

City of Gary's Appeal

Joe Van Dyk presented the City of Gary's appeal on two project scope change requests. One project was denied by the Transportation Resource Oversight Committee (TROC) at an ad hoc meeting on July 31. A second project had no action by TROC. A third scope change proposal was passed by the committee. The original Ridge Road project was awarded over 10 years ago but a local match was lost due to the economic downturn. The City of Gary wants to shift \$3 million towards the 15th Avenue Gateway project which is in a key economic development area. The remaining funding would shift to the East Lakefront Complete Streets project which would advance transit-oriented development and economic development around the Miller South Shore commuter station and improve access to the Indiana Dunes National Lakeshore. Local match is available for both projects. The action sought is to either sustain TROC's decision or overturn it.

Discussion took place on deficits in 2019 through 2022; Charles Bradsky will provide a list of 5-year and older projects to the committee. Discussion took place on the draft scope change policy. Charles said the Lake & Porter TROC adopted it; LaPorte TROC didn't think they would need it and did not adopt it. The "5 year" language needs more clarification. It was suggested that any policies created by subcommittees should be sent to the Commission for final adoption. Joyce Newland offered that if a project has a complete environmental, the decision cannot be vacated. If there is a no build option then you can be released from that. Joe Van Dyk said Ridge Road had no federal money spent and no environmental done. Charles said the proposed projects have had environmental done.

Dean Button moved to sustain the TROC decision on the request by the City of Gary; seconded by Mark O'Dell. Kay Nelson asked that NIRPC provide a white paper to the Commission on the full issue. Dean Button amended his motion to sustain the TROC decision on the request by the City of Gary in order that the Full Commission can provide the direction on this and future actions. Mark O'Dell seconded the amended motion for discussion, which followed. It was noted that clarification on the scope change policy is needed. Dean Button again amended his motion to sustain the TROC decision on the request by the City of Gary with a summary white paper to be provided to the Commission in order that the Commission can provide the direction on this and future actions. Mark O'Dell seconded the motion. On a roll call vote by Geof Benson, the committee voted to recommend the motion to the Commission on 7 yes and 2 no votes.

Charles Bradsky said at the next quarterly tracking meeting on Friday, he will ask the City of Gary if the Commission denies their appeal, what they intend to do with this project. If the sponsor cannot construct the project in the letting year, it will move to a date mutually agreed upon by the sponsor and NIRPC. Joyce Newland added that if projects don't move in a timely manner, the money will be taken away.

Topical Committee Reports

- The Environmental Management Policy Committee will meet at 9 a.m. on September 6.
- The Ped, Pedal & Paddle Committee will meet at 11 a.m. on September 6.
James Winters reported that the transit operators will meet immediately after this
- Meeting.
- The Land Use Committee meeting will be announced.
- The Surface Transportation Committee will meet on August 7 at 9 a.m.

Planning Partners

Susan Weber said she will be attending the public meetings for the Coordinated Public Transit

Human Services Transportation Plan.

Emerging Trends: Due to time constraints, no video was provided.

Announcements









- South Shore Clean Cities is hosting a propane vehicle event from 10 to 2 today.
- Congratulations were offered to Geof Benson for being named Chairman of the MPO Council.

The next Technical Planning Committee meeting is September 11 at 9 a.m. at NIRPC. Hearing no other business, Geof Benson adjourned the meeting at 10:50 a.m.

A Digital MP3 of this meeting is filed. Contact Mary Thorne at the phone number or email below should you wish to receive a copy or a portion of it.

The Northwestern Indiana Regional Planning Commission (NIRPC) prohibits discrimination in all its programs and activities on the basis of race, color, sex, religion, national origin, age, disability, marital status, familial status, parental status, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program.

To connect impactful investments to the critical paths, and to the performance-based planning framework

NW 2050 plan focus areas	Critical paths to achieving NWI's 2050 vision	 Connected NWI / <i>NWI's people have accessible, safe, and equal opportunities for working, playing, living and learning.</i>	 Renewed NWI / <i>NWI's urban and rural centers are places people want to come to and live in, and our environment is safe and healthy.</i>	 United NWI / <i>NWI's diversity is celebrated, and we work together as a community across racial, ethnic, political and cultural lines for the mutual benefit of the region.</i>	 Vibrant NWI / <i>NWI's economy is thriving, our people are well educated, growth is planned, and natural and agricultural areas are valued and protected.</i>
	 Economy + Place / <i>Focusing on NWI's economy and quality of place</i>	Update land development policies and strategies to emphasize accessibility between people and opportunities.	Maximize growth in existing centers to enhance civic and economic life and to protect natural areas and farmland.	Collaborate regionally to welcome a diversity of people and talent to achieve mixed and balanced growth.	Promote initiatives and policies to ensure healthy living, sustainability, quality of life, and prosperity.
	 Environment / <i>Focusing on NWI's environmental quality</i>	Connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.	Clean and protect the air, land, water, and natural habitats to sustain and enhance the environment's safety and health for all.	Build region-wide coalitions to advance environmental sustainability for the benefit of future generations.	Endorse innovative energy and environmental strategies to achieve a balance that protects diverse and unique ecological treasures while fostering a sustainable economy.
	 Mobility / <i>Focusing on NWI's transportation choices</i>	Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.	Improve roadway, bicycle, sidewalk, and transit networks to revitalize existing urban and rural centers and enhance equity.	Prioritize transformative investments to elevate the position of the region and to attract a diversity of residents and high-quality economic opportunities.	Adopt technological innovation that enhances the safe and fluid movement of people and goods to enable a flourishing economy.
	 People + Leaders / <i>Focusing on NWI's people and community leaders</i>	Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.	Focus educational and workforce development initiatives on expanding skills that the modern economy requires.	Foster better communications, cooperation and coordination to bring people together across the lines that divide us.	Embrace a dynamic, diversified and sustainable economy that attracts and retains talent, enhances quality of life, and increases personal and household income.

Investment type prioritization method			CMAQ	HSIP	STBG	TA	5307	5310	5337	5339				
NIRPC committee responsible	Investment category NIRPC program name	Investment type eligible projects by FHWA/FTA rules	\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)	\$ available (m)				
			\$ 3.61	\$ 2.90	\$ 11.95	\$ 0.98	\$ 12.14	\$ 0.45	\$ 17.44	\$ 0.60				
			\$ assigned	\$ assigned	\$ assigned	\$ assigned	\$ assigned	\$ assigned	\$ assigned	\$ assigned				
			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00				
\$ to program	\$ to program	\$ to program	\$ to program	\$ to program	\$ to program	\$ to program	\$ to program							
3.61	2.90	11.95	0.98	12.14	0.45	17.44	0.60							
Eligible?	Federal share	Recommended amount	Eligible?	Federal share	Recommended amount	Eligible?	Federal share	Recommended amount	Eligible?	Federal share	Recommended amount			
3PC	Complete streets	Bicycle infrastructure	Y 80	-	N	N	N	N	N	N	N			
3PC	Complete streets	Bicycle/pedestrian signals (HAWK, ped count downs,etc.)	N	N	N	Y 80	-	Y 80	-	N	N			
3PC	Complete streets	Construct/install/maint. of signs at bike/ped xings in school zone	N	N	Y 90	-	Y 80	-	N	N	N			
3PC	Complete streets	Lighting	N	N	N	Y 80	-	Y 80	-	N	N			
3PC	Complete streets	On-road trails (bicycle lanes)	Y 80	-	N	Y 80	-	Y 80	-	N	N			
3PC	Complete streets	Safe routes for non-drivers	N	N	Y 90	-	N	Y 80	-	N	N			
3PC	Complete streets	Sidewalks	Y 80	-	N	Y 80	-	Y 80	-	N	N			
3PC	Complete streets	Traffic calming	N	N	Y 90	-	Y 80	-	Y 80	-	N	N		
3PC	Complete streets	Transportation projects for ADA compliance	N	N	Y 90	-	Y 80	-	Y 80	-	N	N		
3PC	Multi-use path	Off-road trails (non-recreational)	Y 80	-	N	Y 80	-	Y 80	-	N	N			
3PC	SRTS	SRTS coordinator	N	N	N	Y 80	-	Y 80	-	N	N			
3PC	SRTS	SRTS infrastructure projects	N	N	N	Y 80	-	Y 80	-	N	N			
3PC	SRTS	SRTS non-infrastructure projects	N	N	N	Y 80	-	Y 80	-	N	N			
EMPC	Energy + fuels	Advanced truck stop electrification	Y 80	-	N	Y 80	-	N	N	N	N			
EMPC	Energy + fuels	EV + NGV infrastructure	Y 80	-	N	Y 80	-	N	N	N	N			
EMPC	Energy + fuels	Transit vehicle emission reduction (new or modification)	Y 80	-	N	N	N	N	N	N	Y 80	-		
EMPC	Environment	Air quality education	Y 80	-	N	N	N	N	N	N	N	N		
EMPC	Environment	Archeological activities for mitigation	N	N	N	N	Y 80	-	N	N	N	N		
EMPC	Environment	Contrib. to restore / enhance / create habitats + wetlands	N	N	N	Y 80	-	N	N	N	N	N		
EMPC	Environment	Devel of regional environ protect plans	N	N	N	Y 80	-	N	N	N	N	N		
EMPC	Environment	Mitigation banking	N	N	N	Y 80	-	N	N	N	N	N		
EMPC	Environment	Stormwater manage / control / prevent	N	N	N	N	Y 80	-	N	N	N	N		
EMPC	Environment	Vegetation management in ROWs	N	N	N	N	Y 80	-	N	N	N	N		
EMPC	Environment	Vehicle related wildlife mortality reduction	N	N	N	Y 80	-	Y 80	-	N	N	N		
LUC	Quality of place	Divided hwy conversion to blvds	N	N	N	Y 80	-	Y 80	-	N	N	N		
LUC	Quality of place	Historic preserve of historic transportation facilities	N	N	N	N	Y 80	-	N	N	N	N		
LUC	Quality of place	Inventory / control / removal of outdoor advertising	N	N	N	N	Y 80	-	N	N	N	N		
LUC	Quality of place	Turnouts / overlooks	N	N	N	N	Y 80	-	N	N	N	N		
STC	Congestion	Construct of minor collectors in same corridor as NHS route	N	N	N	Y 80	-	N	N	N	N	N		
STC	Congestion	Fringe + corridor parking facilities / programs	N	N	N	Y 80	-	N	N	N	N	N		
STC	Congestion	Intersection congestion improvements	Y 80	-	N	Y 80	-	N	N	N	N	N		
STC	Congestion	Travel demand management strategies / programs	Y 80	-	N	Y 80	-	N	N	N	N	N		
STC	Congestion	Congestion pricing development / implementation	N	N	N	Y 80	-	N	N	N	N	N		
STC	Freight	Surface transport infrastructure to facilitate port "linkages"	N	N	N	Y 80	-	N	N	N	N	N		
STC	Freight	Truck parking facilities	N	N	N	Y 80	-	N	N	N	N	N		
STC	ITS	Intelligent Transportation Systems	Y 80	-	N	Y 80	-	N	N	N	N	N		
STC	ITS	Traffic monitoring / management / control	N	N	N	Y 80	-	N	N	N	N	N		
STC	New infrastructure	New bridge/roadway/tunnel construction	N	N	N	Y 80	-	N	N	N	N	N		
STC	Plan / asset mgmt	Data collection / software / equip for PbP system	N	N	N	Y 80	-	N	N	N	N	N		
STC	Plan / asset mgmt	Devel / implement of PbP manage. program	N	N	N	Y 80	-	N	N	N	N	N		
STC	Plan / asset mgmt	Protection for bridges including inspections	N	N	N	Y 80	-	N	N	N	N	N		
STC	Plan / asset mgmt	Road safety audit	N	N	Y 90	-	N	N	N	N	N	N		
STC	Plan / asset mgmt	Safety data collection / analysis + improvement of data	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Plan / asset mgmt	Transportation planning (general)	N	N	N	Y 80	-	N	N	N	N	N		
STC	Plan / asset mgmt	Transportation safety planning	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Roadway safety	Conduct model traffic enforcement activity at rail/hwy xing	N	N	Y 90	-	N	N	N	N	N	N		
STC	Roadway safety	Construct. + operational improvements on high-risk rural rds	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Roadway safety	Emergency communications equip / priority control systems	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Roadway safety	Highway signs for retroreflectivity	N	N	Y 90	-	N	N	N	N	N	N		
STC	Roadway safety	Installation of brand new guardrails, barriers, + crash atten.	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Roadway safety	Installation of rumble strips (not in conflict w/ bike/ped/ADA)	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Roadway safety	Installation of skid-resistant surface at a location w/ crashes	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Roadway safety	Installation of traffic control at location w/ high crashes	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Roadway safety	Intersection safety improvements	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Roadway safety	Pavement and shoulder widening to remedy unsafe cond.	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Roadway safety	Promote/educate hwy safety matters + project to enforce law	N	N	Y 90	-	N 80	-	N	N	N	N		
STC	Roadway safety	Railway-highway grade crossings	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Roadway safety	Removal of roadside obstacle	N	N	Y 90	-	Y 80	-	N	N	N	N		
STC	Roadway safety	Roadway safety for vehicles	N	N	Y 90	-	Y 80	-	N	N	N	N		
TOR	Transit / ADA	Complementary paratransit service	N	N	N	N	N	Y 90	-	Y 80	-	N	N	
TOR	Transit / ADA	Vehicles for accessible taxi, ride share, or vanpool	N	N	N	N	N	N	Y 80	-	N	N		
TOR	Transit / ADA	Wheelchair lifts, ramps, and securement devices	N	N	N	N	N	Y 80	-	Y 80	-	N	N	
TOR	Transit / asset mnmt	Capital investment in existing fixed guideway systems	N	N	N	N	N	Y 80	-	N	N	Y 80	-	
TOR	Transit / asset mnmt	Fixed guideway rolling stock (new or existing)	N	N	N	N	N	Y 80	-	N	N	Y 80	-	
TOR	Transit / asset mnmt	Preventative maintenance	N	N	N	N	N	Y 80	-	N	N	N	N	
TOR	Transit / asset mnmt	Transit maintainance facilities	N	N	N	Y 80	-	N	N	Y 80	-	Y 80	-	
TOR	Transit / asset mnmt	Transit vehicles	N	N	N	Y 80	-	N	Y 80	-	Y 80	-	Y 80	-
TOR	Transit / cust experience	Improve signage / wayfinding	N	N	N	N	N	N	Y 80	-	N	N	N	
TOR	Transit / cust experience	Transit passenger facilities	N	N	N	Y 80	-	N	Y 80	-	N	Y 80	-	
TOR	Transit / expansion	Approach roads for ferries	N	N	N	Y 80	-	N	N	N	N	N	N	
TOR	Transit / expansion	Ferry boats	N	N	N	Y 80	-	N	N	N	N	N	N	
TOR	Transit / expansion	Ferry terminals	N	N	N	Y 80	-	N	N	N	N	N	N	
TOR	Transit / expansion	Incremental cost of providing same day service/door-to-door	N	N	N	N	N	N	Y 80	-	N	N	N	
TOR	Transit / expansion	New fixed guideway systems (including BRT)	N	N	N	N	N	Y 80	-	N	N	N	N	
TOR	Transit / mobility mnmt	Mobility management / information technology systems	N	N	N	N	N	Y 80	-	Y 80	-	N	N	
TOR	Transit / mobility mnmt	Travel training	N	N	N	N	N	N	Y 80	-	N	N	N	
TOR	Transit / mobility mnmt	Volunteer driver programs	N	N	N	N	N	N	Y 80	-	N	N	N	
TOR	Transit / operating	Operating assistance	N	N	N	N	N	Y 50	-	Y 50	-	N	N	
TOR	Transit / operating	Operational support equipment / computer hard/software	N	N	N	N	N	Y 80	-	N	N	Y 80	-	
TOR	Transit / planning	Transit planning	N	N	N	Y 80	-	N	Y 80	-	N	N	N	
TOR	Transit / safety	Transit security	N	N	N	Y 80	-	N	Y 80	-	N	Y 80	-	

Congestion Mitigation Air Quality (CMAQ) Performance Plan

Metropolitan Planning Organization (MPO) Name:

Northwestern Indiana Regional Planning Commission (NIRPC)

Urbanized Area (UZA) and States:

Chicago, IL--IN

Background:

This CMAQ Performance Plan is attached to the Indiana Department of Transportation (INDOT) Baseline performance report for the 2018 to 2021 performance period (calendar years for the traffic congestion measures, federal fiscal years for the on-road mobile source emissions measures). NIRPC, the MPO with a Metropolitan Planning Area (MPA) of Lake, Porter, and LaPorte Counties in Indiana, is part of the Chicago, IL--IN UZA, which is designated as a Transportation Management Area (TMA) with a population greater than 200,000. For the purposes of 23 CFR 490.703, NIRPC is an MPO serving a UZA with a population over 1 million, subjecting NIRPC to the requirements of developing this CMAQ Performance Plan. This CMAQ Performance Plan satisfies these requirements by describing the baseline condition/performance for the traffic congestion and on-road mobile source measures, reporting the 2-year and 4-year targets for these measures, and describing the CMAQ-funded projects in the performance period and how the projects contribute to achieving the targets.

Baseline Condition/Performance:

Baseline Condition/Performance for Traffic Congestion Measures (Calendar Year 2017, UZA):

Peak Hours of Excessive Delay Per Capita (PHED): 14.8

Percent Non-Single Occupancy Vehicle Travel (Non-SOV): 30.6%

SOURCE: National Performance Measure Research Data Set, US Census Bureau

Baseline Condition/Performance for On-Road Mobile Source Emissions Measures (Federal Fiscal Years 2014-2017, MPA):

24-hour PM10 Benefit (kg/day): 0.02

Ozone Precursors:

NOx Emissions Benefit (kg/day): 482.63

VOC Emissions Benefit (kg/day): 102.78

CO Benefit (kg/day): 1,107.98

SOURCE: FHWA CMAQ Public Access System, https://fhwaapps.fhwa.dot.gov/cmaq_pub/

2-year and 4-year Targets:

Targets for Traffic Congestion Measures (UZA):

Peak Hours of Excessive Delay Per Capita (PHED):

2-Year Target: Not Applicable for 2018 to 2021 performance period

4-Year Target: 15.5

Percent Non-Single Occupancy Vehicle Travel (Non-SOV):

2-Year Target: 31.6%

4-Year Target: 32.1%

Targets for On-Road Mobile Source Emissions Measures (MPA):

24-hour PM10 Benefit (kg/day):

2-Year Target: 0.30 (Adopt Indiana State Target)

4-Year Target: 0.50 (Adopt Indiana State Target)

Ozone Precursors:

NOx Emissions Benefit (kg/day):

2-Year Target: 1,600.00 (Adopt Indiana State Target)

4-Year Target: 2,200.00 (Adopt Indiana State Target)

VOC Emissions Benefit (kg/day):

2-Year Target: 1,600.00 (Adopt Indiana State Target)

4-Year Target: 2,600.00 (Adopt Indiana State Target)

CO Benefit (kg/day):

2-Year Target: 200.00 (Adopt Indiana State Target)

4-Year Target: 400.00 (Adopt Indiana State Target)

Description of Projects:

Table 1: Description of NIRPC TIP Projects, 2018-2021

Project	Lead Agency	Project Description	Year Anticipated for CMAQ Obligation	NOx Benefit (kg/day)	VOC Benefit (kg/day)	CO Benefit (kg/day)	PM ₁₀ Benefit (kg/day)	PHE D Benefit	Non-SOV Benefit
Bike/Pedestrian Facilities at Marquette Trail (1601146)	East Chicago	From Indianapolis Blvd. (US 20) to Kennedy Ave	2018	0.27	0.07	0.00	0.00		X
Broadway Rapid Transit (Years 1 - 3) (1600632)	Gary Public Transportation Corporation	Broadway Rapid Transit (Years 1 - 3)	2018	55,923.56	10,267.76	8.68	0.00	X	X
Bicycle & Pedestrian Facilities at Iron Horse Trail (0300602)	Portage	Construct Trail from Hamstrom Rd to Portage Ave	2018	2.48	1.17	9.84	0.00		X

V-Line Porter Hospital CMAQ Demonstration Project (Years 1-3) (1601184)	Valparaiso	V-Line Porter Hospital CMAQ Demonstration Project (Years 1-3)	2018	13.35	3.67	0.00	0.00		X
Bicycle & Pedestrian Equipment (1592273)	Lowell	Up to 20 Bicycle Racks	2018	0.00	0.01	0.26	0.00		X
CMAQ Planning, Purchase Alt Fuel, Regional Planning (1600543)	NIRPC	Origin-Destination Study, Public Education SFY 2018, TIP Software License Fee, for Dunes Learning Center	2018	59.06	33.67	475.11	0.00	X	X
GPTC Lake Ridge Pilot Service (Year #4) (1700715)	Gary Public Transportation Corporation	Gary PTC Lake Ridge Pilot Service (Year #4) Extension of FFY 2012 Funded Project	2018	0.43	0.01	0.00	0.00	X	X
Bicycle & Pedestrian Facilities at Chessie Trail I (1401028)	LaPorte County	From Truesdell Ave NW to East Shore Pkwy at Pine Lake Ave	2018	0.03	0.01	0.00	0.00		X
Chicago Dash CMAQ Demonstration (Years 1 - 3) (1601185)	Valparaiso	Chicago Dash CMAQ Demonstration (Years 1 - 3)	2019	24.56	6.76	0.00	0.00	X	X
Access Control at Central Ave (0900080)	Portage	Willowcreek Rd Intersection Improvements at Central Ave.	2019	0.61	2.27	16.80	0.00		
CMAQ Planning (N/A)	NIRPC	Public Education SFY 2019	2019	0.00	5.89	0.00	0.00	X	X
North Township Year 5 (1592018)	North Township	North Township Year 5	2019	5.66	0.17	0.00	0.00	X	X
Bicycle & Pedestrian Facilities at Pennsy Greenway (1173707)	Munster	Construct Pennsy Greenway Trail from Fisher St at Timrick Dr to Calumet Ave north of 45th St	2020	0.31	0.01	0.00	0.00		X
CMAQ Planning (N/A)	NIRPC	Public Education SFY 2020	2020	0.00	5.89	0.00	0.00	X	X

Alternative Fuel Infrastructure (1601846)	Lake Station	Public Access E-85 & CNG Station. 3P Agreement.	2021	9.28	0.20	1.79	0.00		
Bike/Pedestrian Facilities at Marquette Trail (1601147)	Burns Harbor	Marquette Greenway Trail, SR149 to Babcock Rd	2021	0.22	0.06	0.00	0.00		X
Bike/Pedestrian Facilities at Marquette Trail (1601145)	Hammond	from State St at Rabin Plaza to Toll Road overpass at Kosciusko St	2021	0.43	0.12	0.00	0.00		X
Total				56,040.23	10,327.75	512.49	0.00		

Project Substitution & Scope Change Policies

(DRAFT) November 2017 revised August 2018

Draft policy about new projects substituting for existing TIP projects (projects in the Transportation Improvement Program prior to July 1, 2018):

This policy will pertain to surface infrastructure (roadway) projects only.

New projects proposed to be substituted for those that exist in the TIP must receive approval from TROC. Those projects that are considered must adhere to the following prerequisites:

- Non-exempt projects only.
- The TIP project must have been awarded within the last four (4) years prior to the TROC meeting date of the request, with no federal funds obligated for any phase.
- New project must remain in the same LPA jurisdictional boundary of TIP project.
- Scope of new project shall be in the same category of TIP project. An example would be a road project substituting for another road project, and not a transit or trail project.
- Proposed federal share of new project must not exceed 110% of TIP project's federal award.
- New project must not exceed programmed fiscal year construction date of TIP project.
- Project sponsor must include a comparative scoring between the old and new projects under the most recent scoring criteria for that category.
- If the TIP project was from specific funding source with different eligibility criteria (CMAQ, TAP, HSIP), then the new project might have to go back through FHWA & FTA eligibility.
- Special consideration will be given to a project that has encountered a 'Fatal Flaw' i.e. Dramatic increase in cost or schedule; or an unforeseen obstacle which substantially hinders the old project.

Commented [CB1]: Changed from 'at least 5 years' at the August 28 meeting

Commented [CB2]: Added after the 1/30/18 L/P TROC meeting

If a new project meets these prerequisites, but is still denied by TROC, a project sponsor would be able to appeal this decision to the TPC.

Draft policy for project scope changes:

All TIP-programmed project scope changes must be submitted in writing to NIRPC staff for review. Based on staff review, if scope change is determined to be major, it will be forwarded for TROC review. TROC will determine if the proposed scope change is significant enough to remand to topical committees based on project type. Topical committees will review the 9 programming rules listed above and give their recommendations to TROC.

Commented [CB3]: Topical committees will review the 9 programming rules. (do we need to spell these out or point where they can be found?)

Commented [CB4]: added

- *Environmental Management Policy Committee:* Environmentally-based projects - water quality, air emissions, remediation
- *Ped, Pedal & Paddle:* Non-motorized projects - trails, sidewalks, bike lanes, road diets
- *Land Use Committee:* Centers for Livable Community (CLC) projects, projects that affect adjacent land uses, corridor planning, Transportation Orientated Development (TOD), or any other land-use plans
- *Rail Vision/Freight:* Freight-based projects, either rail, highway or port related
- *Transit Operators Roundtable:* Transit projects, operations & maintenance
- *Surface Transportation Committee:* All highway-based projects - resurfacing/rehabilitation, bridges, signals, intersections/roundabouts, ITS

Topical committees will review remanded projects, and submit to TROC a recommendation. TROC will decide on scope change proposal based on topical committee review, and internal discussion. If a scope change is denied by TROC, a project sponsor would be able to appeal this decision to the TPC.

If project scope change is determined by TROC to be minor, it will approve the request and forward a letter to INDOT LaPorte office. No further action will be needed.

An approval by TROC or the TPC does not guarantee success. Upon successfully getting the scope change approval by TROC or the TPC, the LPA will be required to submit the following within 30 days to NIRPC for approval by INDOT and FHWA:

- The original application for the project.
- An updated application reflecting the changes.
- A letter of explanation from either the ERC, Town Manager, City Engineer, or the City Mayor.

Commented [CB5]: Added after discussing with FHWA.

DRAFT