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**Surface Transportation Committee (STC) Meeting**  
**Tuesday, October 18, 2022 at 9:00 a.m.**  
**Lake Michigan Room**  
**Annotated Agenda**

- 1.0 Call to Order by Chairman and Pledge of Allegiance**
- 2.0 Public Comment on Agenda Items**  
*This is an opportunity for comments from members of the audience. The amount of time available to speak will be limited to 3 minutes. Commenters must indicate their wish to comment in advance with the Chair or NIRPC staff.*
- 3.0 Minutes of August 23, 2022 (pp. 1-2)**  
*Action Requested: Approval*
- 4.0 Resolution 22-22: Setting Updated Performance Measure Targets (pp. 3 – 8)**  
*Resolution 22-22 seeks to adopt updated safety, bridge and pavement condition, travel time reliability, freight, and on-road mobile source emissions performance measure targets.*  
*Action Requested: Vote to Recommend to the Technical Planning Committee.*
- 5.0 Notice of Funding Availability (NOFA) Discussion: Roadway Improvements and New Roadways (pp. 9 - 16)**  
*This is an opportunity for the committee to discuss the proposed applications and scoring criteria for the Roadway Improvements and New Roadways programs in the upcoming Notice of Funding Availability (NOFA).*
- 6.0 Staff Updates**  
*This is an opportunity for NIRPC staff to provide relevant updates.*
  - 6.1 2022 Third Quarter Safety and Travel Time Reliability and Congestion Update**
  - 6.2 Travel Demand Model Improvement Update**
- 7.0 Adjournment**  
The next STC meeting is scheduled for Tuesday, January 10, 2023 at 1:00 p.m. at the NIRPC building.

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## Surface Transportation Committee

Dune Room

August 23, 2022

### Minutes

Jim Pressel and Jeff Huet called the meeting to order at 9:01 a.m. with the Pledge of Allegiance and introductions.

In attendance were Jim Pressel, Jeff Huet (Schererville), Gerald Swets (St. John), Mark O'Dell (Chesterton), George Topoll (Union Township), Toney Kesikecich, and Dean Button (Hammond).

NIRPC staff present were Scott Weber, Kevin Polette, Peter Kimball, and Flor Baum.

On motion by Mark O'Dell and second by George Topoll, the committee voted to approve the May 24, 2022 minutes as presented.

There were no public comments.

Scott Weber presented on Resolution 22-17: Establishing Congestion Mitigation Air Quality Traffic Congestion Performance Measure Targets. The *NWI 2050 Plan* and FY 2022-2026 Transportation Improvement Program must be amended to reflect the establishment of 2-year and 4-year Congestion Mitigation Air Quality Traffic Congestion performance measure targets. Changes to the NWI 2050 Plan are as follows:

- The Performance Measure for Percent of non-single occupancy vehicle travel in the Chicago, IL-IN urbanized area has been amended to reflect, “31.4% by 2019, 31.9% by 2021, 32.4% by 2023, and 32.6% by 2025 (unified targets for the entire Chicago, IL-IN Urbanized Area).”
- The Performance Measure for Peak hours of excessive delay per capita in the Chicago, IL-IN Urbanized Area has been amended to reflect, “No more than 15.4 by 2021, 15.6 by 2023, and 15.9 by 2025 (unified targets for the entire Chicago, IL-IN Urbanized Area).”

Changes to the FY 2022-2026 Transportation Improvement Program are as follows:

- The Performance Measure for the Percent of nonsingle occupancy vehicle travel in the Chicago, IL-IN urbanized area has been amended to reflect, “at least 31.4% in 2019, 31.9% in 2021, 32.4% in 2023, and 32.6% in 2025.”
- The Performance Measure for Peak hours of excessive delay per capita in the Chicago, IL-IN Urbanized Area has been amended to reflect, “no more than 15.4 in 2021, 15.6 in 2023, and 15.9 in 2025.”

On motion by Dean Button and second by Mark O'Dell, the STC voted to recommend Res. 22-17 to the Technical Planning Committee.

Peter Kimball and Scott Weber presented on the Safety Update for 2nd Quarter 2022 Crashes 4/1 – 6/30), and Travel Time Reliability, Truck Travel Time Reliability, and Congestion Performance Measures Update for 2nd Quarter 2022. The data collected for Lake, LaPorte, and Porter County totaled 6343 reported collisions can be found on the NIRPC website: <https://nirpc.org/2040-plan/mobility/safety/>

Peter spoke on the Railroad Crossing Elimination Grant Opportunity Update. Applications are due October 4. It is encouraged to use NIRPC as a resource for mapping components, eligible projects, and overall questions.

Scott also spoke on the Notice of Funding Availability (NOFA) for New Projects Update. The NOFA will be release in the fall of 2022. The STC will have a focus on intersection safety improvements, pavement rehabilitation reconstruction, railway highway grade separation crossings, intersection congestion improvements, and bridge replacement rehabilitations or reconstructions. For more information, please contact Scott at [Sweber@nirpc.org](mailto:Sweber@nirpc.org).

Hearing no further business, the meeting adjourned at 9:30 a.m. The next STC meeting is scheduled for Tuesday, October 18, 2022 at 9:00 a.m. in the NIRPC building.



## RESOLUTION 22-22

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION SETTING UPDATED PERFORMANCE MEASURE TARGETS

December 8, 2022

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

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

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

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

**WHEREAS**, the Infrastructure Investment and Jobs Act of 2021 requires the Commission to set 2-year and 4-year performance measure targets for safety, pavement and bridge condition, travel time reliability, freight, and on-road mobile source emissions within 180 days of the Indiana Department of Transportation setting performance measure targets for the same measures; and

**WHEREAS**, staff of the Indiana Department of Transportation set 2-year and 4-year performance measure targets through a collaborative process with the Commission and sent letters informing the Commission of these targets between August and September 2023; and

**WHEREAS**, the *NWI 2050 Plan* and FY 2022-2026 Transportation Improvement Program must be amended to reflect the establishment of 2-year and 4-year performance measure targets; and

**WHEREAS**, the changes to the *NWI 2050 Plan* and FY 2022-2026 Transportation Improvement Program brought about by this amendment fit the criteria of a technical amendment according to the *Engage NWI plan*; and

**WHEREAS**, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission make these changes to the *NWI 2050 Plan* and *FY 2022-2026 Transportation Improvement Program*.

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby sets updated 2-year and 4-year performance measure targets for safety, pavement and bridge condition, travel time reliability, freight, and on road mobile source emissions by making the following changes to the *NWI 2050 Plan* and *FY 2022-2026 Transportation Improvement Program* in a manner consistent with the definitions of a technical amendment as defined in *Engage NWI* and as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this eighth day of December, 2022.

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Justin Kiel  
Chairperson

ATTEST:

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Changes to the *NWI 2050 Plan*:

Page Number	Performance Measure	Original Text	Amended Text
175	Number of fatalities	“102 in 2022 in order to support the state target of no more than 876.0”	“104 in 2023 in order to support the state target of no more than 894.2”
176	Rate of fatalities per 100 million vehicle miles traveled	“0.830 in 2022 in order to support the state target of no more than 1.076”	“0.839 in 2023 in order to support the state target of no more than 1.088”
176	Number of serious injuries	“347 in 2022 in order to support the state target of no more than 2,998.2”	“387 in 2023 in order to support the state target of no more than 3,348.1”
177	Rate of serious injuries per 100 million vehicle miles traveled	“3.306 in 2022 in order to support the state target of no more than 3.675”	“3.660 in 2023 in order to support the state target of no more than 4.068”
177	Non-motorized serious injuries and fatalities	“40 in 2022 in order to support the state target of no more than 344.5”	“46 in 2023 in order to support the state target of no more than 399.6”
187	Volatile Organic Compounds (VOC) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	“1,600.00 by 2019 and 2,600.00 by 2021 (statewide targets)”	“590.00 by 2023 and 600.00 by 2025 (statewide targets)”
187	Oxides of Nitrogen (NOx) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	“1,600.00 by 2019 and 2,200.00 by 2021 (statewide targets)”	“690.00 by 2023 and 725.00 by 2025 (statewide targets)”
188	Carbon Monoxide (CO) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	“200.00 by 2019 and 400.00 by 2021 (statewide targets)”	“330.00 by 2023 and 520.00 by 2025 (statewide targets)”
188	Particulate Matter less than 10 microns in diameter (PM10) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	“0.30 by 2019 and 0.50 by 2021 (statewide targets)”	“0.02 by 2023 and 0.03 by 2025 (statewide targets)”

Page Number	Performance Measure	Original Text	Amended Text
190	Percent of Interstate pavements in good condition	“At least 84.24% by 2019 and at least 50.00% by 2021 (statewide targets)”	“At least 60.00% by 2023 and at least 62.00% by 2025 (statewide targets)”
190	Percent of Interstate pavements in poor condition	“No more than 0.80% by 2019 and no more than 0.80% by 2021 (statewide targets)”	“No more than 1.00% by 2023 and no more than 1.00% by 2025 (statewide targets)”
191	Percent of non-Interstate National Highway System (NHS) pavements in good condition	“At least 78.71% by 2019 and at least 40.00% by 2021 (statewide targets)”	“At least 50.00% by 2023 and at least 48.00% by 2025 (statewide targets)”
191	Percent of non-Interstate National Highway System (NHS) pavements in poor condition	“No more than 3.10% by 2019 and no more than 3.10% by 2021 (statewide targets)”	“No more than 1.50% by 2023 and no more than 1.50% by 2025 (statewide targets)”
192	Percent of National Highway System (NHS) bridge area in good condition	“At least 48.32% by 2019 and at least 47.20% by 2021 (statewide targets)”	“At least 49.00% by 2023 and at least 47.50% by 2025 (statewide targets)”
192	Percent of National Highway System (NHS) bridge area in poor condition	“No more than 2.63% by 2019 and no more than 3.10% by 2021 (statewide targets)”	“No more than 3.00% by 2023 and no more than 3.00% by 2025 (statewide targets)”
214	Percent of person miles traveled on the Interstate that are reliable	“90.5% by 2019 and 92.8% by 2021 (statewide targets)”	“93.0% by 2023 and 93.5% by 2025 (statewide targets)”
214	Percent of person miles traveled on the non-Interstate National Highway System (NHS) that are reliable	“89.8% by 2021 (statewide target)”	“93.0% by 2023 and 93.5% by 2025 (statewide targets)”
215	Truck Travel Time Reliability Index (TTTRI)	“1.27 by 2019 and 1.30 by 2021 (statewide targets)”	“1.32 by 2023 and 1.30 by 2025 (statewide targets)”

**Changes to the FY 2022-2026 Transportation Improvement Program:**

<b>Page Number(s)</b>	<b>Performance Measure</b>	<b>Original Text</b>	<b>Amended Text</b>
28	Number of fatalities	“no more than 876.0 in 2022”	“no more than 894.2 in 2023”
28	Rate of fatalities per 100 million vehicle miles traveled	“no more than 1.076 in 2022”	“no more than 1.088 in 2023”
28	Number of serious injuries	“no more than 2,998.2 in 2022”	“no more than 3,348.1 in 2023”
28	Rate of serious injuries per 100 million vehicle miles traveled	“no more than 3.675 in 2022”	“no more than 4.068 in 2023”
28	Number of non-motorized serious injuries and fatalities	“no more than 344.5 in 2022”	“no more than 399.6 in 2023”
28	VOC Reduction from CMAQ Projects (kg/day)	“at least 1,600 kg/day in 2019, 2,600 kg/day in 2021”	“at least 590.00 kg/day in 2023, 600.00 kg/day in 2025”
28-29	NOx Reduction from CMAQ Projects (kg/day)	“at least 1,600 kg/day in 2019, 2,200 kg/day in 2021”	“at least 690.00 kg/day in 2023, 725.00 kg/day in 2025”
29	CO Reduction from CMAQ Projects (kg/day)	“at least 200 kg/day in 2019, 400 kg/day in 2021”	“at least 330.00 kg/day in 2023, 520.00 kg/day in 2025”
29	PM10 Reduction from CMAQ Projects (kg/day)	“at least 0.30 kg/day in 2019, 0.50 kg/day in 2021”	“at least 0.02 kg/day in 2023, 0.03 kg/day in 2025”
29	Percent of Interstate pavements in good condition	“at least 84.24% by 2019 and at least 50.00% by 2021”	“at least 60.00% by 2023 and at least 62.00% by 2025”
29	Percent of Interstate pavements in poor condition	“no more than 0.80% by 2019 and no more than 0.80% by 2021”	“no more than 1.00% by 2023 and no more than 1.00% by 2025”
29	Percent of non-Interstate NHS pavements in good condition	“at least 78.71% by 2019 and at least 40.00% by 2021”	“at least 50.00% by 2023 and at least 48.00% by 2025”
30	Percent of non-Interstate NHS pavements in poor condition	“no more than 3.10% by 2019 and no more than 3.10% by 2021”	“no more than 1.50% by 2023 and no more than 1.50% by 2025”
30	Percent of NHS bridge area in good condition	“at least 48.32% by 2019 and at least 47.20% by 2021”	“at least 49.00% by 2023 and at least 47.50% by 2025”

<b>Page Number(s)</b>	<b>Performance Measure</b>	<b>Original Text</b>	<b>Amended Text</b>
30	Percent of NHS bridge area in poor condition	“no more than 2.63% by 2019 and no more than 3.10% by 2021”	“No more than 3.00% by 2023 and no more than 3.00% by 2025”
31	Percent of person miles traveled on the Interstate that are reliable	“at least 90.5% in 2019 and 92.8% in 2021”	“at least 93.0% in 2023 and 93.5% in 2025”
32	Percent of person miles traveled on the non-Interstate National Highway System (NHS) that are reliable	“at least 89.8% in 2021”	“at least 93.0% in 2023 and 93.5% in 2025”
32	Truck Travel Time Reliability Index (TTTRI)	“no more than 1.27 by 2019 and 1.30 by 2021”	“no more than 1.32 by 2023 and 1.30 by 2025”



Asset Management			Self	NIRPC	FINAL
<b>Q1</b>	<p><b>What will be the functional classification of the new route?</b> Please consult the functional classification map. Please contact sweber@nirpc.org if you need assistance with this question. Maximum 8 pt given.</p> <p>Principal arterial – 8 pts                      Minor arterial – 6 pts                      Major collector – 4 pts</p> <p>Minor collector – 2 pts                      Local road – 0 pts</p>				
<b>Q2</b>	<p><b>What is the expected ADT for this road / bridge for the given design year?</b> Maximum 5 pts given.</p> <p>≤ 8,000 - 0 pts                      8,000 &lt; &gt; 12,000 - 3 pts</p> <p>≤ 12,000 - 5 pts</p>				
Access & Connections			Self	NIRPC	FINAL
<b>Q3</b>	<p><b>What is the residential density within one mile of the new roadway?</b> Please contact ebrahim@nirpc.org if you need assistance with this question. Maximum 5 pts given.</p> <p>5 or more/acre – 5 pts                      2-4.99 – 3 pts</p> <p>1-1.99 – 1 pts                      Less than 1 – 0 pts</p>				
<b>Q4</b>	<p><b>What is the transit access within ½ mile of the project area, including bus stops, commuter rail or Amtrak stations?</b> Please contact jwinters@nirpc.org if you need assistance with this question. Maximum 2 pts given.</p> <p>More than 1 - 2 pts                      1 stop - 1 point</p>				
<b>Q5</b>	<p><b>How will the project enhance network connectivity?</b> Please consult the functional classification map. Please contact sweber@nirpc.org if you need assistance with this question. Maximum 5 pts given.</p> <p>Connects to other principal arterials or higher classification roadways on both sides of the new road – 5 pts                      Connects to another principal arterial or higher classification roadway on one side – 3 pts                      Connects to a minor arterial – 1 point                      Connects roads classified as collectors or lower – 0 pts</p>				
Economic Generation			Self	NIRPC	FINAL
<b>Q6</b>	<p><b>How does the project assist with access for job commuters?</b> Please reference Major Employment Center map. Please contact ebrahim@nirpc.org if you need assistance with this question. Maximum 8 pts given.</p> <p>Major area (Dark Green)– 8 pts                      Moderate (Light Green) - 5 pts</p> <p>Minor Area (Yellow) - 3 pts                      Not in area (Blank) - 0 pts</p>				
Environmental Benefits			Self	NIRPC	FINAL
<b>Q7</b>	<p><b>Will the project reduce Vehicle Hours Traveled (VHT) as compared to a no-build option?</b> Please contact the NIRPC Travel Demand Model or sweber@nirpc.org if you need assistance with this question. Maximum 5 pts given.</p> <p>1,000 daily VHT or more is reduced – 5 pts                      500-999 daily VHT reduced – 3 pts                      Less than 499 daily VHT reduced – 0 pts</p>				
<b>Q8</b>	<p><b>Does the project include green infrastructure elements?</b> Elements may include: Complete Streets; stormwater management or rain garden; biodiversity; land conservation; bio-swales; native vegetation in the road rights-of-way; permeable pavement in rights-of-ways; bio-retention curb extension; infiltration trench; or wildlife crossing. Maximum 3 pts given.</p> <p>3 or more - 3 pts                      1 or 2 - 1 point</p>				
Local / Regional Plans & Policy Support			Self	NIRPC	FINAL
<b>Q9</b>	<p><b>Is this currently a legacy project?</b> A legacy project is defined to be a stand alone project or a phase of a project that has an approved NEPA document, or the project or phase has already received federal funding through NIRPC. Maximum 5 pts given.</p> <p>Yes - 5 points                      No - 0 points</p>				
<b>Q10</b>	<p><b>How does the project advance local plans or policies?</b> Project may be cited in local comprehensive plan, thoroughfare plan, capital improvements program, traffic impact fee plan, or other local plan/study. Please describe plans and policies. Maximum 5 pts given.</p> <p>2 or more policy/plans - 5 pts                      1 policy/plans - 3 pts                      No policy/plans - 0 pts</p>				
<b>Q11</b>	<p><b>How does the project advance region plans or policies?</b> Please describe how the project achieves objectives in regional plans or policies and cite those plans and policies. Please contact ebrahim@nirpc.org if you need assistance with this question. Maximum 5 pts given.</p> <p>Project is cited in current long-range plan, located in a Creating Livable Communities “Main Center” (see Main Center map), or other published plan for the region that includes at least all of Lake, Porter, and LaPorte Counties – 5 pts</p>			10	

<p><b>Q11</b></p>	<p>Project is one of the 22 segments identified in the Regional Corridors Study (please reference the Regional Corridors Study) – 5 pts Project is not cited in any of the above – 0 pts</p>			
<p><b>Q12</b></p>	<p><b>How does the project adhere to the MPO's Congestion Management Process?</b> Please reference Congested Corridors Map. Please contact sweber@nirpc.org if you need assistance with this question. Maximum 5 pts given. The project location is within 0.5 mile of a section of road or intersection with a Level of Service (LOS) E or F – 5 pts The project location is within 0.5 mile of a section of road or intersection with a Level of Service D – 3 pts The project location is within 0.5 mile of a section of road or intersection with Level of Service C or better – 0 pts</p>			
<p><b>Partnerships / Collaborations</b></p>		<p>Self</p>	<p>NIRPC</p>	<p>FINAL</p>
<p><b>Q13</b></p>	<p><b>Do the project limits cross municipal/county boundaries?</b> If yes please list all LPAs. Maximum 5 pts given. Partnerships with 3 or more LPA - 5 points Partnership with two LPAs - 3 points No partnerships - 0 points</p>			
<p><b>Are there any funding agreements committed to with partners?</b> Please describe the partnerships. Please contact mbarloga@nirpc.org if you need assistance with this question. Partners may include: a. Indiana Department of Transportation; b. Another municipality or County; c. Advocacy groups; d. Foundations; e. Private sector; f. School districts; g. other regional entities. Maximum 5 pts given.</p>				
<p><b>Q14</b></p>	<p>Two or more partnerships - 5 pts One partnership - 3 pts No partnerships - 0 pts</p>			
<p><b>Project Readiness</b></p>		<p>Self</p>	<p>NIRPC</p>	<p>FINAL</p>
<p><b>Q15</b></p>	<p><b>What is the overmatch associated with this project application?</b> Please reference "Step 3" under the "Financial information about this project" above. Maximum 5 pts given. Greater than 30% - 5 pts 25-29.9% - 3 pts 20.1% - 24.9% - 1 pt Minimum match - 0 pts</p>			
<p><b>Q16</b></p>	<p><b>At the present time; what is the status of the Right of Way for the proposed project?</b> Please contact mbarloga@nirpc.org if you need assistance with this question. Maximum 5 pts given. Right of Ways are secured or owned completely by the LPA – 5 pts Right of Ways will be secured or owned completely by the LPA within one year – 3 pts Right of Ways need to be secured – 0 pts</p>			
<p><b>Q17</b></p>	<p><b>What is the status of the design/engineering for the proposed project?</b> Please contact mbarloga@nirpc.org if you need assistance with this question. Maximum 5 pts given. Design/engineering has started with an LPA contract and NEPA document completed. – 5 points Design/engineering has not been started – 0 points</p>			
<p><b>Q18</b></p>	<p><b>Does the project impact any railroads?</b> (If yes, please explain.) Maximum 5 pts given. No interaction with any railroads are necessary – 5 points Only a flagging agreement is necessary – 2 points Project involves construction of a crossing or crossing equipment within the railroad(s)' Right of Way – 0 points</p>			
<p><b>Social Equity</b></p>		<p>Self</p>	<p>NIRPC</p>	<p>FINAL</p>
<p><b>Q19</b></p>	<p><b>Is the project location in an Environmental Justice area?</b> Please consult the Environmental Justice map. Please contact sweber@nirpc.org for further information on the map. Maximum 4 pts given 50% or more of a project is within EJ area – 4 pts Less than 50% of a project is in EJ area – 2 pts Project is not in an EJ area – 0 pts</p>			
<p><b>Q20</b></p>	<p><b>Does the project advance progress on the municipalities ADA transition plan?</b> Please describe. Maximum 5 pts given. Yes - 5 points No - 0 points</p>			
<p><b>Local's Preference (for information only)</b></p>				

**Q21** If the LPA is submitting more than one project; please rank this project (to the other projects submitted) in the order of importance by the LPA (1 - Highest priority; 2 - 2nd highest; 3 - 3rd highest; ect.) Please contact Charles Bradsky for clarification.

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Would a smaller federal funding amount than requested be acceptable while maintaining the original intent of the project? If yes, please define smaller meaningful limits, size, service level, phases, or scopes along with the cost for each. ▼ Please continue on a seperate document if you need more space

(y/n)

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**Q22**

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Name of municipality or transit operator:	0	County	
Name of applicant on behalf of municipality or transit operator:	0		0

**Complete streets program application** (see program + project types tab for more info)

Below are the project types for this program	Tier
Intersection safety improvements	1
Intelligent Transportation Systems	2
Pavement rehabilitation or reconstruction	2
Railway-highway grade crossings	2
Intersection congestion improvements	2
Traffic monitoring / management / control	2
Bridge replacement, rehabilitation or reconstruction	2
Emergency communications equipment / priority control systems	2
Travel demand management strategies / programs	2
Construction and operational improvements on high-risk rural roads	3
Safety devices/control, rumbles, skid resist., or remove obstacles at crash loc.	3
Congestion pricing development / implementation	3
Highway signs for retroreflectivity	3
Pavement and shoulder widening to remedy unsafe conditions	3
Fringe and corridor parking facilities / programs	3
Protection for bridges including inspections	3
Conduct model traffic enforcement activity at rail/highway crossing	3
Promote/educate highway safety matters + project to enforce law	3

**Choose a project type for this application** ▼

Maps	
Function Classification	<a href="#">Click Here</a>
Motorized & Non-Motorized Crashes	
Transit Access	
Residential Density / Dwelling Units	
Major Employment Centers	
Environmental Justice	

Financial information about project:	Total in \$	Max. fed share	Min. fed share	Your match
<b>Step 1</b> Total estimated construction cost (Please use CY 2021 dollars; we will inflate the cost.)		\$ -	\$ -	
How much do you propose contributing to the construction costs? ▲				
Does this amount include CE? (y/n)				
According to your match entry you are over/under matched by ►				\$ -
<b>Step 2</b> Do you want funds for PE/ROW? If so which one?				
For PE/ROW you may use federal aid up to ►	\$ -		\$ -	
How much do you propose requesting in PE/ROW? ▲				Add'l overmatch ▲
If you elect to pay for PE/ROW with local funds that amount will be considered overmatch for scoring purposes.				
<b>Step 3</b> You have elected to match your construction costs at the rate of ►				#DIV/0!
You have elected to request PE/ROW funds at the rate of ►				#DIV/0!
Your total match for scoring purposes is ►				#DIV/0!

**Project Need and Purpose**

What is the problem/issue that this project will address? (Project Need) ▼

Please describe what your project seeks to accomplish, be descriptive (Project Purpose) ▼

**General Project Information**

Please give the total project costs (including PE, ROW and CN) for all phases.

How many phases are expected in this project?

Will this project add roadway capacity? (y/n) ►

Are you seeking HSIP funding?(y/n)

Is this project eligible for CMAQ funding?(y/n)

Will this project seek to flex funds from FHWA to FTA? (y/n) ►

**Environmental Document & Permits**

Environmental Investigation Completed?

Anticipated NEPA Document Required

NEPA Document Status

Anticipated Permits

**Right of Way Needs**

New ROW Required (temporary or permanent)

If Yes, Number of Parcels (1-99)

Road/trail name/other identifier ▼

Limits	Begin	
	End	

If this is a bridge project what is the scope?

If PE is requested, what is the desired year? (CY/na)

If ROW is requested, what is the desired year? (CY/na)

What is the desired year for CN? (CY/na)

Does this project address a gap in existing service? (y/n)

Is this project Regionally Significant? (y/n)

**Railroad and/or Utilities Needs**

Utilities Impacted?

If Yes, Types of Parcels		If Yes, Location of Utilities	
Does this project touch Right of Way belonging to INDOT? If yes please provide concurrence documentation. (y/n) ▶		If Yes, Relocations required?	
If yes, what percentage ▶	%	Railroad Impacted?	
		If Yes, are Improvements being made?	

**Asset Management (weighted 25%)** Self    NIRPC    FINAL

**Q1** How does the project contribute to roadway asset management? Please contact sweber@nirpc.org if you need assistance with this question. Maximum 6 pts given.  
 Roadway's pavement PASER rating is less than 5 - 6 pts  
 Roadway's pavement PASER rating is 5 or greater - 0 pts

**Q2** What is the functional classification of the route? Please consult the functional classification map. Please contact sweber@nirpc.org if you need assistance with this question. Maximum 8 pts given.  
 Principal arterial - 5 pts                      Minor collector - 0 pts  
 Minor arterial - 3 pts                          Local road - 0 pts  
 Major collector - 3 pts

**Q3** If this is a bridge project, give the appropriate score from the Bridges! tab. Maximum 6 pts given.  
 0-3 - 0 pts  
 4-7 - 3 pts  
 8-10 - 6 pts

**Q4** What is the ADT for this road / bridge? Maximum 5 pts given.  
 ≤ 8,000 - 0 pts                      ≤ 12,000 - 5 pts  
 8,000 < > 12,000 - 3 pts

**Safety** Self    NIRPC    FINAL

**Q5** What is the motorized and non-motorized crash rate in the project area? Please reference crash severity map. Please contact pkimball@nirpc.org for further information on the map. In case of different rates, use the higher rate. Maximum 5 pts given.

High location - 5 pts	Lower location - 1 pts	Motorized	
Medium location - 3 pts	Other location - 0 pts	Non-Motorized	

**Access & Connections (Weighted 15%)** Self    NIRPC    FINAL

**Q6** What is the residential density within one mile of the new roadway? Please contact ebrahim@nirpc.org if you need assistance with this question. Maximum 3 pts given.  
 5 or more/acre - 3 pts                      1-1.99 - 1 pts  
 2-4.99 - 2 pts                                  Less than 1 - 0 pts

**Q7** What is the average of the walk score and the bike score for the project location? Please visit www.walkscore.com and input an address nearby the location. If the project is linear in scope, please take the average score of three pts along the project which would include the endpoints and middle. If the project is a single location, enter the same walk and bike scores three times. Please contact mbarloga@nirpc.org if you need assistance with this question. Maximum 5 pts given.

Below 50 - 5 pts	Walk score location 1	Walk score location 2	Walk score location 3	Final Average
50-74 - 3 pts	Bike score location 1	Bike score location 2	Bike score location 3	#NAME?
75-100 - 0 pts	Average #####	Average #DIV/O!	Average #DIV/O!	

**Q8** What is the transit access within ½ mile of the project area, including bus stops, commuter rail stations? Please contact cbradsky@nirpc.org if you need assistance with this question. Maximum 2 pts given.  
 More than 1 - 2 pts  
 1 stop - 1 pt

**Q9** How will the project enhance network connectivity? Please consult the functional classification map. Please contact sweber@nirpc.org if you need assistance with this question. Maximum 4 pts given.  
 Connects to other principal arterials or higher classification roadways on both sides of the new road - 4 pts  
 Connects to another principal arterial or higher classification roadway on one side - 2 pts  
 Connects to a minor arterial - 1 pt  
 Connects roads classified as collectors or lower - 0 pts

**Q10** How does the project assist with access for job commuters? Please reference Major Employment Center map. Please contact ebrahim@nirpc.org if you need assistance with this question. Maximum 5 pts given.

		Self	NIRPC	FINAL
<p><b>Environmental Benefits (Weighted 10%)</b></p> <p>Major area (Dark Green) - 5 pts    Minor Area (Yellow) - 2 pts                      Moderate (Light Green) - 3 pts    Not in area (Blank) - 0 pts</p>				
<p><b>Q11</b> Does the project reduce emissions? Please use FHWA CMAQ calculator located here: <a href="https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/index.cfm">Please contact sweber@nirpc.org if you need assistance with this question.</a> Max 5 pts                      https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/index.cfm</p> <p>Cost per ton is less than \$1,000,000 - 5 pts                      Cost per ton is between \$1,000,001 and \$2,000,000 - 3 pts                      Cost per ton is greater than \$2,000,000 - 0 pts</p>				
<p><b>Q12</b> <b>Does the project include green infrastructure elements?</b> Elements may include: Living or Complete Streets; stormwater management or rain garden; biodiversity; land conservation; bio-swales; native vegetation in the road rights-of-way; permeable pavement in rights-of-ways; bio-retention curb extension; infiltration trench; or wildlife crossing. Maximum 3 pts given.</p> <p>1 or 2 - 1 point                      3 or more - 3 pts</p>				
<p><b>Economic Generation (Weighted 0%)</b></p>				
<p><b>Q13</b> Not applicable</p>				
<p><b>Local/Regional Plans + Policy Support (Weighted 20%)</b></p>				
<p><b>Q14</b> <b>Is this currently a legacy project?</b> A legacy project is defined to be a stand alone project or a phase of a project that has an approved NEPA document, or the project or phase has already received federal funding through NIRPC. If so, give the INDOT des number. Maximum 5 pts given.</p> <p>Yes - 5 pts    No - 0 pts    Des #</p>				
<p><b>Q15</b> <b>How does the project advance local plans or policies?</b> Project may be cited in local comprehensive plan, thoroughfare plan, capital improvements program, traffic impact fee plan, or other local plan/study. Please describe plans and policies. Maximum 5 pts given.</p> <p>2 or more policy/plans - 5 pts                      1 policy/plans - 2 pts                      No policy/plans - 0 pts</p>				
<p><b>Q16</b> <b>How does the project advance region plans or policies?</b> Please describe how the project achieves objectives in regional plans or policies and cite those plans and policies. Please contact eibrahim@nirpc.org if you need assistance with this question. Maximum 5 pts given.</p> <p>Project is cited in current long-range plan (NWI 2050), located in a Creating Livable Communities "Main Center" (see Main Center map), Living Streets, or other published plan for the region that includes at least all of Lake, Porter, and LaPorte Counties - 5 pts                      Project is one of the 22 segments identified in the Regional Corridors Study (please reference the Regional Corridors Study) - 5 pts                      Project is not cited in any of the above - 0 pts</p>				
<p><b>Q17</b> <b>How does the project adhere to the MPO's Congestion Management Process? Please reference Congested Corridors Map. Please contact sweber@nirpc.org if you need assistance with this question.</b> Maximum 5 pts given.</p> <p>The project location is within 0.5 mile of a section of road or intersection with a Level of Service (LOS) E or F - 5 pts                      The project location is within 0.5 mile of a section of road or intersection with a Level of Service D - 3 pts                      The project location is within 0.5 mile of a section of road or intersection with Level of Service C or better - 0 pts</p>				
<p><b>Partnerships / Collaborations (Weighted 15%)</b></p>				
<p><b>Q18</b> <b>Do the project limits cross and/or benefit municipal/county boundries?</b> If yes please list all LPAs. Maximum 5 pts given.</p> <p>Partnerships involving 3 or more LPAs - 5 pts                      Partnership with two LPAs - 3 pts                      No partnerships - 0 pts</p> <p>List partners here:</p>				
			16	

