



# **NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

Together We Make The Difference

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## **RESOLUTION 12-19**

### **A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AMENDING THE 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA AMENDMENT NO. 19**

September 20, 2012

**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 regional requirements under the Federal-Aid Highway Act of 1962, as amended, the Surface Transportation Assistance Act of 1978, as amended, the Urban Mass Transportation Act of 1964, as amended, the Rail Reorganization Act of 1973, the 1970 Clean Air Act, as amended, the Intermodal Surface Transportation Efficiency Act of 1991, the Transportation Equity Act for the 21<sup>st</sup> Century, and the Safe, Accountable, Flexible and Efficient Transportation Equity Act—A Legacy for Users (2005), as well as other federal, state and local laws mandating transportation planning activities; and

**WHEREAS**, the FY 2012-2015 Transportation Improvement Program is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and

objectives and socio-economic and demographic factors used to form the 2040 Comprehensive Regional Plan (CRP); and

**WHEREAS**, the FY 2012-2015 Transportation Improvement Program is an implementation of the 2040 Comprehensive Regional Plan (CRP); is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

**WHEREAS**, the FY 2012-2015 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

**WHEREAS**, the changes to the FY 2012-2015 Transportation Improvement Program brought about by this amendment were reviewed by the Air Quality Conformity Task Force's Interagency Consultation Group (ICG).

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby amends the 2012-2015 Transportation Improvement Program by deleting the transit projects as shown on the attachment to this resolution. (Projects deleted due to cessation of transit service.)

Duly adopted by the Northwestern Indiana Regional Planning Commission this twentieth day of September, 2012.



Geoff Benson, Chairperson

ATTEST:



Blair Milo, Secretary

**Transportation Improvement Program for Lake, Porter, and LaPorte Counties, Indiana for 2012-2015  
Amendment #19 September 2012 TRANSIT ONLY**

**Local Public Transit**

**DELETE FTA SECTION 5307 PROGRAMS**

DES	Applicant	Project Name	Phase	Year	Total Cost	FTA Funds	Total Non-Federal Funds	Air Quality Conformity Document Reference		In ADA Plan?
								Status	Table	
1172887	RBA	Capital Cost of Contracting	N/A	2013	\$ 1,815,000	\$ 1,452,000	\$ 363,000	Exempt	Table 1, #21	n/a
1172888	RBA	Complementary Paratransit	N/A	2013	\$ 546,250	\$ 437,000	\$ 109,250	Exempt	Table 1, #21	n/a
1172886	RBA	Dyer to Chicago Capital Cost of Contracting	N/A	2013	\$ 262,500	\$ 210,000	\$ 52,500	Exempt	Table 1, #21	n/a
1172909	RBA	Expansion Vehicles (4)	N/A	2014	\$ 343,750	\$ 275,000	\$ 68,750	Exempt	Table 1, #21	n/a
1172911	RBA	Dyer to Chicago Capital Cost of Contracting	N/A	2014	\$ 310,000	\$ 248,000	\$ 62,000	Exempt	Table 1, #21	n/a
1172912	RBA	Capital Cost of Contracting North Lake	N/A	2014	\$ 2,000,000	\$ 1,600,000	\$ 400,000	Exempt	Table 1, #21	n/a
1172913	RBA	Complementary Paratransit	N/A	2014	\$ 750,000	\$ 600,000	\$ 150,000	Exempt	Table 1, #21	n/a
1172937	RBA	Expansion Vehicles (4)	N/A	2015	\$ 340,000	\$ 272,000	\$ 68,000	Exempt	Table 1, #21	n/a
1172938	RBA	Park and Ride Facility	N/A	2015	\$ 750,000	\$ 600,000	\$ 150,000	Exempt	Table 1, #21	n/a
1172940	RBA	Dyer to Chicago Capital Cost of Contracting	N/A	2015	\$ 310,000	\$ 248,000	\$ 62,000	Exempt	Table 1, #21	n/a
0117941	RBA	Capital Cost of Contracting North Lake	N/A	2015	\$ 2,200,000	\$ 1,760,000	\$ 440,000	Exempt	Table 1, #21	n/a
1172942	RBA	Complementary Paratransit	N/A	2015	\$ 800,000	\$ 640,000	\$ 160,000	Exempt	Table 1, #21	n/a

**DELETE CMAQ TRANSIT PROGRAMS**

1173567	RBA	Operating Assistance Year 2 Red and Green Routes	N/A	2013	\$ 456,000	\$ 364,800	\$ 91,200	Exempt	Table 1, #21	n/a
1173568	RBA	Operating Assistance Year 3 Red and Green Routes	N/A	2014	\$ 469,900	\$ 375,920	\$ 93,980	Exempt	Table 1, #21	n/a