

**Appendix D: TIP Financial Plan.**

## Financial Plan

Federal regulations require the TIP to be financially constrained, specifically: "The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources."

The financial plan must be developed in cooperation with the state and the transit operator(s). INDOT and the transit operators have provided estimates of available federal, state, and non-federal funds, which have been utilized in the development of this plan. Only projects for which construction and operating funds can reasonably be expected to be available have been included in the TIP. The TIP includes all projects and funding strategies using funds from Titles 23 and 49, USC, other federal funds, local sources, state assistance, and private sector participation under Public-Private Partnership agreements.

A total of \$939,144,629 in federal revenues and \$928,907,874 of federal expenditures are forecast during the 2018-2021 time period. The Federal Funding Summary Table displays the federal revenues and anticipated expenditures.

### Revenues.

Federal revenue projections come from anticipated highway and transit appropriations authorized by the Fixing America's Surface Transportation Act or "FAST Act", which is the source of federal assistance for surface transportation projects for INDOT, Local Public Agencies (LPA's), transit operators, and INDOT. NIRPC cooperates with INDOT and the transit operators to develop reasonable four-year appropriation estimates based on current (SFY 2017) allocation figures and then projects these over the four years of the TIP. In most cases Federal Revenue is flat-lined (i.e., no year-to-year increases are forecast).

### MPO-Allocated Funds.

NIRPC allocates funds from both the FHWA and FTA to projects in both the Indiana portion of the Chicago UZA and Indiana portion of the Michigan City-LaPorte UZA. These funds include Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP), Congestion Mitigation/Air Quality Program (CMAQ), and Section 164 Safety Funds from FHWA. FTA funds allocated include Section 5307/5340, State of Good Repair (SOGR), Sec 5339 Bus Capital, and Sec 5310 Bus Capital/Operating.

## Federal Funding Summary Table

Federal Revenue Source	2018	2019	2020	2021	Total
FHWA Revenue - Chicago UZA	\$ 18,861,630	\$ 18,861,630	\$ 18,861,630	\$ 18,861,630	\$ 75,446,520
FHWA Revenue - Michigan City UZA	\$ 2,112,562	\$ 2,112,562	\$ 2,112,562	\$ 2,112,562	\$ 8,450,248
FHWA Revenue Carryover (2014 PYB) - Chicago UZA	\$ 6,980,644	\$ 550,000	\$ -	\$ -	\$ 7,530,644
FHWA Revenue - Carryover (2014 PYB) Michigan City UZA	\$ -	\$ 1,041,271	\$ -	\$ -	\$ 1,041,271
FHWA Revenue -INDOT STBG III, STBG IV, Local Bridge & TAP	\$ 10,931,216	\$ 3,904,632	\$ 186,240	\$ 103,392	\$ 15,125,480
Other FHWA Revenue - Earmarks, SMFR	\$ 3,629,247	\$ 1,767,504	\$ -	\$ -	\$ 5,396,751
NPS Projects	\$ -	\$ 2,200,000	\$ -	\$ -	\$ 2,200,000
FHWA Revenue - INDOT Sponsored Projects	\$ 98,813,507	\$ 42,923,421	\$ 66,255,015	\$ 20,693,893	\$ 228,685,836
FTA Revenue - Section 5307/5340 Chicago UZA	\$ 16,230,000	\$ 11,964,600	\$ 12,203,892	\$ 12,447,970	\$ 52,846,462
FTA Revenue - Section 5307/5340 Michigan City UZA	\$ 1,821,510	\$ 910,755	\$ 910,755	\$ 910,755	\$ 4,553,775
FTA Revenue - Commuter Rail State of Good Repair (SOGR)	\$ 35,265,358	\$ 18,163,405	\$ 18,526,673	\$ 18,897,206	\$ 90,852,642
FTA Revenue - New Start (Commuter Rail)	\$ -	\$ 63,095,000	\$ 129,960,000	\$ 108,960,000	\$ 302,015,000
FTA Revenue - Core Capacity	\$ -	\$ 60,000,000	\$ 60,000,000	\$ 25,000,000	\$ 145,000,000
<b>Total Federal Revenue</b>	<b>\$ 194,645,674</b>	<b>\$ 227,494,780</b>	<b>\$ 309,016,767</b>	<b>\$ 207,987,408</b>	<b>\$ 939,144,629</b>

Federal Expense by Mode	2018	2019	2020	2021	Total
LPA Expense	\$ 32,739,818	\$ 26,211,975	\$ 22,484,486	\$ 31,976,521	\$ 113,412,800
INDOT Expense	\$ 98,813,507	\$ 42,923,421	\$ 66,255,015	\$ 20,693,892	\$ 228,685,835
NPS Expense	\$ -	\$ 2,200,000	\$ -	\$ -	\$ 2,200,000
Transit Expense	\$ 62,511,135	\$ 155,754,225	\$ 213,486,673	\$ 152,857,206	\$ 584,609,239
<b>Total Federal Expense</b>	<b>\$ 194,064,460</b>	<b>\$ 227,089,621</b>	<b>\$ 302,226,174</b>	<b>\$ 205,527,619</b>	<b>\$ 928,907,874</b>
<b>Variance</b>	<b>\$ 581,214</b>	<b>\$ 405,159</b>	<b>\$ 6,790,593</b>	<b>\$ 2,459,789</b>	<b>\$ 10,236,755</b>