
INDOT	SR-912 from US-12 to I-80/94	35,305,516	19,018	0.05%	7,117,594	4,812	0.07%	10,142,419	6,437	0.06%	36	34	36	36
INDOT	SR-312 from Columbia Ave to Railroad Ave	35,308,829	22,330	0.06%	7,119,206	6,424	0.09%	10,143,178	7,195	0.07%	38	37	37	37
Chester-ton	Dickensen Road from Sand Creek to CR-1100N	35,304,416	17,918	0.05%	7,120,858	8,076	0.11%	10,144,068	8,085	0.08%	35	39	38	38
Merrill-ville	93rd Avenue from Mississippi Street to Colorado St	35,314,473	27,975	0.08%	7,119,868	7,086	0.10%	10,145,504	9,521	0.09%	40	38	40	39
INDOT	US-20 from SR-312 to SR-152	35,309,070	22,571	0.06%	7,121,724	8,942	0.13%	10,145,011	9,029	0.09%	39	41	39	40
INDOT	SR-51 from US-6 to Cleveland Rd	35,321,589	35,091	0.10%	7,121,038	8,256	0.12%	10,147,651	11,668	0.12%	41	40	41	41

**Table 2.15: Air Quality Analysis Results - INDOT Suburban Needs**

	VMT	VMT Change	% Change	VOC	VOC Change	% Change	NOx	NOx Change	% Change
Base Scenario	35,286,498			7,112,782			10,135,982		
New Freeway	35,186,645	(99,853)	-0.28%	7,003,991	(108,791)	-1.53%	10,014,211	(121,771)	-1.20%
New Tollway	35,062,533	(223,965)	-0.63%	7,008,285	(104,497)	-1.47%	10,004,090	(131,892)	-1.30%

**Table 2.16: Air Quality Analysis Results - Commuter Rail Proposals**

	VMT	VMT Change	% Change	VOC	VOC Change	% Change	NOx	NOx Change	% Change
Base Scenario	35,286,498			7,112,782			10,135,982		
Commuter Rail Extension to Valparaiso	35,274,215	(12,283)	-0.03%	7,108,831	(3,951)	-0.06%	10,132,880	(3,103)	-0.03%
Commuter Rail Extension to Lowell	35,287,706	1,208	0.00%	7,115,671	2,889	0.04%	10,139,173	3,191	0.03%

proposals showed a reduction in emissions and 43 showed small increases. Those with decreases in emissions scored points in the evaluation scoring while those with increases did not.

The INDOT Suburban Needs proposal was modeled as both a freeway and a tollway in the base scenario and in the expansion scenario. As shown in **Table 2.15** either facility would reduce VOC and NO<sub>x</sub> emissions and VMT in Indiana. However, the new highway was coded as part of an extension of a bypass highway around Chicago. Further coordination and demand and emissions modeling is required to be performed in collaboration with the Chicago Metropolitan Agency for Planning in Northeastern Illinois.

The Commuter Rail Expansion proposals were also modeled, as shown in **Table 2.16**. These very preliminary results showed slight reductions in a service to Valparaiso and slight increases in a service to Lowell. Additional modeling will be performed as the proposals continue to develop.

### *Congestion Management*

One of the outputs of the EMME/2 transportation demand model is the identification of highway segments that would likely be congested in the future. A simple metric of forecasted traffic volume as a ratio of carrying capacity was calcu-

lated for each three-hour AM and PM peak period. These ratios were categorized and mapped as shown in **Figures 2.8 and 2.9**, presented earlier. To test the sensitivity of the model to potential forecast variability, forecast volume to capacity ratios for the alternative scenarios discussed above and in Chapter 2 were also reviewed. Little difference was found among the three alternatives so proposal evaluation on congestion was performed on the base scenario only.

The congestion evaluation addressed these questions.

1. Were there any highways for which expansion proposals should be sought that were not addressed directly or indirectly with a proposal?
2. Do the expansion proposals effectively address future congestion or could a non-expansion improvement or the application of various management systems suffice?

An ad hoc Congestion Management Systems subgroup from the membership of the Connections 2030 Working Group evaluated the first question by reviewing the road segments showing substantial future congestion, those with volume to capacity ratios of 1.2 or greater. Model inputs

were verified with actual conditions, predicted traffic volumes were evaluated and potential solutions were explored. In the end it was determined that on none of the potentially congested roads was the congestion so imminent or severe that new proposals needed to be developed for immediate inclusion in the plan. INDOT, county and municipal staffs have been asked to further review the results in several areas and develop non-expansion proposals to be included in regular Transportation Improvement Program development or, if warranted, expansion proposals for future long-range plan updates.

To address the second question, different evaluation processes were used for projects on state highways and projects evaluated for regionally programmed federal highway funding.

### *State Highways*

The process of selecting expansion proposals on state highway which includes Interstates US highways and state routes, involved collaboration with INDOT as their staff was simultaneously developing the INDOT statewide long range plan. The regional and INDOT staffs shared information, model results and evaluations. With INDOT-originated proposals, most proposals were included in both the state and regional plans. There were several proposals where both

parties agreed that non-expansion modernization solutions were more appropriate, and are not carried as listed projects in Connections 2030.

There are two areas of exception. The first is the INDOT Suburban Needs proposal. The INDOT Long Range Plan will list the proposal for funding and construction in the 2020 to 2030 time-frame and estimates the cost at \$500 million. As noted earlier in this chapter, NIRPC tested several options of an extension of a circumferential highway in Northeast Illinois from I-57 to I-65, with positive result. There continue to be many unresolved questions about the proposal, so the proposal is included in Connections 2030 but for an investment study only. NIRPC will work with INDOT to get this study underway within the upcoming three year plan update cycle.

The second exceptions are six locally originated proposals on state highways that will not be included in the INDOT Long Range Plan listed in **appendix C**. These proposals continue to enjoy local support and the region will continue to advocate for these proposals to be planned and programmed by INDOT.

### *Regional Highways*

Regional highways are collector and arterial streets or highways that are owned by a county,

city or town. Federal funding for these highways is allocated to the two urbanized areas in Northwest Indiana, in Lake and Porter County and in LaPorte County, and project funding decisions are made through the Transportation Improvement Program development by NIRPC.

To address the second congestion management question for regional proposals, the Congestion Management Systems sub-group evaluated whether the proposal:

- Addressed a highway that was either presently congested or forecasted to be congested and the expansion would relieve the congestion,
- The proposed expansion would relieve congestion on a nearby and parallel highway.
- The congestion relief of the proposed expansion project could not be accomplished by other non-expansion projects on this or other highways.

For Lake and Porter counties, ten expansion proposals listed in **appendix c** were found to meet these criteria and four proposals were found not to meet one of these criteria and were dropped from further consideration. In the LaPorte County area, all thirteen proposals were found to

meet one of these criteria. Those results are listed in **appendix c**.

### ***Financial Constraint***

The finance section discusses and evaluates the financial resources that are expected to be available for transportation in the region from 2005 through 2030 for both preservation and expansion. As summarized in **Table 2.17** over \$2.3 billion is forecasted to be available for ongoing preservation and modernization of existing highways, expansion of existing highways and creation of new highways and interchanges.

Funds that are controlled by INDOT constitute the largest portion of the region's expected highway investment. The amount that INDOT determines to be available for expansion is determined by the INDOT Long Range Plan. INDOT included \$730 million in expansion projects which includes \$500 million for the Suburban Needs proposal which the region has recommended for a major investment study.

In the Lake and Porter urbanized area, the policy adopted in the Vision 2020 Regional Transportation Plan continued that no more than 30% of forecasted funds be used for expansion. This caps funding for expansion at \$100 million of the \$2.3 billion. The proposals that evolved through the project selection process total \$55 million, well under the preset cap.

The LaPorte urbanized area is a newly designated urbanized area with a much smaller share of allocated funding, \$52 million. Elected local officials representing the area have determined that no more than 50% or \$26 million should be for expansion projects. The proposals that have evolved from the project selection process total \$19 million also well under the preset cap.

#### *Fiscally Constrained Capacity Expansion Proposals*

As discussed in this Chapter, a large field of proposals was screened and evaluated. The result for highways is a plan that includes 42 capacity expanding proposals on state and regional highways and a proposal for a major investment study in the southern part of the region. The evaluation process meets all the federal criteria.

**Table 2.18** consolidates from previous tables the proposals contained in this portion of the plan and is also presented in the Executive Summary.

## **3 2030 REGIONAL TRANSPORTATION PLAN PROJECTS**

The 2007 amendment of the *Connections 2030 Regional Transportation Plan* affects the list of projects in two ways. First, the amendment reacts to the State of Indiana's Major Moves initiative to align the project list with the changes in the Indi-

# Regional Transportation Plan Projects

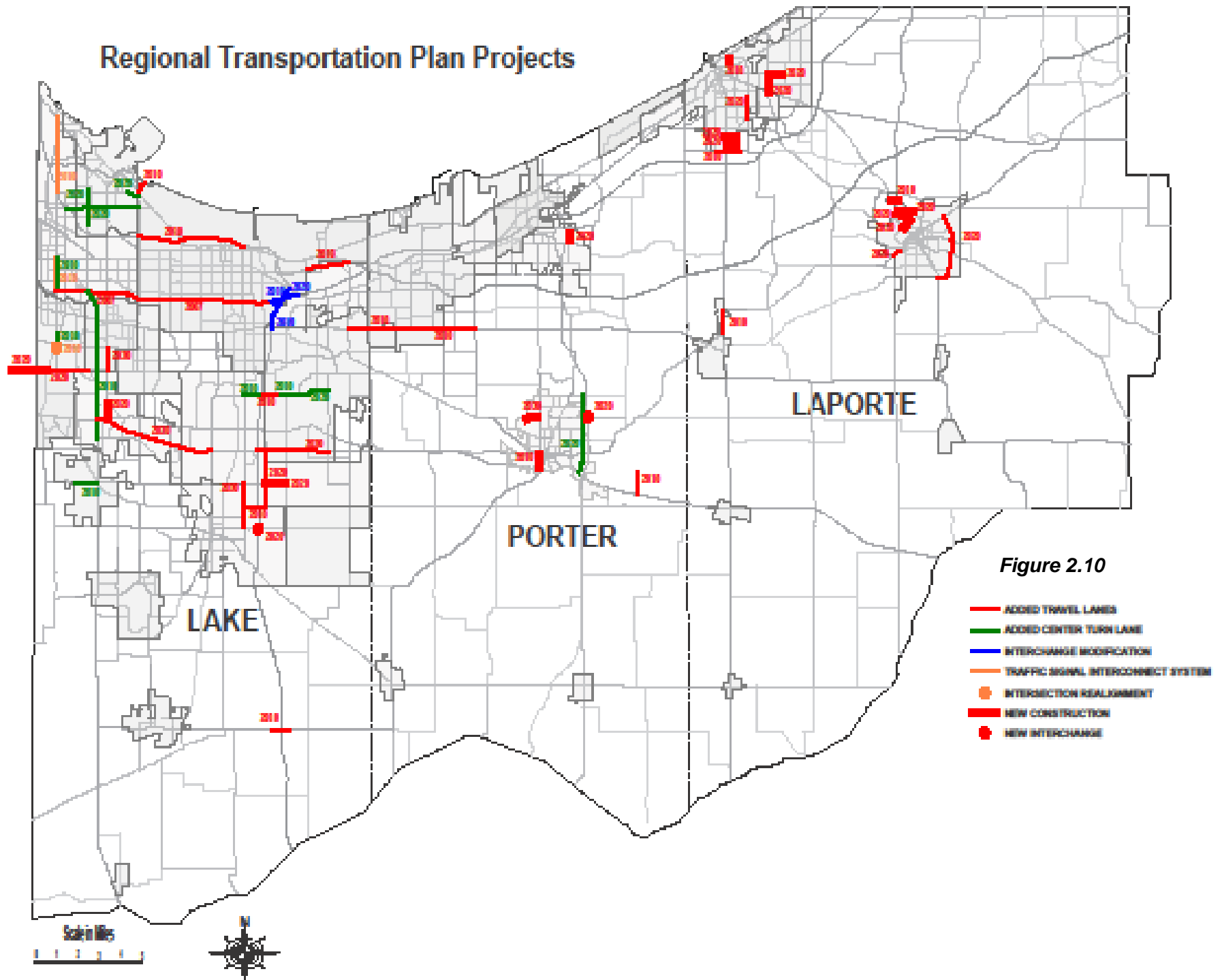


Table 2.17: *INDOT Proposed Highway Projects*

ID	Agency	INDOT	Completion	2007	2007 Cost	\$43,000
18a	Road	I-80/94	Concept	Interstate Highway	Year of Construction Cost	\$43,000
0500579	From	Calumet Avenue	Scope	Added Travel Lanes (Painting Lane Markings)	Federal Cost	\$34,400
	To	SR-912	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$8,600
ID	Agency	INDOT	Completion	2007	2007 Cost	\$57,000
18b	Road	I-80/94	Concept	Interstate Highway	Year of Construction Cost	\$57,000
0500579	From	SR-912	Scope	Added Travel Lanes (Painting Lane Markings)	Federal Cost	\$45,600
	To	I-65	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$11,400
ID	Agency	<b>Gary</b>	Completion	2010	2007 Cost	\$1,633,550
38a	Road	<b>Buffington Access</b>	Concept	Collector Street	Year of Construction Cost	\$1,699,545
	From	SR-912	Scope	Added Travel Lanes	Federal Cost	\$1,359,636
	To	Casinos	Model Representation	Add 1 lane in each direction	Non-Federal Cost	\$339,909
ID	Agency	<b>Hobart</b>	Completion	2010	2007 Cost	\$7,284,751
125b	Road	<b>61st Avenue</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$7,430,446
	From	Liverpool Street	Scope	Added Center Turn Lane	Federal Cost	\$5,944,357
	To	Colorado Street	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$1,486,089
ID	Agency	<b>Hobart</b>	Completion	2010	2007 Cost	\$2,128,663
125a	Road	<b>61st Avenue</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$2,171,236
	From	Marsella Lane	Scope	Added Travel Lanes	Federal Cost	\$1,736,989
	To	Liverpool Street	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$434,247

ID 17a 0500590	Agency	<b>INDOT</b>	Completion	2010	2007 Cost	\$25,000,000
	Road	<b>I-65</b>	Concept	Interstate Highway	Year of Construction Cost	\$26,010,000
	From	37th Avenue	Scope	Interchange Modification Phase 1 of 3	Federal Cost	\$20,808,000
	To	I-80/94 East of SR-53	Model Representation	Add 1 travel lane in each direction and add interchange links	Non-Federal Cost	\$5,202,000
ID 17b 0065300	Agency	<b>INDOT</b>	Completion	2010	2007 Cost	\$37,850,000
	Road	<b>I-65</b>	Concept	Interstate Highway	Year of Construction Cost	\$37,850,000
	From	South of I-80/94	Scope	Interchange Modification Phase 2 of 3	Federal Cost	\$30,280,000
	To	North of I-80/94	Model Representation	Add 1 travel lane in each direction and add interchange links	Non-Federal Cost	\$7,570,000
ID 27	Agency	<b>INDOT</b>	Completion	2010	2007 Cost	\$14,000,000
	Road	<b>US-6</b>	Concept	Principal Arterial Highway	Year of Construction Cost	\$14,000,000
	From	Scottsdale Road	Scope	Added Travel Lanes	Federal Cost	\$11,200,000
	To	SR-149	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$2,800,000
ID 28	Agency	<b>INDOT</b>	Completion	2010	2007 Cost	\$17,215,849
	Road	<b>US-6</b>	Concept	Principal Arterial Highway	Year of Construction Cost	\$17,215,849
	From	SR-51	Scope	Added Travel Lanes	Federal Cost	\$13,772,679
	To	Scottsdale Road	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$3,443,170
ID 0300741 to 0300746	Agency	<b>INDOT</b>	Completion	2010	2007 Cost	\$1,080,000
	Road	<b>US-41</b>	Concept	Principal Arterial Highway	Year of Construction Cost	\$1,101,600
	From	165th Street	Scope	Traffic Signal Interconnect System	Federal Cost	\$881,280
	To	175th Street	Model Representation	Increase free flow speeds by 3 mph	Non-Federal Cost	\$220,320

ID 0300752 to 0300754	Agency	<b>INDOT</b>	Completion	2010	2007 Cost	\$698,751
	Road	<b>US-41</b>	Concept	Principal Arterial Highway	Year of Construction Cost	\$712,726
	From	US-12/20	Scope	Traffic Signal Interconnect System	Federal Cost	\$570,181
	To	Toll Road	Model Representation	Increase free flow speeds by 3 mph	Non-Federal Cost	\$142,545
ID 212 8665870	Agency	<b>INDOT</b>	Completion	2010	2007 Cost	\$10,562,710
	Road	<b>US-41</b>	Concept	Principal Arterial Highway	Year of Construction Cost	\$10,773,964
	From	165th Street	Scope	Added Center Turn Lane	Federal Cost	\$8,619,171
	To	175th Street	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$2,154,793
ID 209a	Agency	<b>INDOT</b>	Completion	2010	2007 Cost	\$4,027,867
	Road	<b>US-41</b>	Concept	Principal Arterial Highway	Year of Construction Cost	\$4,108,424
	From	Ridge Road	Scope	Added Center Turn Lane	Federal Cost	\$3,286,739
	To	Main Street	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$821,685
ID 209c	Agency	<b>INDOT</b>	Completion	2010	2007 Cost	\$4,027,867
	Road	<b>US-41</b>	Concept	Principal Arterial Highway	Year of Construction Cost	\$4,108,424
	From	213th Street	Scope	Added Center Turn Lane	Federal Cost	\$3,286,739
	To	77th Avenue	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$821,685
ID 76	Agency	<b>ITR Concessions Company</b>	Completion	2010	2007 Cost	\$44,432,000
	Road	<b>I-90</b>	Concept	Interstate Highway	Year of Construction Cost	\$45,320,640
	From	SR-912 (MP 10)	Scope	Added Travel Lanes	Federal Cost	\$0
	To	SR-53	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$45,320,640

ID	Agency	<b>ITR Concessions Company</b>	Completion	2010	2007 Cost	\$19,688,000
77a	Road	<b>I-90</b>	Concept	Interstate Highway	Year of Construction Cost	\$20,081,760
	From	Clay Street	Scope	Added Travel Lanes	Federal Cost	\$0
	To	SR-51	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$20,018,760
ID	Agency	<b>La Porte</b>	Completion	2010	2007 Cost	\$1,415,000
109 0500843	Road	<b>East Shore Road</b>	Concept	Collector Street	Year of Construction Cost	\$1,443,300
	From	US-35	Scope	New Construction	Federal Cost	\$1,154,636
	To	McClung Road	Model Representation	New link, 1 travel lane in each direction, collector attributes	Non-Federal Cost	\$288,664
ID	Agency	<b>Merrillville</b>	Completion	2010	2007 Cost	\$2,550,000
213	Road	<b>61st Avenue</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$2,653,020
	From	SR-53	Scope	Added Center Turn Lane	Federal Cost	\$2,122,416
	To	I-65	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$530,604
ID	Agency	<b>Merrillville</b>	Completion	2010	2007 Cost	\$6,500,000
214	Road	<b>101st Avenue</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$6,500,000
	From	SR-53	Scope	Added Travel Lanes	Federal Cost	\$0
	To	Mississippi Street	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$6,500,000
ID	Agency	<b>Michigan City</b>	Completion	2010	2007 Cost	\$1,022,500
215	Road	<b>Lake Avenue</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$1,063,809
	From	US-12	Scope	New Construction	Federal Cost	\$0
	To	Fogarty Street	Model Representation	New links, 1 travel lane in each direction, Minor Arterial attributes	Non-Federal Cost	\$1,063,809

ID	Agency	<b>Michigan City</b>	Completion	2010	2007 Cost	\$1,265,000
107	Road	<b>Kieffer Road</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$1,316,106
	From	Ohio Street	Scope	Added Travel Lanes (extended termini)	Federal Cost	\$1,052,885
	To	Woodland Avenue	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$263,221
ID	Agency	<b>Munster</b>	Completion	2010	2007 Cost	\$1,078,000
216	Road	<b>Calumet Avenue</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$1,143,982
	From	Fisher Street	Scope	Added Center Turn Lane	Federal Cost	\$915,186
	To	45th Avenue	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$228,796
ID	Agency	<b>Munster</b>	Completion	2010	2007 Cost	\$5,526,780
217	Road	<b>Calumet Avenue</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$5,865,063
	From	N or 45th Avenue	Scope	Intersection Realignment	Federal Cost	\$4,692,051
	To	S of 45th Avenue	Model Representation	Reconfigure intersection links	Non-Federal Cost	\$1,173,013
ID	Agency	<b>St. John</b>	Completion	2010	2007 Cost	\$1,633,928
218	Road	<b>93rd Avenue</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$1,699,939
	From	White Oak Avenue	Scope	Added Center Turn Lane	Federal Cost	\$1,359,951
	To	US-41	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$339,988
ID	Agency	<b>Valparaiso</b>	Completion	2010	2007 Cost	\$2,500,000
219	Road	<b>CR-450E</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$2,601,000
	From	US-30	Scope	Added Travel Lanes	Federal Cost	\$0
	To	CR-150N	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$2,601,000

ID	Agency	<b>Valparaiso</b>	Completion	2010	2007 Cost	\$4,500,000
220	Road	<b>Vale Park Road West</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$4,681,800
	From	Saddlebrook Crossing	Scope	New Construction	Federal Cost	\$0
	To	Kickbush	Model Representation	New links, 1 travel lane in each direction, Minor Arterial attributes	Non-Federal Cost	\$4,681,800
ID	Agency	<b>Valparaiso</b>	Completion	2010	2007 Cost	\$6,250,000
221	Road	<b>South Campbell Street</b>	Concept	Minor Arterial Street	Year of Construction Cost	\$6,502,500
	From	SR-130	Scope	New Construction	Federal Cost	\$0
	To	US-30	Model Representation	New links, 1 travel lane in each direction, Minor Arterial attributes	Non-Federal Cost	\$6,502,500
ID	Agency	Chesterton	Completion	2020	2007 Cost	\$30,000,000
222	Road	Dickinson Road	Concept	Minor Arterial Street	Year of Construction Cost	\$37,301,229
	From	Porter Avenue	Scope	New Construction	Federal Cost	\$0
	To	Michael Drive	Model Representation	Add 2 travel lanes in each direction	Non-Federal Cost	\$37,301,229
ID	Agency	East Chicago	Completion	2020	2007 Cost	\$6,500,000
223	Road	US-20	Concept	Principal Arterial Highway	Year of Construction Cost	\$6,897,852
	From	151st Street	Scope	Added Center Turn Lane	Federal Cost	\$0
	To	Columbus Drive	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$6,897,852
ID	Agency	East Chicago	Completion	2020	2007 Cost	\$6,000,000
224	Road	SR-312	Concept	Principal Arterial Highway	Year of Construction Cost	\$6,367,248
	From	Columbia Avenue	Scope	Added Center Turn Lane	Federal Cost	\$0
	To	SR-912	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$6,367,248

ID 229	Agency	East Chicago	Completion	2020	2007 Cost	\$1,463,499
	Road	SR-312	Concept	Principal Arterial Highway	Year of Construction Cost	\$1,492,769
	From	Kennedy Avenue	Scope	Traffic Signal Interconnection	Federal Cost	\$1,214,215
	To	SR-912	Model Representation	Increase free flow speed by 3 mph.	Non-Federal Cost	\$278,554
ID 225	Agency	East Chicago	Completion	2020	2007 Cost	\$6,000,000
	Road	US-12	Concept	Minor Arterial Street	Year of Construction Cost	\$6,367,248
	From	Alder Street	Scope	Added Center Turn Lane	Federal Cost	\$0
	To	SR-912	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$6,367,248
ID 228	Agency	East Chicago	Completion	2020	2007 Cost	\$2,327,471
	Road	US-12	Concept	Minor Arterial Street	Year of Construction Cost	\$2,374,020
	From	US-20	Scope	Traffic Signal Interconnection	Federal Cost	\$1,899,216
	To	SR-912	Model Representation	Increase free flow speed by 3 mph.	Non-Federal Cost	\$474,804
ID 38b	Agency	Gary	Completion	2020 (split from access road and moved from 2010 network)	2007 Cost	\$14,701,947
	Road	SR-912 Interchange	Concept	Access Improvements	Year of Construction Cost	\$15,295,906
	From	Industrial highway	Scope	Interchange Modifications	Federal Cost	\$12,236,725
	To	Casinos	Model Representation	Link reconfiguration	Non-Federal Cost	\$3,059,181
ID 230	Agency	Gary	Completion	2020	2007 Cost	\$769,231
	Road	15th Avenue & Martin Luther King	Concept	Minor Arterial	Year of Construction Cost	\$800,000
	From	Various intersections	Scope	Traffic Signal Interconnection	Federal Cost	\$660,000
	To		Model Representation	Increase free flow speed by 3 mph.	Non-Federal Cost	\$140,000

ID 226	Agency	Hobart	Completion	2020	2007 Cost	\$12,000,000
	Road	61st Avenue	Concept	Minor Arterial Street	Year of Construction Cost	\$14,920,492
	From	Colorado Street	Scope	Added Center Turn Lane	Federal Cost	\$0
	To	SR-51	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$14,920,492
ID 231	Agency	Hobart	Completion	2020	2007 Cost	\$1,909,774
	Road	Colorado Street	Concept	Minor Arterial Street	Year of Construction Cost	\$1,986,165
	From	61st Avenue	Scope	Added Center Turn Lane	Federal Cost	\$1,618,932
	To	69th Avenue	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$367,233
ID 17c 0500593	Agency	INDOT	Completion	2020	2007 Cost	\$56,100,000
	Road	I-80/94	Concept	Interstate Highway	Year of Construction Cost	\$57,222,229
	From	West of I-65	Scope	Interchange Modification Phase 3 of 3	Federal Cost	\$45,777,600
	To	East of I-65	Model Representa- tion	Add 1 travel lane in each direction add in- terchange links	Non-Federal Cost	\$11,444,400
ID 95	Agency	INDOT	Completion	2020	2007 Cost	\$20,000,000
	Road	I-65	Concept	Interstate Highway	Year of Construction Cost	\$24,867,486
	From	One half mile N of 109th Avenue	Scope	New Interchange	Federal Cost	\$19,893,989
	To	One half mile S of 109th Avenue	Model Representation	New links, 1 travel lane in each direction, ramp attributes	Non-Federal Cost	\$4,973,497
ID 29	Agency	INDOT	Completion	2020	2007 Cost	\$8,260,000
	Road	SR-49	Concept	Principal Arterial Highway	Year of Construction Cost	\$10,270,272
	From	One half mile N. of CR-400N	Scope	New Interchange to replace at-grade inter- section	Federal Cost	\$8,216,217
	To	One half mile S. of CR-400N	Model Representation	New links, 1 travel lane in each direction, ramp attributes	Non-Federal Cost	\$2,054,054

ID 121	Agency	INDOT	Completion	2020 (moved from the 2010 network)	2007 Cost	\$9,789,088
	Road	SR-2	Concept	Principal Arterial Highway	Year of Construction Cost	\$10,184,567
	From	One half mile West of I-65	Scope	Added travel lanes	Federal Cost	\$8,147,654
	To	One half mile East of I-65	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$2,036,913
ID 124	Agency	INDOT	Completion	2020	2007 Cost	\$3,695,861
	Road	SR-2	Concept	Minor Arterial Street	Year of Construction Cost	\$4,000,519
	From	K Street	Scope	Added Center Turn Lane	Federal Cost	\$3,200,415
	To	1st Street	Model Representation	Update to 2 travel lanes in each direction	Non-Federal Cost	\$800,104
ID 85	Agency	INDOT	Completion	2020 (moved from the 2010 network)	2007 Cost	\$7,351,853
	Road	US-421	Concept	Principal Arterial Street	Year of Construction Cost	\$7,801,845
	From	N. Jct. SR-2	Scope	Added Travel Lanes	Federal Cost	\$6,241,476
	To	S. Jct. SR-2	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$1,560,369
ID 209b	Agency	INDOT	Completion	2020 (moved from the 2010 network)	2007 Cost	\$4,027,867
	Road	US-41	Concept	Principal Arterial Highway	Year of Construction Cost	\$4,108,424
	From	Main Street	Scope	Added Center Turn Lane	Federal Cost	\$3,286,739
	To	213th Street	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$821,685
ID 232	Agency	INDOT	Completion	2020	2007 Cost	\$88,235
	Road	US-30	Concept	Principal Arterial Highway	Year of Construction Cost	\$90,000
	From	Taney Place	Scope	Traffic Signal Interconnection	Federal Cost	\$73,810
	To	Rhode Island Street	Model Representation	Increase free flow speed by 3 mph.	Non-Federal Cost	\$16,190

ID	Agency	La Porte	Completion	2020	2007 Cost	\$1,050,000
99	Road	Lake Street	Concept	Collector Street	Year of Construction Cost	\$1,230,242
	From	Madison Street	Scope	New Construction	Federal Cost	\$0
	To	Hoelocker Drive	Model Representation	New Links, 1 travel lane in each direction, collector attributes	Non-Federal Cost	\$1,230,242
ID	Agency	La Porte	Completion	2020	2007 Cost	\$2,098,182
110	Road	Polk Street	Concept	Collector Street	Year of Construction Cost	\$2,182,949
	From	US-35	Scope	New Construction	Federal Cost	\$986,890
	To	McClung Road	Model Representation	New Links, 1 travel lane in each direction, collector attributes	Non-Federal Cost	\$1,196,059
ID	Agency	La Porte	Completion	2020	2007 Cost	\$1,400,357
112	Road	Hoelocker Drive	Concept	Collector Street	Year of Construction Cost	\$1,741,168
	From	Truesdell Avenue	Scope	New Construction	Federal Cost	\$0
	To	Polk Street	Model Representation	New Links, 1 travel lane in each direction, collector attributes	Non-Federal Cost	\$1,741,168
ID	Agency	La Porte	Completion	2020	2007 Cost	\$11,318,800
115	Road	Boyd Boulevard	Concept	Minor Arterial Street	Year of Construction Cost	\$14,073,505
	From	US-35	Scope	Added Travel Lanes	Federal Cost	\$0
	To	SR-2	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$14,073,505
ID	Agency	Merrillville	Completion	2020	2007 Cost	\$3,200,000
97	Road	93rd Avenue	Concept	Minor Arterial Street	Year of Construction Cost	\$3,978,798
	From	Mississippi Street	Scope	New Construction	Federal Cost	\$0
	To	Colorado Street	Model Representation	New Links, 1 travel lane in each direction, MA attributes	Non-Federal Cost	\$3,978,798

ID	Agency	Merrillville	Completion	2020	2007 Cost	\$6,300,000
105	Road	Mississippi Street	Concept	Minor Arterial Street	Year of Construction Cost	\$7,833,258
	From	US-30	Scope	Added Travel Lanes	Federal Cost	\$0
	To	101st Avenue	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$7,833,258
ID	Agency	Michigan City	Completion	2020	2007 Cost	\$4,893,000
68	Road	Karwick Road	Concept	Minor Arterial Street	Year of Construction Cost	\$6,083,830
	From	Springland Avenue	Scope	New Construction	Federal Cost	\$0
	To	US-35	Model Representation	New link, 1 travel lane in each direction, MA attributes	Non-Federal Cost	\$6,083,830
ID	Agency	Michigan City	Completion	2020	2007 Cost	\$860,000
88	Road	Springland Avenue	Concept	Minor Arterial Street	Year of Construction Cost	\$1,069,302
	From	Karwick Road	Scope	New Construction	Federal Cost	\$0
	To	Royal Road	Model Representation	New link, 1 travel lane in each direction, MA attributes	Non-Federal Cost	\$1,069,302
ID	Agency	Michigan City	Completion	2020	2007 Cost	\$923,000
98	Road	Westwind Drive	Concept	Collector Street	Year of Construction Cost	\$1,147,634
	From	US-421	Scope	New Construction	Federal Cost	\$0
	To	Cleveland Avenue	Model Representation	New Links, 1 travel lane in each direction, collector attributes	Non-Federal Cost	\$1,147,634
ID	Agency	Michigan City	Completion	2020	2007 Cost	\$2,200,000
106	Road	Woodland Avenue	Concept	Collector Street	Year of Construction Cost	\$2,735,423
	From	Greenwood Avenue	Scope	Added Travel Lanes	Federal Cost	\$0
	To	US-20	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$2,735,423

ID	Agency	Michigan City	Completion	2020	2007 Cost	\$469,000
108	Road	Larkspur Lane	Concept	Collector Street	Year of Construction Cost	\$583,143
	From	US-421	Scope	New Construction	Federal Cost	\$0
	To	Cleveland Avenue	Model Representation	New Links, 1 travel lane in each direction, collector attributes	Non-Federal Cost	\$583,143
ID	Agency	Munster	Completion	2020	2007 Cost	\$8,360,000
86	Road	Main Street	Concept	Minor Arterial Street	Year of Construction Cost	\$10,394,609
	From	Burnham Avenue	Scope	Added Travel Lanes and New Construction	Federal Cost	\$0
	To	Highland Corp. Limit	Model Representation	New links, 2 travel lanes in each direction, Minor Arterial attributes	Non-Federal Cost	\$10,394,609
ID	Agency	Schererville	Completion	2020	2007 Cost	\$10,000,000
96	Road	Kennedy Avenue	Concept	Minor Arterial Street	Year of Construction Cost	\$12,433,743
	From	Junction Road	Scope	New Construction	Federal Cost	\$0
	To	US-30	Model Representation	New Links, 1 travel lane in each direction, MA attributes	Non-Federal Cost	\$12,433,743
ID	Agency	Valparaiso	Completion	2020	2007 Cost	\$10,000,000
227	Road	Silhavy Road	Concept	Minor Arterial Street	Year of Construction Cost	\$10,612,080
	From	Burlington Beach Road	Scope	Added Center Turn Lane	Federal Cost	\$0
	To	US-30	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$10,612,080
ID	Agency	Highland	Completion	2030	2007 Cost	\$4,000,000
119	Road	Kennedy Avenue	Concept	Minor Arterial Street	Year of Construction Cost	\$5,712,985
	From	45th Avenue	Scope	Added Travel Lanes	Federal Cost	\$0
	To	Main Street	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$5,712,985

ID 61	Agency	INDOT	Completion	2030	2007 Cost	\$8,000,000
	Road	SR-53	Concept	Principal Arterial Highway	Year of Construction Cost	\$11,425,970
	From	93rd Avenue	Scope	Added Travel Lanes	Federal Cost	\$9,140,776
	To	109th Avenue	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$2,285,194
ID 82	Agency	INDOT	Completion	2030	2007 Cost	\$33,000,000
	Road	US-30	Concept	Principal Arterial Highway	Year of Construction Cost	\$47,132,126
	From	US-41	Scope	Added Travel Lanes	Federal Cost	\$37,705,701
	To	SR-55	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$9,426,425
ID 96	Agency	Schererville	Completion	2020	2007 Cost	\$10,000,000
	Road	Kennedy Avenue	Concept	Minor Arterial Street	Year of Construction Cost	\$12,433,743
	From	Junction Road	Scope	New Construction	Federal Cost	\$0
	To	US-30	Model Representation	New Links, 1 travel lane in each direction, MA attributes	Non-Federal Cost	\$12,433,743
ID 227	Agency	Valparaiso	Completion	2020	2007 Cost	\$10,000,000
	Road	Silhavy Road	Concept	Minor Arterial Street	Year of Construction Cost	\$10,612,080
	From	Burlington Beach Road	Scope	Added Center Turn Lane	Federal Cost	\$0
	To	US-30	Model Representation	Increase capacity by 10%	Non-Federal Cost	\$10,612,080
ID 119	Agency	Highland	Completion	2030	2007 Cost	\$4,000,000
	Road	Kennedy Avenue	Concept	Minor Arterial Street	Year of Construction Cost	\$5,712,985
	From	45th Avenue	Scope	Added Travel Lanes	Federal Cost	\$0
	To	Main Street	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$5,712,985

ID	Agency	INDOT	Completion	2030	2007 Cost	\$8,000,000
61	Road	SR-53	Concept	Principal Arterial Highway	Year of Construction Cost	\$11,425,970
	From	93rd Avenue	Scope	Added Travel Lanes	Federal Cost	\$9,140,776
	To	109th Avenue	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$2,285,194
ID	Agency	INDOT	Completion	2030	2007 Cost	\$33,000,000
82	Road	US-30	Concept	Principal Arterial Highway	Year of Construction Cost	\$47,132,126
	From	US-41	Scope	Added Travel Lanes	Federal Cost	\$37,705,701
	To	SR-55	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$9,426,425
ID	Agency	<b>INDOT</b>	Completion	2030	2007 Cost	\$11,000,000
83	Road	<b>US-30</b>	Concept	Principal Arterial Highway	Year of Construction Cost	\$15,710,709
	From	I-65	Scope	Added Travel Lanes	Federal Cost	\$12,568,567
	To	SR-51	Model Representation	Add 1 travel lane in each direction	Non-Federal Cost	\$3,142,142

ana Department of Transportation's long range transportation plan. This includes the deletion of several INDOT capacity-expansion projects. The most notable examples are the deletion of the re-configuration of the interchange between I-80/94, I-80/90 and SR-51 and the deletion of the added travel lanes on SR-912 from US-12 to I-80/94. The amendment also includes the addition of some other INDOT projects. Second, the amendment includes regionally significant projects that local agencies are working to implement with their own resources.

Ther NIRPC staff met with staff of the Indiana Department of Transportation to review the list of INDOT projects. The review resulted in the update of the INDOT projects to be included in the plan. The NIRPC staff also worked with a group of local agency stake-holders and the air quality conformity consultation group to develop criteria for regional significance and guidance for local agencies in the disclosure of locally funded regionally significant capacity expansion projects. Locally funded projects were solicited and added to the final list of projects in the *Connections 2030 Regional Transportation Plan*.

### ***Regional Priority Corridors***

A network of regional priority corridors was originally established in 1999 within Northwest

Indiana's Vision 2020 Regional Transportation Plan as part of the framework for prioritizing the selection and implementation of transportation projects in the northwest Indiana region. These corridors represent the base of the existing transportation system and encompass the primary regional facilities of all modes and remain in effect.

Regional priority corridors were part of the framework for evaluating proposals for inclusion in the plan with priority given to projects identified within the regional priority corridors. Prioritization of projects by regional priority corridor was consistently reflected over all project types and all transportation modes but did not exclude proposals from outside the corridors being considered. The multi modal regional priority corridors encompass the most significant transportation facilities within the region and represent the primary corridors for moving people and goods through the region. Regional priority corridors for northwest Indiana are defined as follows:

- The ***Interstate 90/94 Corridor*** which generally extends from the lake shore to 2½ miles south of Interstate 80 from the Illinois state line to the Michigan state line/ St. Joseph County line excluding the area more than 2 miles south of Interstate 94 and north of Interstate 90 east of the Interstate 90/94 cross over;

- The *Ridge Corridor* which generally extends 2 miles north and south of Ridge Road/U.S. Route 6 from the Illinois state line to Interstate 65 and then 1 mile north and south of U.S. Route 6/Indiana Route 2 to St. Joseph County;
- The *U.S. 30 Corridor* which generally extends 2 miles north and south of U.S. Route 30 from the Illinois state line to Colorado Street and then 1 mile north and south of U.S. Route 30 to the Starke County line;
- The Indianapolis *Boulevard Corridor* which generally extends 2 miles east and west of Indianapolis Boulevard from the Illinois state line to U.S. Route 30 and then 1 mile east and west of Indianapolis Boulevard to the Newton County line;
- The *Interstate 65 Corridor* which generally extends 2 miles east and 2½ miles west of Interstate 65 from Interstate 90 to Indiana Route 231 and then 1 mile east and west of Interstate 65 to the Newton County line;
- The *U.S. 421 Corridor* which generally extends 2 miles east and west of U.S. Route 421 from U.S. Route 12 to Interstate 94 and then 1 mile east and west of U.S. Route 421 to the Starke County line.

The Regional Priority Corridors for northwest Indiana are illustrated in **Figure 2.3**.

In order to strengthen the process for evaluating local highway proposals, regional priority highway facilities were defined within each of the corridors. The regional priority highway facilities represent the primary highway route (s) within each corridor, and facilities that duplicate or substitute service on the primary facility (s).

Regional priority highway facilities generally comply with the following guidelines:

1. Facilities with traffic volumes in excess of 10,000 vehicles per day;
2. Facilities that accommodate high volumes of truck traffic and/or provide direct access to freight facilities (e.g. airports, sea ports, rail yards, industrial facilities);
3. Identified congested location in accordance with the preliminary CMS analysis;
4. Facilities that accommodate fixed route transit;
5. Facilities that provide access to major commercial, industrial, institutional, recreational or tourism activity centers;

6. Facilities that have multiple jurisdictions and/or provide connectivity between communities both within and adjoining northwest Indiana.

Some regional priority highway facilities include short segments that do not presently exist but if constructed would provide logical connectivity for the facility. The regional priority highway facilities for northwest Indiana are as follows:

Interstate 90/94 Corridor

***Interstate Highways (Primary Regional Highways):***

- Interstate 90 from the Illinois state line to the St. Joseph County line;
- Interstate 94 from the Illinois state line to the Michigan state line.

***Supplemental Regional Highways:***

- 112th Street from the Illinois state line to Indianapolis Boulevard;
- Cline Avenue from Interstate 90 to Interstate 80/94;
- U.S. Route 12 from Indianapolis Boulevard to the Michigan state line;

- Indiana Route 212 from U.S. Route 12 to U.S. Route 20;
- Indiana Route 312 from the Illinois state line to U.S. Route 12;
- Michigan Street/Carroll Street/U.S. Route 20 from Calumet Avenue to the St. Joseph County line;
- 165th Street from the Illinois state line to Kennedy Avenue;
- 169th Street/15th Avenue from the Illinois state line to Interstate 65;
- 173rd Street/Orchard Drive/25th Avenue from Calumet Avenue to Broadway.

Ridge Corridor

***Primary Regional Highway:***

- Ridge Road/U.S. Route 6/Indiana Route 2 from the Illinois state line to the St. Joseph County line.

***Supplemental Regional Highways:***

- 45th Street/45th Avenue from the Illinois state line to Broadway;
- Main Street/53rd Avenue from the Illinois state line to Indiana Route 55.

U.S. 30 Corridor

***Primary Regional Highway:***

- U.S. Route 30 from the Illinois state line to the Starke County line.

***Supplemental Regional Highways:***

- 61st Avenue from Indiana Route 55 to Colorado Street;
- Joliet Street/73rd Avenue/Old Lincolnway from U.S. Route 30 to U.S. Route 30;
- 93rd Avenue from the Illinois state line to Colorado Street.

**Indianapolis Boulevard Corridor**

***Primary Regional Highway:***

- Indianapolis Boulevard/U.S. Route 41 from the Illinois state line to the Newton County line.

***Supplemental Regional Highways:***

- Hohman Avenue from Indiana Route 312 to Ridge Road;
- Calumet Avenue from Indianapolis Boulevard to U.S. Route 30;
- Columbia Avenue from Chicago Street to Ridge Road;
- Michigan Avenue/Kennedy Avenue from Cline Avenue to U.S. Route 30;

- Cline Avenue from Interstate 80/94 to Ridge Road and from Joliet Street to U.S. Route 30;
- Broad Street from Ridge Road to Joliet Street.

**Interstate 65 Corridor**

***Primary Regional Corridor***

- Interstate 65 from Interstate 90 to the Newton County line.

***Supplemental Regional Highways:***

- Indiana Route 55 from Ridge Road to the Newton County line;
- Indiana Route 231 from Indiana Route 55 to Interstate 65;
- Grant Street from U.S. Route 12 to Ridge Road;
- Broadway from U.S. Route 12 to Indiana Route 231;
- Mississippi Street from 61st Avenue to 93rd Avenue;
- Colorado Street from 61st Avenue to 93rd Avenue.

**U.S. 421 Corridor**

***Primary Regional Highway:***

- U.S. Route 421 from U.S. Route 12 to the Starke County line.

***Supplemental Regional Highway:***

- LaPorte County Line Road from U.S. Route 12 to U.S. Route 6;
- U.S. Route 35 from U.S. Route 12 to U.S. Route 20.

Seven secondary routes that do not fall within the regional priority corridors but which generally satisfy the selection guidelines, provide a complementary function to the supplemental regional highways and complete strategic connectivity between corridors have been identified as Secondary Regional Highways.

The Secondary Regional Highways for northwest Indiana are as follows:

***Secondary Regional Highways***

- Burr Street from 15th Avenue to Ridge Road;
- Indiana Route 249/Willowcreek Road from U.S. Route 12 to U.S. Route 6;
- Indiana Route 149 from U.S. Route 12 to U.S. Route 30;

- Indiana Route 49 from U.S. Route 12 to U.S. Route 30;
- Johnson Road/U.S. Route 35 from U.S. Route 35 to Indiana Route 2;
- Indiana Route 2 from U.S. Route 41 to U.S. Route 6.
- Boyd Boulevard from U.S. Route 35 to Indiana Route 2.

**Figure 2.3** illustrates the Regional Priority Highway Facilities in northwest Indiana.

## 4 TRANSPORTATION IMPROVEMENT PROGRAM GUIDANCE (TIP)

### *Background*

Most federal funds for transportation projects from the U.S. Department of Transportation (U.S. DOT) are allocated to Urbanized Areas (UZA's) on an annual basis. Portions of Lake and Porter Counties lie within the Chicago UZA and most of northwest LaPorte County (and extreme north-eastern Porter County) lies within the Michigan City/LaPorte UZA. In addition, the Indiana Department of Transportation (INDOT) is also allocated federal funds from the U.S. DOT for projects on Interstate, US, and State-numbered roadways in Lake, Porter, and LaPorte Counties.

### *What is a Transportation Improvement Program?*

A Transportation Improvement Program (TIP) is a list of federally funded local transit and highway projects (including state highway projects) in a metropolitan planning area. (The entire three-county area constitutes the metropolitan planning area.) The TIP also includes significant transportation projects funded without federal funds. All projects contained in a TIP must be consistent with the Regional Transportation Plan—but all capacity expansion projects must be discretely

identified in the Plan. In effect, the TIP is the short range program of projects derived from the long range list of transportation improvements recommended in the regional transportation plan (RTP). Both the RTP and TIP must conform with the State Implementation Plan for Air Quality (SIP).

### *Who Develops the TIP?*

Regulations of the U.S. Department of Transportation require that Metropolitan Planning Organizations (MPO's), in cooperation with the State and affected transit operators, develop a transportation improvement program (TIP) for a designated metropolitan area. The Northwestern Indiana Regional Planning Commission (NIRPC) is the designated MPO for Northwest Indiana and is responsible for developing the TIP.

### *Stakeholder Involvement in TIP Development.*

The TIP development process is largely carried out by groups of stakeholder committees. Stakeholder committees are maintained for highways (2), transit (2), Congestion, Mitigation and Air Quality or CMAQ (2), and Transportation Enhancement. Membership is open to the public. Meeting notices are posted on the NIRPC Website and mailed to transportation stakeholders. Each committee reviews and reaches consensus

## Transportation Improvement Program (TIP):

A Transportation Improvement Program (TIP) is a list of federally funded local transit and highway projects (including state highway projects) in a metropolitan planning area.

upon the project selection criteria and relevant selection policies to be used in the selection process. Each stakeholder committee reviews project applications and recommends a list of projects to be selected for funding. INDOT maintains a separate project development process for its own projects.

*Mandated TIP-Related Plan Provisions from Prior Transportation Plans*

The local TIP process was significantly restructured per instructions contained in the Vision 2020 Regional Transportation Plan (1998). That plan called for specific changes in the programming process—most significantly, it called for a streamlining of the entire process. These mandated changes and their current status follow:

- *Increase the level of local commitment to projects and strengthen local implementing agency accountability for implementing projects.* This was accomplished through expansion of the TIP to a five-year program of projects—with the level of local (and MPO) commitment to projects varying by program and year of placement in the TIP. The TIP is now updated every two years, at which time the status of each project is reviewed and new projects are added.

- *Establish project type specific selection criteria for selecting local agency projects for inclusion in the ... Transportation Improvement Program with criteria reflecting differing project type element priorities.* Project selection criteria were developed and are maintained for each locally selected federal funding category.

- *NIRPC will continue to honor the unwritten regional policy of separate funding categories for different modes with the exception of the Congestion Mitigation and Air Quality program. NIRPC will develop uniform CMAQ project selection criteria to explore the best alternative to resolve a particular transportation system deficiency, regardless of mode.*

Rather than combining all federal funds allocated to the metropolitan area into a common pool and then selecting projects from that pool, the existing (modal-based) federal appropriation categories have been retained and funding targets are established under each. There is, however, increased interest in the inter-modal utilization of these funds. This is evidenced by the Michigan City/LaPorte UZA's use of highway STP Group 2 and CMAQ funds for transit projects on an annual basis. Additionally, FTA Section 5307/5340 funds are being used for bicycle & pedestrians projects and STP Group 1 highway stakeholders have used those funds for bicycle and pedestrian projects. There is significantly greater intermodal

use of funds than prior to FFY 1998. Non-modal specific CMAQ project selection criteria have been used since 1998.

- *Review the NIRPC Transportation Enhancement Activities process to redefine the role and responsibilities of the Transportation Enhancement Committee and identify regional priorities for Transportation Enhancement Activities.* The task of evaluating the role of the Committee was accomplished and this group has gone on to complete an update of the Regional Bicycle/Pedestrian Plan, the Transportation Enhancement Project Selection Criteria and Process.
- *Reestablish and sustain the NIRPC Safety Improvement Program to ensure the continued implementation of transportation safety improvement projects in northwest Indiana.* Both urbanized areas now receive an annual allocation of Highway Safety Improvement Funds. A Safety stakeholder group will be convened in the summer of 2007 to develop a strategy for using these funds.
- *Strengthen NIRPC's ability to plan and program STP Group III and IV projects in order to ensure a proportionate share of STP Group III and IV funds are directed towards improvements in northwest Indiana.* Some progress was made in this area. However, the designation of the

new Michigan City/LaPorte UZA in 2002 and expansion of the Chicago UZA severely reduced the number of Group 3-eligible areas from 12 to five (5).

- *NIRPC will coordinate with INDOT to effect changes in the state's bridge policy that will enable projects in the urbanized area fair access to statewide bridge funds.* To supplement statewide bridge funds, some STP Group I funds will be targeted specifically for expenditure on bridge preservation projects. NIRPC (and the statewide MPO Council) did make some progress in this area. While it is undetermined as to whether the changes in the selection process represent "fair access" to statewide bridge funds, a number of bridge projects were funded in the region.

### ***Connections 2030 Plan Goals & Objectives***

The introduction section of this plan identifies 12 goals and 52 objectives which were adopted by the Commission in December 2003. In March 2004 an ad hoc committee was established to review each goal and objective—and determine its relevance to the selection of projects within the Transportation Improvement Program (TIP) process. Many of the objectives provided specific guidance pertaining to the investment of U.S. Department of Transportation funds. Others iden-

tify specific planning tasks to be undertaken and others still provided guidance specific to the planning process itself and associated public involvement activities.

The ad hoc committee prepared a summary document which, after presentation to the Transportation Policy Committee, was presented to each Stakeholder Committee for use while updating each project selection system. The intent of this exercise was to ensure that the adopted goals and objectives were reflected in each TIP project selection system—especially in the new selection systems within the Michigan City Urbanized Area.

Goal 8, Objective #1 requires that “investment priority” be given to projects involving the preservation and maintenance of the existing transportation network. This has been construed to mean “a level of funding greater than for network expansion.” Consequently, in order to comply with this requirement, at least 51% of the STP and Section 5307 funds programmed for new projects added to the TIP (during each biennial update) must be for preservation and maintenance purposes.

### General TIP Policies

#### *TIP Updates: Content, Format, and Frequency*

TIP updates will generally be prepared every other year. These updates will be prepared in writing and electronic copy, exposed to public comment, and acted on by the NIRPC Transportation Policy Committee and NIRPC Board. Each Update should be prepared within a time frame that is consistent with INDOT’s normal INSTIP development and approval cycle.

Incomplete projects from a prior TIP will be included in TIP Updates as appropriate and listed as an “ongoing” project in Year #1 of the TIP. The purpose of this will be to maintain current TIP support for such projects.

Planning projects funded with FHWA STP and FTA Section 5307 funds will appear in the TIP for informational purposes only. These projects are developed as a part of the Unified Planning Work Program (UPWP) process.

Funding targets within each category of federal funding will be established. These targets, which should be considered to be flexible in nature and amendable from time to time, should (at a minimum) be reviewed for appropriateness prior to the solicitation for projects as a part of a TIP Update.

### *TIP Update Procedures*

Each TIP will encompass a five-year period—identifying projects that will receive federal funding over five Federal Fiscal Years. Projects contained in the first four years will be formally recognized as committed by the INDOT and the federal agencies (i.e., FHWA and FTA). Locally selected projects in the last year of the TIP, although considered to be locally committed, will not be recognized as being programmed or committed by INDOT and/or the federal approving agencies.

The general process to be followed in performing a TIP Update follows:

- *Stakeholder Review/Modification of Selection Systems.* The stakeholder committees will be responsible for reviewing and updating each existing project selection system prior to a TIP Update. The purpose of this effort is to ensure that the subject system remains consistent with the Regional Transportation Plan, federal requirements, and local priorities.
- *Solicitation for Projects.* The Transportation Policy Committee (TPC) will review the Project Selection systems and authorize a solicitation for projects prior to a TIP Update. A notice of the solicitation will be mailed to each

eligible local unit of government and include a photocopy of the application document(s).

- *NIRPC Staff Review of Applications.* NIRPC staff will review applications received for completeness and will communicate with the applicant, in writing, in instances where the application is incomplete and/or where the application submitted (including supporting documentation) does not appear to support the project.
- *Assessment of Impact on Certain Populations.* An impact analysis will be conducted on each TIP Update to determine the impact of transportation policies, decisions, projects, plans, and programs on senior citizens, youths and children, persons with disabilities, low income households, minority persons and others. This impact assessment will be performed both individually and cumulatively, toward the end of ascertaining if there is (or will be) any disproportionately high and adverse effect on these populations.
- *Financial Constraint.* Federal regulations require that Transportation Improvement Programs be financially constrained by year and include a financial plan that demonstrates 1) How the approved TIP can be implemented, 2) indicates resources from public and private sources that are reasonably expected to be

made available to carry out the TIP, and 3) recommends any additional financing strategies for needed projects and programs. NIRPC will consult with transit operators and INDOT in developing projections of available funds for a TIP Update.

Federally funded projects included in the first year of the TIP shall not exceed the level of funding actually committed by FTA, FHWA, and other federal agencies. Federally funded projects included in the second through fourth year of the TIP may not exceed levels of funding committed, or reasonably expected to be available.

- *Stakeholder Committee Review.* Each stakeholder committee will review all project scores and rankings from their respective areas and recommend a (draft) program of projects to the Transportation Policy Committee.
- *NIRPC Approval of TIP.* The Transportation Policy Committee (TPC) will reach consensus on the program of projects (including project selection), and release the recommended program of projects for public comment. The TPC will afterward consider all public comments received, authorize a response to each, and then forward the recommended program of projects to the NIRPC Board. The Commission (or Executive Board) will take action to

adopt the TIP.

#### *TIP Amendments*

The new joint FHWA/FTA Planning Regulation, at 49 CFR 450.326, allows for the amendment of a TIP “at any time under procedures agreed to by the cooperating parties....” NIRPC has agreed to cooperate with other MPO’s in Indiana in developing a common set of TIP amendment terms, amendment procedures, and categories or types of TIP amendments. It is anticipated that these new procedures will supersede, to some extent, those published below.

Existing Procedures. If it is necessary to modify the scope or level of federal participation of any project already in the TIP or add an entirely new project outside of a normal (two-year) TIP Update cycle, a TIP Amendment is required. Requests for TIP Amendments should always be submitted to NIRPC in writing. They will be handled in one of three ways:

1. *Formal:* TPC Authorizes a Public Comment Period, TPC considers comments received, TPC recommends NIRPC Board consideration of an Amendment, followed by a NIRPC Board Resolution adopting same.
2. *Semi-Formal:* NIRPC’s TPC recommends

NIRPC Board consideration of an Amendment, followed by a NIRPC Board Resolution adopting same.

3. *Administrative (via letter):* NIRPC will simply issue a letter to INDOT requesting modification of an existing project. No Board Action. New projects will generally not be added via this type of amendment.

Changes normally subject to a semi-formal amendment may be processed as an administrative amendment on an emergency basis, as determined by the Director of Transportation, in consultation with the TPC Chair. New projects may be added via an emergency administrative amendment only if the Director of Transportation and TPC Chair conclude that a delay in adding the project to the TIP would adversely affect public well-being or safety.

TIP Updates will always be subjected to the formal amendment process. Funding changes in existing projects will usually be handled through the semi-formal amendment process. Administrative amendments will be limited primarily to INDOT-controlled projects which are air quality neutral and the correction of errors, clerical or otherwise, for locally sponsored projects. NIRPC may initiate an amendment to move funds from one project to another in order to prevent their

lapse or to avoid the loss of funds.

Non-exempt projects will be added to the extent permitted by the conformity determination process.

*Public Involvement.* While it is NIRPC's general policy to expose every federally funded project to the public at least once, if a new project is of obvious benefit to the public and is non-controversial in nature, it may be added to the TIP via the semi-formal process. TIP staff will consult with the public involvement coordinator concerning each amendment request. This policy will be included in a revision to the Public Participation Plan.

These TIP Amendment procedures are subject to modification by the Commission at any time.

**Federal Funds Apportioned to Northwest Indiana**

***FHWA Surface Transportation Program  
Progress Toward Implementation – Milestones***

Local Public Agencies (LPA's) whose projects are selected for funding are expected to implement their project within the timeframe outlined in their most recent application document. Toward the end of monitoring LPA progress, a number of milestones have been established:

- *Environmental Approval* – The environmental phase of project plan preparation is to be completed and approved by the Federal Highway Administration (FHWA). This approval is evidenced by the transmittal letter from INDOT to the local public agency (LPA) advising environmental approval has been received from the FHWA.

- *Preliminary Field Check* – The preliminary field check occurs after INDOT has received and reviewed preliminary plans. The preliminary field check can be evidenced by a copy of the field check notes by the project engineer.

- *Design Approval* – Upon completion of the environmental approval, preliminary field check and public hearing requirements, design approval is provided by INDOT. This milestone is evidenced by the design approval notification from INDOT to the LPA.

- *ROW Appraisals* – With design approval, the project can move into the right of way (ROW) phase. Initial activities include preparation of plats, descriptions and appraisals. This milestone will be considered complete when the LPA certifies to NIRPC that the appraisals are complete, or that the project does not require ROW.

- *Final Check Prints* – The final plan stage includes determination of quantities, specifications, pay item descriptions and final cross sections. These are submitted to INDOT for review as final check prints, and would be evidenced by a copy of the LPA submittal letter to INDOT.

- *ROW Certification* – Once ROW is purchased, the LPA provides INDOT with documentation of the acquisition process. INDOT reviews these documents and certifies that the ROW is clear for letting. The certification letter from INDOT to the LPA evidences this milestone.

#### ***Highway Project Critical Milestones by Year in TIP***

Generally, as noted above, only those projects which have received Design Approval will be programmed in the first three years of the TIP. All other projects will be listed in the out-years. Projects to be let prior to the next TIP Update will be programmed in the first two years of the TIP.

LPA's with STP projects programmed are expected to inform NIRPC of significant events which may adversely affect progress toward implementation. ***Lack of Progress***

The status of all STP-funded projects in the cur-

rent TIP will be reviewed by NIRPC staff in conjunction with the Biennial TIP Update process. Where a lack of progress is indicated [i.e., the project has not achieved at least one additional milestone from the time it was (originally) selected for inclusion into the TIP or since the prior TIP Update], the LPA may be asked to submit a Project Status Report—which consists of a letter issued by the LPA’s Chief Executive or Elected Official explaining the delay.

All such letters of explanation will be reviewed by the Transportation Policy Committee (TPC) at the first meeting following the submission of applications for the new TIP. The TPC may find the explanations satisfactory or recommend action on same. Such action may consist of the simple deferral of a project to a later year of the TIP—but may include other actions, up to and including a recommendation that the Commission act to re-

move the project from the TIP. The Commission may take such action(s) as it finds appropriate.

It is expected that all applicants will prepare and submit accurate estimates of cost with their original project application documents.

During a TIP Update, any applicant may request additional funds for their projects; however, projects within 24 months of letting will receive funding priority for the new funds. Outside of a TIP Update process, applicants may also obtain supplemental funds for one project by “borrowing” funds from another project.

In 2006 INDOT adopted new design process thresholds. Applicants submitting a construction cost estimate that is higher than the amount listed in the TIP will need to secure the balance of funds before INDOT will submit the request for design approval. All applicants, including those with projected letting dates beyond the next TIP

*Figure 2.11*

Milestone	1st Year	2nd Year	3rd Year	4th Year	5th Year
Environmental Approval	•	•	•	•	
Preliminary Field Check	•	•	•	•	
Design Approval	•	•	•		
ROW Appraisal Complete	•	•	•		
Final Check Prints Submitted	•	•			
ROW Certified Clear	•				

Update, will need to secure all project funding. Applicants may “borrow” funds from another project to comply with this requirement.

Applicants who need additional funds and whom have only one funded project should contact NIRPC to determine if there is any unallocated obligation authority. The applicant may also make arrangements with another applicant to “borrow” funds from that applicant’s project.

Major requests for supplemental funding (i.e., those exceeding \$1.0 million or more in federal funds) must be requested via letter from the applicant’s Chief Executive or Elected Official. All such requests must explain why the additional funds are needed and indicate a source of the funds.

Applicants may “borrow” funds from one or more of their funded projects in years three through five in the TIP in order to fully fund one or more that is in the first two years of the TIP. The restoration of any funds so “borrowed” is at the discretion of the stakeholders during the TIP Update.

### *General Restrictions on Use of Funds – STP Group 1*

- LPA’s shall not apply for nor will they be granted STP funding for preliminary engineering or right-of-way acquisition.
- No single project or phase of a project shall exceed 50% of the amount targeted for availability within the Roadway Preservation and Intersection Improvement project categories.
- All roadway capacity expansion projects must be listed in the Regional Transportation Plan.
- All projects involving the construction of bicycle travel facilities (i.e., dedicated lanes on streets or separated trails) must be listed in the LPA’s Bicycle/Pedestrian Plan.
- All STP-funded construction projects must generally include the provision of a sidewalk on at least one side of the roadways (unless the LPA submits “compelling” evidence that such are unnecessary).
- Whenever one LPA applies for funding to construct improvements to transportation facilities owned by another LPA, the owner of the facility must authorize (in writing) submission of the application.

### ***General Restrictions on Use of Funds – STP Group 2***

- LPA's may request STP funding for preliminary engineering and/or right-of-way acquisition.
- LPA's shall not apply for nor will they be granted STP funding for Bridge projects or Transportation Enhancement activities.
- All STP funded projects must be physically located within the UZA.
- All roadway capacity expansion projects must be listed in the Regional Transportation Plan.
- All STP-funded construction projects must generally include the provision of a sidewalk on at least one side of the roadway (unless the LPA submits "compelling" evidence that such is unnecessary).

### **Congestion Mitigation/Air Quality**

#### ***Non-Attainment Status***

Lake, Porter, and LaPorte Counties are currently designated as in "non-attainment" of the National Ambient Air Quality Standards (NAAQS). Additionally, the Lake-Porter County Area is also

in non-attainment for particulate matter. There are two non-attainment areas (Lake-Porter, and LaPorte) and two allocations of CMAQ funds.

#### ***Eligible CMAQ Project Sponsors***

Eligible sponsors of CMAQ-funded projects include units of general local government (i.e., counties, cities, towns, and townships). Transit projects may be sponsored by only one of the following entities: Northern Indiana Commuter Transportation District (NICTD), Gary Public Transportation Corporation (GPTC), City of Michigan City, and Northwestern Indiana Regional Planning Commission (NIRPC).

#### ***Eligible CMAQ Project Applicants***

Eligible applicants include all of the above plus any other legal entity or organization (for-profit or not-for-profit) that enters into a written *cooperative agreement* with one of the Eligible Sponsors identified above. This includes governmental entities established by either a unit of local government or the State of Indiana (e.g., Soil and Water Conservation Districts, Conservancy Districts, Boards of Parks and Recreation, etc.). Project Applicants who rely upon a Project Sponsor for their eligibility to apply for CMAQ funds must provide the Sponsor with (at least) a 30-day notice of its (the Applicant's) intent to abandon a CMAQ-funded project.

### *Project Selection System*

The pre-existing Lake-Porter Non-Attainment Area CMAQ project selection system was updated in 2006. The selection system will be updated in 2008 (pursuant to FHWA's interim guidance of October 31, 2006) prior to a new solicitation for projects. The CMAQ project selection system for the LaPorte County Non-Attainment Area was developed in early 2007 and used in its initial selection of projects.

### ***FTA Sections 5307 and 5340***

*Chicago UZA – Movement of Funds among Funding Targets (Cascading Funds)* If, during stakeholder review of project applications submitted, targeted funds remain in any of the six priorities after initial selection of projects, these unprogrammed funds will be transferred into a reallocation pool. Funds placed into the reallocation pool will be applied to the highest priority categories first, beginning with Priority #2 (Preservation and Maintenance) and (if funds remain) proceeding downward toward Priority #5. No additional funds will generally be made available through this process for Priority #1 (Operating Subsidy) projects unless determined as necessary by the Transit Stakeholder Committee.

### ***Chicago UZA – Special Procedures for NIRPC Subrecipients***

After the initial list of project applications is developed for a TIP Update, NIRPC Transportation Development staff will transmit a list of projects submitted by NIRPC sub-recipients to NIRPC's Executive Director and Subrecipient Oversight Program staff. Subrecipient Oversight Program staff will communicate directly with applicants if there are project management concerns regarding any project or projects.

NIRPC Subrecipients should communicate at the earliest possible time (prior to the application submission deadline) with NIRPC Subrecipient Oversight staff to discuss the scope of any non-traditional Section 5307-funded project. Pre-approval of projects by NIRPC Subrecipient Oversight Department staff is required for all projects submitted by NIRPC subrecipients.

### ***Chicago UZA – 1% Transit Enhancement and 1% Safety/Security Funds***

All reasonably expected Transit Enhancement and Safety/Security funds will be programmed during each TIP Update. This fact will be so noted within the text of the TIP Update document. The annual post-apportionment funding adjustment will accurately assign the required

2% of the apportionment to the grantees.

#### ***Michigan City/LaPorte UZA – Funding Priorities***

Funds will be allocated for operating assistance in the same manner that they were allocated in prior years: Each operator will be allocated sufficient funds in order to receive a similar percentage reimbursement of their respective net operating expense.

The balance of the FTA Section 5307 funds will be allocated for FTA-eligible capital projects. Alternative funding sources will be sought to meet each system's capital needs.

#### ***FTA-Mandated Title VI Components***

If previous Title VI deficiencies have been found by an FTA grantee or FTA, corrective actions to remedy such deficiencies will be incorporated into the TIP upon receipt of a written request issued by the grantee or FTA.

#### **FTA Capital Investment Funds (Section 5309).**

#### ***Rail Modernization***

The Northern Indiana Commuter Transportation District (NICTD) is responsible for the utilization of Rail Modernization funds allocated to the Chicago UZA. NICTD is responsible for developing

its own project selection criteria and utilizing same in selecting Rail Modernization projects. NICTD must request each project's inclusion in the TIP and provide an assurance that the local matching funds needed will be available at or prior to the time they are needed to pay project-related expenses.

#### ***New Starts and Bus***

These are treated as demonstration projects. The affected grantee must request the project's inclusion in the TIP and provide an assurance that the local matching funds needed will be available at or prior to the time they are needed to pay project-related expenses. The project will continue to be listed in the TIP until such time that the project is either completed or abandoned by the grantee.

#### **Other Programmed Projects**

#### ***INDOT-Selected Projects***

INDOT will select its own respective programs of projects using its own process or processes on an annual basis (or other time frame). INDOT will transmit (to NIRPC) a list of projects it has selected to be included in the TIP. All projects so listed will be included in the TIP, provided that all are then eligible for inclusion.

NIRPC will presume that any project which appeared on a prior list and is not on the then current list has been completed (and therefore no longer in need of TIP support). Specific exceptions to this general rule include Transportation Enhancement (TE) funded projects and local projects funded with State Congestion Mitigation/Air Quality (CMAQ) funds. These projects will be included in the TIP until they are either implemented or abandoned by the project sponsor.

Projects selected by other INDOT Sections (e.g., Public Transit, Rail, Toll Road, etc.) will be included after NIRPC is notified of their selection by INDOT.

#### *Demonstration Projects*

Demonstration projects funded by the U.S. DOT may be programmed in the TIP after notification has been received of the project (from either the LPA, INDOT or by U.S. DOT. The affected LPA must request the project's inclusion and provide an assurance that the local matching funds needed will be available at or prior to the time they are needed to pay project-related expenses. The project will continue to be listed in the TIP until such time that the project is either completed or abandoned by the LPA.

## 5

### AIR QUALITY CONFORMITY DETERMINATION

#### *Air Quality Conformity*

The air quality conformity determination establishes the compatibility between the state implementation plan, the regional transportation plan and transportation improvement program. The transportation plan includes the region's guide for transportation system development over a twenty-year period. The transportation improvement program (TIP) includes the region's choices for Federal spending on expansion and preservation of the transportation system over a three to five year period. The State Implementation Plan (SIP) includes strategies for attainment and maintenance of the National Ambient Air Quality Standards (NAAQS). The conformity determination is based on a regional emissions analysis that demonstrates compatibility among these three planning documents. The regional emissions analysis uses the region's transportation network model and the USEPA's mobile-source emissions model to quantify the emissions from all vehicles on the future transportation system. For Lake and Porter Counties, annual emissions of fine particles and nitrogen oxides must not exceed their levels of 2002 and Summer day emissions of Volatile Organic Compounds and Nitrogen Oxides must not exceed budgets established in the State Implementation

Plan and the budgets in the proposed Maintenance State Implementation Plan. For La Porte County, Summer day emissions of Volatile Organic Compounds and Nitrogen Oxides must not exceed their levels of 2002 and the budgets in the proposed Maintenance State Implementation Plan. The system that was analyzed includes all regionally significant capacity expansion projects in the Lake, Porter and La Porte County area, and significant projects in northeastern Illinois, regardless of the funding sources.

If the State Implementation Plan included transportation control measures (TCM) as part of a strategy to contain mobile source emissions, those measures would be mandated to receive implementation priority. The conformity determination would provide a report on the status of the implementation of the TCM and a discussion of the steps being taken to keep them on schedule. The SIP does not include a TCM, so that part of the conformity determination does not apply.

The conformity determination has been conducted in consultation with the Federal and State agencies that participate in this process. The consultation is an on-going process that includes discussions about every aspect of the technical process. During 2006, consultation discussions included new methods for calculating emissions and setting proposed motor vehicle emission budgets for the proposed

air quality maintenance State Implementation Plans for the two 8-hour ozone non-attainment areas. The recent discussions in preparation for the 2007 amendment of the Connections 2030 Regional Transportation Plan were primarily centered on the thresholds of regional significance and procedures to insure that regionally-significant capacity expansion projects are disclosed to NIRPC for inclusion in the regional emissions analysis.

The regional emissions analysis included all capacity expansion projects in the Connections 2030 Regional Transportation Plan and all regionally significant capacity expansion projects that local agencies propose to implement with local resources. Significant projects in northeastern Illinois that have the potential to influence travel in northwestern Indiana have been included as well as significant auxiliary lane projects and traffic signal interconnection projects.

The assumptions about the design scope of the projects included in the analysis do not preclude the consideration of other alternatives in the National Environmental Policy Act (NEPA) process. When project implementers prepare environmental assessments, they must include an analysis of all reasonable alternatives. These analyses could lead to the selection of alternate projects. The future air quality conformity determinations

will be based on the current preferred alternative for each of these projects and will be subject to change according to the eventual project selections.

The Connections 2030 Regional Transportation Plan and Transportation Improvement Program must be fiscally constrained to include only those projects that the agencies can afford to implement. The conformity determination is based on the latest planning assumptions. New transit services in Valparaiso have been incorporated into the analysis as part of the update of planning assumptions. The conformity determination is based on the latest emission factor model, Mobile 6.2. The parameters and settings in the emission factor model have been prepared in cooperation with the Indiana Department of Environmental Management.

The projects in the plan meet the criteria of adherence with the applicable motor vehicle emission budgets in the SIP, and the criteria of interim reductions in cases where no motor vehicle emission budgets exist.

The Summer day emissions of the precursors of ozone (VOC and NOX) that result from the implementation of the projects in the Connections 2030 Regional Transportation Plan and Fiscal Year 2008 to 2011 Transportation Improvement Program, as defined by the action scenarios in Lake and Porter Counties for 2007, 2010, 2020 and 2030 are less than

the Motor Vehicle Emission Budgets established in the State Implementation Plan and the proposed Motor Vehicle Emission Budgets in the proposed Maintenance State Implementation Plan. The Summer day emissions of the precursors of ozone (VOC and NOX) that result from the implementation of the projects in the Connections 2030 Regional Transportation Plan and Fiscal Year 2008 to 2011 Transportation Improvement Program, as defined by the action scenarios in La Porte County for 2010, 2020 and 2030 are no greater than the 2002 emissions and the proposed Motor Vehicle Emission Budgets in the proposed Maintenance State Implementation Plan for La Porte County. The annual direct PM2.5 and nitrogen oxide emissions in the bi-state PM2.5 non-attainment area that result from the implementation of the projects in the Connections 2030 Regional Transportation Plan and Fiscal Year 2008 to 2011 Transportation Improvement Program as defined by the action scenarios for 2010, 2020 and 2030 are no greater than the 2002 emissions. Therefore, the Connections 2030 Regional Transportation Plan and Fiscal Year 2008 to 2011 Transportation Improvement Program have been found to conform to the requirements of section 176(c) of the Clean Air Act Amendment and the related requirements of the Final Transportation Conformity Rule (40 CFR Part 51 and 40 CFR Part 93) with respect to ozone and PM2.5.

Figure 2.12

<b>Ozone</b>				
tons per summer day				
<b>Lake and Porter Counties</b>		2010	2020	2030
VOC Budget		12.37	12.37	12.37
VOC Draft Budget		11.50	6.00	6.00
VOC Emissions		5.52	4.18	4.02
NO <sub>x</sub> Budget		63.33	63.33	63.33
NO <sub>x</sub> Draft Budget		40.60	12.60	12.60
NO <sub>x</sub> Emissions		17.71	7.64	5.09
<b>La Porte County</b>		2010	2020	2030
VOC Budget		5.25	3.40	3.40
VOC Emissions		3.06	1.92	1.88
NO <sub>x</sub> Budget		18.85	6.50	6.50
NO <sub>x</sub> Emissions		8.15	3.30	2.45
<b>PM<sub>2.5</sub></b>				
tons per year				
<b>Northeastern Illinois</b>	2002	2010	2020	2030
Direct PM <sub>2.5</sub> Emissions	3,070.78	1,724.27	1,057.93	1,032.92
NO <sub>x</sub> Precursor Emissions	167,630.81	83,905.83	27,437.44	19,235.00
<b>Northwestern Indiana</b>				
Direct PM <sub>2.5</sub> Emissions	562.64	158.90	114.32	116.46
NO <sub>x</sub> Precursor Emissions	30,397.97	8,442.66	3,004.68	2,065.23
<b>Nonattainment Area Total</b>				
Direct PM <sub>2.5</sub> Emissions	3,633.42	1,883.17	1,172.25	1,149.38
NO <sub>x</sub> Precursor Emissions	198,028.78	92,348.49	30,442.12	21,300.23
Sum of PM <sub>2.5</sub> Emissions	201,662.20	94,231.66	31,614.37	22,449.61