

NIRPC UPWP



Unified Planning Work Program

F Y s
2017/2018





SUBMITTAL LETTER



Northwestern Indiana Regional Planning Commission

6100 Southport Road
Portage, Indiana 46368
(219) 763-6060
www.nirpc.org

June 17, 2016

Mary Enright
Office of LPA/MPO and Grant Administration
MPO Coordinator
Indiana Department of Transportation
100 N. Senate Ave. Room # N955
Indianapolis, IN 46204

Dear Ms. Enright:

The Northwestern Indiana Regional Planning Commission is pleased to submit the final report of the Unified Planning Work Program (UPWP) for regional planning and transit administration for fiscal years 2017 and 2018 that begin on July 1, 2016 through June 30, 2018. These planning tasks are to be funded through Federal Highway Administration, Federal Transit Administration, and foundation grants and our own local matching funds.

This fiscally constrained program includes the tasks and resources required to carry out the basic regional transportation planning priorities and Metropolitan Planning Organization administrative functions. It includes NIRPC's planning activities in its other statutory domains as a Council of Governments, which are economic development planning and environmental planning. In addition, this UPWP contains NIRPC's transit sub-grantee administration functions, plus major planning tasks of other agencies in this region.

This UPWP will conduct the activities required by the new Fixing America's Surface Transportation Act (FAST Act) and its accompanying guidelines and regulations, FHWA and FTA Planning Emphasis Areas, and the *Clean Air Act Amendments of 1990*, as amended. It also continues to respond to the recommendations of the 2013 federal Planning Certification Review. In addition, it helps to implement the 2040 Comprehensive Regional Plan.

We look forward to working with you and others in implementing this program. Please call if you have any questions.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Tyson Warner', written over a horizontal line.

Tyson Warner
Executive Director

C.c.

Joyce Newland, FHWA
Suzan Orona, FTA



ADOPTED RESOLUTION



6100 Southport Road
Portage, Indiana 46368
(219) 763-6060
www.nirpc.org

RESOLUTION 16-21

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE AMENDMENT OF THE UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEARS 2017 and 2018

June 16, 2016

WHEREAS, the preparation of a Unified Planning Work Program (UPWP) is a necessary and required part of the metropolitan area transportation planning process as specified in 23 CFR 450.314; and by its State statutory authority, the Northwestern Indiana Regional Planning Commission (NIRPC) is charged with planning responsibility in three domains; and

WHEREAS, the work tasks described within NIRPC's UPWP for the three-county northwestern Indiana region are in conjunction with the programs of the Federal Transit Administration, the Federal Highway Administration, the U.S. Environmental Protection Agency, the Indiana Department of Transportation and the Indiana Department of Environmental Management, and significant planning projects in the region by other agencies; and

WHEREAS, this program will be funded through the Federal Highway Administration, the Federal Transit Administration, the U.S. Environmental Protection Agency, foundations, and NIRPC's local funds from each member county;

WHEREAS, the program continues to include planning in each of NIRPC's statutory planning domains of economic development, environmental management and transportation, and transit subgrantee administration, thereby producing another overall agency, unified work program, in addition to planning tasks from elsewhere in the region;

WHEREAS, the work elements contained in the UPWP respond to some of the transportation, air quality, sub-grantee administration, environment, and economic development needs of Northwestern Indiana and are in keeping with federal requirements found in the Clean Air Act Amendments of 1990 and the new Fixing America's Surface Transportation Act (FAST Act) and accompanying guidelines and regulations;

WHEREAS, the FAST Act is the first law enacted in over ten years that provides long-term funding certainty for surface transportation. It maintains current program structures and funding shares between highways and transit.



WHEREAS, NIRPC responded within the UPWP tasks to the FAST Act regulations and guidelines as well as the FHWA and FTA 2016 planning emphasis areas (PEAs);

WHEREAS, the planning emphasis areas for 2016 are: Title VI program management, performance-based planning measures and targets, ladders of opportunity program, and highway safety improvement program (HSIP) funds for safety planning activities and/or identify low cost systemic use of HSIP funds;

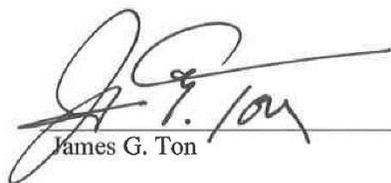
WHEREAS, this UPWP was developed through a participatory process, involving the Transportation Policy Committee. Minor changes to the UPWP report may be occurred as needed. Incorporated in the report are NIRPC planning and implementation priorities, budgets, work tasks, and regional significant transportation projects.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission adopts the Fiscal Years 2017-2018 Unified Planning Work Program.

MOREOVER, BE IT FURTHER RESOLVED that the Commission is authorized to enter into such agreements and contracts as may be required with the funding and administrative agencies for the conduct of this program.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission adopts the Fiscal Years 2017-2018 Unified Planning Work Program.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this sixteenth day of June, 2016.



James G. Ton

Chairperson

ATTEST:



Geof R. Benson
Secretary

USDOT APPROVAL LETTER



U.S. Department
of Transportation

Federal Transit Administration **Federal Highway Administration**
Region V Indiana Division
200 West Adams St., Suite 320 575 N. Pennsylvania St., Rm 254
Chicago, IL 60606-5253 Indianapolis, IN 46204-1576

May 13, 2016

Roy Nunnally, Director
Asset Management Division
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

Dear Mr. Nunnally:

The purpose of this letter is to respond to INDOT's May 7, 2016 request for USDOT approval of the Northwestern Indiana Regional Planning Commission (NIRPC) FY 2017-2018 Unified Planning Work Program (UPWP). Our office has, in cooperation with INDOT, reviewed the document and found it to be in compliance with 23 CFR 420, and it is hereby approved.

This approval does not constitute FHWA & FTA authorization of the associated Federal-aid funds. Please work with INDOT administrative staff to assure the associated funds are authorized prior to the beginning of State FY 2017 (July 1, 2016).

Should you have any questions regarding this eligibility finding, please contact Joyce Newland of FHWA at joyce.newland@dot.gov/(317) 226-5353 or Susan Orona of FTA at susan.orona@dot.gov/ (312) 353-3888.

Sincerely,

Marisol R. Simón
Regional Administrator
FTA Region V

Sincerely,

Jeanne R. Hannon
Acting Division Administrator
FHWA Indiana Division

INDOT APPROVAL LETTER



INDIANA DEPARTMENT OF TRANSPORTATION *Driving Indiana's Economic Growth*

100 North Senate Avenue
Room N955
Indianapolis, Indiana 46204

PHONE: (317) 232-5476
FAX: (317) 233-0958

Michael R. Pence, Governor
Brandye Hendrickson, Commissioner

May 7, 2016

Mr. Richard J. Marquis, Division Administrator
Federal Highway Administration
575 N. Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Ms. Marisol Simon, Division Administrator
Federal Transit Administration, Region V
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

Attention: Ms. Joyce Newland – Ms. Susan Orona

SUBJECT: FY 2017-2018 Northwestern Indiana Regional Coordinating Council, Unified Planning Work Program

Dear Mr. Marquis & Ms. Marisol:

The Indiana Department of Transportation (INDOT) has completed the review of the new two year (FY 2017-2018) Unified Planning Work Program (UPWP) for the Northwestern Indiana Regional Coordinating Council (NIRPC).

We hereby recommend approval of the document for funding 2017 activities. It should be noted that second year funding will be processed following formal review of distribution levels and any UPWP revisions with execution of a Supplement Grant Agreement for FY 18.

INDOT will commence with the 2017 TIP/STIP Amendments, Grant Agreement and processing of a Purchase Order upon receipt of your approval letter.

Please contact me should have any questions.

Sincerely,
A handwritten signature in black ink, appearing to read "Roy Nunnally".

Roy Nunnally, Director
Engineering & Asset Management Division
Indiana Department of Transportation
RN:me

www.in.gov/dot/
An Equal Opportunity Employer



TABLE OF CONTENTS

SUBMITTAL LETTER.....	3
ADOPTED RESOLUTION.....	4
USDOT Approval Letter.....	6
INDOT Approval Letter	7
TABLE OF CONTENTS.....	9
NIRPC BUDGET.....	14
FY 2017 PL Funding Breakdown by Category	15
TABLE I: FY 2017 UPWP SUMMARY LIST OF PROJECTS AND BUDGETS.....	16
TABLE-II: FY 2017 UPWP ESTIMATED TIME CHARGES.....	17
FY 2018 PL Funding Breakdown by Category	18
TABLE I: FY 2018 UPWP SUMMARY LIST OF PROJECTS AND BUDGETS.....	19
TABLE-II: FY 2018 UPWP ESTIMATED TIME CHARGES.....	20
INTRODUCTION	22
NIRPC BOARD.....	25
2016 NIRPC APPOINTMENTS	25
NIRPC COMMITTEES STRUCTURE	28
NIRPC STAFF ORGANIZATION AND FUNCTIONS.....	29
NIRPC STAFF ORGANIZATION CHART:	33
DESCRIPTION OF THE UNIFIED PLANNING WORK PROGRAM (UPWP)	34
Transportation Law and Regulations.....	34
FAST Act Planning Requirements	34
FHWA & FTA-IN Planning Emphasis Areas	36

Planning Issues..... 37

NIRPC Planning Priorities 37

Implementation Priorities..... 40

UPWP TASKS..... 41

Section 1: Administration/ Public Participation 44

1. Planning Management & ADMINISTRATION..... 45

2. Public Meetings & Communication Tools 50

3. Website Management..... 53

4. Administration of Transportation Projects 55

4.1 Administration of TIP 55

4.2 Annual Listing of Obligated Projects 57

4.3 Creating Livable Communities (CLC) - Grant Administration 58

4.4 Highway Safety Improvement Program (HSIP) 59

Section 2: Data Management & Analysis- 60

1. Transportation Data Collection 61

2. Planning Data Analysis / Forecasts..... 66

3. GIS Support Services..... 69

Section 3: Short Range Planning 72

1. UPWP Development and Management 73

2. Transportation Improvement Program (TIP)..... 74

3. Title VI Program Management 77

3.1 Americans with Disabilities Act (ADA) Transition Plan 78

4. Vehicle Oversight closeout, *FY 2018 only*..... 79

Section 4: Long Range Planning 80

1. Comprehensive Regional Plan (CRP) Implementation / TransporTation Regional Plan (TRP) .. 81

2. Regional Land Use Planning	86
3. Congestion Management	88
4. Environmental Mitigation Planning.....	90
5. Safety & Security Planning	92
6. Freight Planning.....	94
7. Travel Network Modeling.....	98
8. Air Quality Conformity.....	101
9. Intelligent Transportation System (ITS).....	103
Section 5: TRANSIT And Active Transportation	106
1. Non-Motorized Transportation Planning	107
1.1 Non-Motorized Planning & Facilitation:	107
1.2 Trail Counts (contractual project)	111
2- Transit Projects.....	112
Section 6: Other planning initiatives/ special projects.....	114
1. Sprawl analysis	115
Section 7: FTA Planning & Oversight.....	118
1. Transit Planning	119
2. sub-grantees oversight.....	124
Section 8: HSIP-Safety Planning.....	126
1. I-65 and us 30 safety plan.....	127
Section 9: NIRPC Programs	130
1. Air Quality Education & Outreach, 2541, 2548	131
2. CMAQ Diesel Retrofit – Bus Heaters, 2542	134
3. CMAQ Alternative Fuels – Dunes learning Center Public Private Partnership, 2067,2317	135
4. Marquette action plan.....	136

5. Northwest Indiana Brownfields Coalition	138
6. Calumet Land Conservation Partnership.....	140
7. Deep River-Portage Burns Waterway Initiative, 2538	142
Section 10: NIRPC Administration, 9600	144
Cost Allocation Plan Letter	145
NIRPC Administration	146
Section 11: FTA Planning Programs	152
1. GARY PTC Operation Planning.....	153
2. Valparaiso Transit Service Marketing Study.....	156
3. NICTD - West Lake Transit Oriented Development Planning.....	158
4. West Lake Corridor Environmental Impact Statement – <i>FY 2017 only</i>	160
Section 12: Non-NIRPC Planning.....	162
LaPorte County Economic Development Corridor Project Phase I	163
Michigan City Franklin Street Drawbridge Assessment & Plan	164
LaPorte County Pavement Management Inventory & Plan	165
City of LaPorte Pavement Management Inventory & Plan	166
SECTION 13: APPENDICES.....	168
1. NIRPC Committees Descriptions	169
2. SUMMARY OF THE FHWA AND FTA 2013 CERTIFICATION Review	177
3. PLANNING AGREEMENTS	181
4. FHWA PLANNING EMPHASIS AREAS LETTER.....	195
5. FAST ACT FOR METROPOLITAN PLANNING ORGaNIZATIONS.....	197

NIRPC BUDGET

- 1) FY 2017 PL Funding Breakdown by Category
- 2) FY 2017 UPWP Summary List of Projects & Budgets
- 3) FY 2017 Estimated Time Charges per Activity
- 4) FY 2018 PL Funding Breakdown by Category
- 5) FY 2018 UPWP Summary List of Projects & Budgets
- 6) FY 2018 Estimated Time Charges per Activity

FY 2017 PL FUNDING BREAKDOWN BY CATEGORY

PROGRAM CATEGORY	Total Hours	2017 Total Budget	% of Total PL Budget
17-100 Administration & Public Participation	6337	566,490	31%
1 - Planning Management & Administration		-	
2 - Public Meetings & Communication Tools		-	
3 - Website/ Social Media Management		-	
4 - Administration of Transportation Projects		-	
17-200 Data Management & Analysis	3558	240,580	13%
1- Transportation Data Collection		-	
2- Planning Data Analysis / Forecasting		-	
3- GIS Support Services		-	
17-300 Short Range Planning	3518	339,765	18%
1- UPWP Development & Management		-	
2- Transportation Improvement Program (TIP) Management		-	
3- Title VI Program Management		-	
17-400 Long Range Planning	5492	483,410	26%
1 - Comprehensive Regional Plan / Transportation Regional Plan		-	
2 - Regional Land Use Planning		-	
3 - Congestion Management		-	
4 - Environmental Mitigation Planning		-	
5 - Safety & Security Planning		-	
6 - Freight Planning		-	
7 - Travel Network Modeling		-	
8 - Air Quality Conformity		-	
9 - Intelligent Transportation System		-	
17-500 Transit and Active Transportation	1252	171,760	9%
1 - Non-Motorized Transportation Planning		-	
2 - Transit Planning		-	
17-600 Other Planning Initiatives/Special Projects	648	46,729	3%
1- Sprawl Analysis		-	
Total PL Funding	20,805	\$ 1,848,734	100%

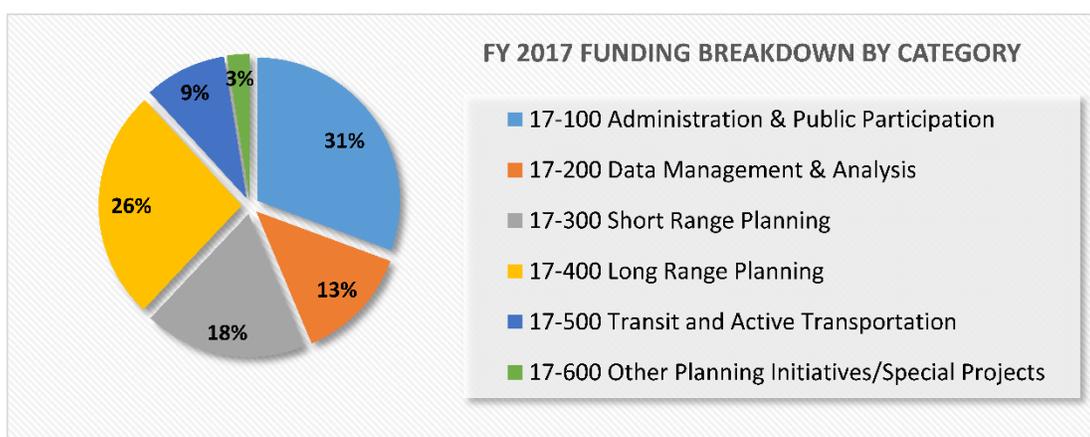


TABLE I: FY 2017 UPWP SUMMARY LIST OF PROJECTS AND BUDGETS

TABLE I: FY 2017 UPWP SUMMARY LIST OF PROJECTS AND BUDGETS									
PROGRAM CATEGORY	NIRPC Job #	2017 TOTAL BUDGET	PL / 5303 SHARE	FTA 5307 SHARE	CMAQ SHARE	PENDING/ OTHER	NIRPC SHARE	NOTES	
17-100 Administration & Public Participation	2061	566,490	453,192	-	-	-	113,298	Staff Charges + department exp. \$40,500	
1 - Planning, Management & Administration		-	-	-	-	-	-		
2 - Public Meetings & Communication Tools		-	-	-	-	-	-		
3 - Website/ Social Media Management		-	-	-	-	-	-		
4 - Administration of Transportation Projects		-	-	-	-	-	-		
17-200 Data Management & Analysis	2062	240,580	192,464	-	-	-	48,116		
1 - Transportation Data Collection		-	-	-	-	-	-		
2 - Planning Data Analysis / Forecasting		-	-	-	-	-	-		
3 - GIS Support Services		-	-	-	-	-	-		
17-300 Short Range Planning	2063	339,765	271,812	-	-	-	67,953		
1 - UPWP Development & Management		-	-	-	-	-	-		
2 - Transportation Improvement Program (TIP) Management		-	-	-	-	-	-		
3 - Title VI Program Management		-	-	-	-	-	-		
17-400 Long Range Planning	2064	483,410	386,728	-	-	-	96,682		
1 - Comprehensive Regional Plan / Transportation Regional Plan		-	-	-	-	-	-		
2 - Regional Land Use Planning		-	-	-	-	-	-		
3 - Congestion Management		-	-	-	-	-	-		
4 - Environmental Mitigation Planning		-	-	-	-	-	-		
5 - Safety & Security Planning		-	-	-	-	-	-		
6 - Freight Planning		-	-	-	-	-	-		
7 - Travel Network Modeling		-	-	-	-	-	-		
8 - Air Quality Conformity		-	-	-	-	-	-		
9 - Intelligent Transportation System		-	-	-	-	-	-		
17-500 Transit and Active Transportation	2065	171,760	137,408	-	-	6,250	28,102	Staff Charges + contractual exp. \$31,250	
1 - Non-Motorized Transportation Planning		-	-	-	-	-	-		
2 - Transit Planning		-	-	-	-	-	-		
17-600 Other Planning Initiatives/Special Projects	2066	46,729	37,383	-	-	-	9,346		
1 - Sprawl Analysis		-	-	-	-	-	-		
Total PL Funding		\$ 1,848,734	\$ 1,478,987	\$ -	\$ -	\$ -	\$ 363,497		
Safety Planning - 65 & US 30 (HSIP)	2068	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Carryover of \$285,000 for Project	
Transit - FTA									
2114 - Transit Planning		150,000	-	120,000	-	-	30,000		
2545 - Hobart Transit Feasibility Study		75,000	-	60,000	-	15,000	-		
2546 - Portage Transit Feasibility Study		75,000	-	60,000	-	15,000	-	Scheduled to be completed 08.01.16	
2538 - Transit Administration & ADA Review		350,000	-	280,000	-	-	70,000		
Total Transit - FTA Funding		\$ 650,000	\$ -	\$ 520,000	\$ -	\$ 30,000	\$ 100,000		
NIRPC Programs									
2541 - Air Quality Education/ Outreach	2541	-	-	-	-	-	-	Carryover of \$211,000 for Project	
2542 - Diesel Retrofit	2542	-	-	-	-	-	-	Carryover of \$242,500 for Project	
2067 - Alternative Fuel	2067	50,000	-	40,000	-	10,000	-	Dunes Learning Center	
2538 - Deep River Portage Burns Waterway Initiative		55,000	-	-	-	55,000	-		
2539 - Solar Ready in Northwest Indiana		25,000	-	-	-	25,000	-		
2540 - Calumet Land Conservation Partnership		50,000	-	-	-	50,000	-		
1149 - NWI Brownfield Coalition		10,000	-	-	-	10,000	-		
Total NIRPC Programs Funding		\$ 190,000	\$ -	\$ 40,000	\$ 150,000	\$ -	\$ -		
NIRPC Administration - Indirect*									
9600 - General Management		-	-	-	-	-	-		
9600 - Staff & Administration Support		-	-	-	-	-	-		
Total NIRPC Administration - Indirect		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
FTA Planning									
Valparaiso Transit Service Marketing Study		100,000	-	80,000	-	20,000	-		
NICTD - TOD Study		375,000	-	300,000	-	75,000	-		
GPFC - Planning Activities		100,000	-	80,000	-	20,000	-	Gay Public Transportation Corporation	
Total FTA Planning		\$ 575,000	\$ -	\$ 460,000	\$ -	\$ 115,000	\$ -		
Total 2017 NIRPC Budget		\$ 3,263,734	\$ 1,478,987	\$ 980,000	\$ 40,000	\$ 295,000	\$ 463,497		

* See cost allocation plan

FY 2018 PL FUNDING BREAKDOWN BY CATEGORY

PROGRAM CATEGORY	Total Hours	2018 Total Budget	% of Total PL Budget
18-100 Administration & Public Participation	6564	520,730	29%
1 - Planning Management & Administration		-	
2 - Public Meetings & Communication Tools		-	
3 - Website/ Social Media Management		-	
4 - Administration of Transportation Projects		-	
18-200 Data Management & Analysis	3690	220,656	12%
1- Transportation Data Collection		-	
2- Planning Data Analysis / Forecasting		-	
3- GIS Support Services		-	
18-300 Short Range Planning	3833	350,325	19%
1- UPWP Development & Management		-	
2- Transportation Improvement Program (TIP) Management		-	
3- Title VI Program Management		-	
18-400 Long Range Planning	6437	570,625	31%
1 - Comprehensive Regional Plan / Transportation Regional Plan		-	
2 - Regional Land Use Planning		-	
3 - Congestion Management		-	
4 - Environmental Mitigation Planning		-	
5 - Safety & Security Planning		-	
6 - Freight Planning		-	
7 - Travel Network Modeling		-	
8 - Air Quality Conformity		-	
9 - Intelligent Transportation System		-	
18-500 Transit and Active Transportation	1025	110,227	6%
1 - Non-Motorized Transportation Planning		-	
2 - Transit Planning		-	
18-600 Other Planning Initiatives/Special Projects	984	50,730	3%
1- Sprawl Analysis		-	
Total PL Funding	22,533	\$ 1,823,293	100%

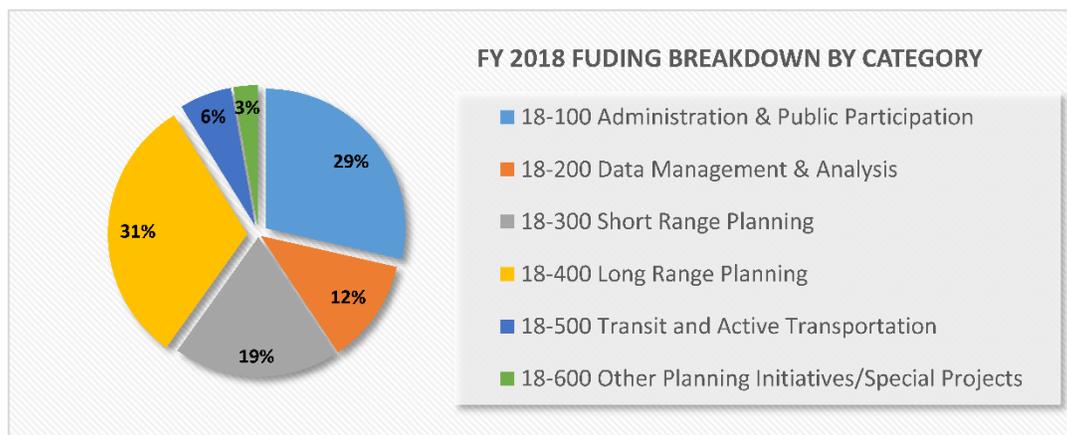


TABLE I: FY 2018 UPWP SUMMARY LIST OF PROJECTS AND BUDGETS

TABLE I: FY 2018 UPWP SUMMARY LIST OF PROJECTS AND BUDGETS										
PROGRAM CATEGORY	NIRPC Job #	2018 TOTAL BUDGET	PL / 5303 SHARE	FTA 5307 SHARE	CMAQ SHARE	PENDING/ OTHER	NIRPC SHARE	NOTES		
18-100 Administration & Public Participation	2311	520,730	416,584	-	-	-	104,146	Staff Charges + department exp. \$40,500		
1 - Planning Management & Administration		-	-	-	-	-	-	-		
2 - Public Meetings & Communication Tools		-	-	-	-	-	-	-		
3 - Website/ Social Media Management		-	-	-	-	-	-	-		
4 - Administration of Transportation Projects		-	-	-	-	-	-	-		
18-200 Data Management & Analysis	2312	220,656	176,525	-	-	-	44,131			
1 - Transportation Data Collection		-	-	-	-	-	-	-		
2 - Planning Data Analysis / Forecasting		-	-	-	-	-	-	-		
3 - GIS Support Services		-	-	-	-	-	-	-		
18-300 Short Range Planning	2313	350,325	280,260	-	-	-	70,065			
1 - UPWP Development & Management		-	-	-	-	-	-	-		
2 - Transportation Improvement Program (TIP) Management		-	-	-	-	-	-	-		
3 - Title VI Program Management		-	-	-	-	-	-	-		
18-400 Long Range Planning	2314	570,625	458,500	-	-	-	114,125			
1 - Comprehensive Regional Plan / Transportation Regional Plan		-	-	-	-	-	-	-		
2 - Regional Land Use Planning		-	-	-	-	-	-	-		
3 - Congestion Management		-	-	-	-	-	-	-		
4 - Environmental Mitigation Planning		-	-	-	-	-	-	-		
5 - Safety & Security Planning		-	-	-	-	-	-	-		
6 - Freight Planning		-	-	-	-	-	-	-		
7 - Travel Network Modeling		-	-	-	-	-	-	-		
8 - Air Quality Conformity		-	-	-	-	-	-	-		
9 - Intelligent Transportation System		-	-	-	-	-	-	-		
18-500 Transit and Active Transportation	2315	110,227	88,182	-	-	-	22,045			
1 - Non-Motorized Transportation Planning		-	-	-	-	-	-	-		
2 - Transit Planning		-	-	-	-	-	-	-		
18-600 Other Planning Initiatives/Special Projects	2316	50,730	40,584	-	-	-	10,146			
1 - Sprawl Analysis		-	-	-	-	-	-	-		
Total PL Funding		\$ 1,823,293	\$ 1,458,635	\$ -	\$ -	\$ -	\$ 364,658			
Transit - FTA		150,000	-	120,000	-	-	30,000			
2115 - Transit Planning		-	-	-	-	-	-	-		
2536 - Transit Administration & ADA Review		-	-	280,000	-	-	70,000			
Total Transit - FTA Funding		\$ 500,000	\$ -	\$ 400,000	\$ -	\$ -	\$ 100,000			
NIRPC Programs		400,000	-	-	320,000	80,000	-	Dunes Learning Center		
2548 - Air Quality Education/ Outreach	2548	-	-	-	-	-	-	-		
2317 - Alternative Fuel	2317	50,000	-	-	40,000	10,000	-	-		
2538 - Deep River Portage Burns Waterway Initiative		55,000	-	-	-	55,000	-	-		
2539 - Solar Ready in Northwest Indiana		25,000	-	-	-	25,000	-	-		
2540 - Calumet Land Conservation Partnership		50,000	-	-	-	50,000	-	-		
1149 - NWI Brownfield Coalition		10,000	-	-	-	10,000	-	-		
Total NIRPC Programs Funding		\$ 590,000	\$ -	\$ -	\$ 360,000	\$ 230,000	\$ -			
NIRPC Administration - Indirect*		-	-	-	-	-	-			
9600 - General Management		-	-	-	-	-	-	-		
9600 - Staff & Administration Support		-	-	-	-	-	-	-		
Total NIRPC Administration - Indirect		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
FTA Planning		100,000	-	80,000	-	20,000	-	City of Valparaiso		
Valparaiso Transit Service Marketing Study		-	-	80,000	-	20,000	-	Gary Public Transportation Corporation		
GPIC - Planning Activities		100,000	-	80,000	-	20,000	-	-		
Total FTA Planning		\$ 200,000	\$ -	\$ 160,000	\$ -	\$ 40,000	\$ -			
Total 2018 NIRPC Budget		\$ 3,113,293	\$ 1,458,635	\$ 560,000	\$ 360,000	\$ 270,000	\$ 464,658			

* See cost allocation plan



INTRODUCTION

BACKGROUND & PURPOSE

NIRPC, as the Metropolitan Planning Organization (MPO), has the responsibility to conduct a transportation planning process for the Lake, LaPorte, and Porter County region. This Unified Planning Work Program (UPWP) is an attempt to focus financial planning resources and staff where they will be the most effective in responding to significant local and regional issues, and resolving area-wide problems.

The UPWP continues to balance within the available resources, long and short-range planning and programming; special studies; data gathering, analysis and dissemination; computer modeling; public involvement; and program administration. The UPWP attempts to address the major surface transportation issues facing this three-county region and supports the necessary work required of an MPO in a Transportation Management Area. The UPWP is designed to maintain a certified, comprehensive, cooperative, and continuous transportation planning process in the context of a connected planning process with land use, social justice, economic development, and the environment.

Beyond fulfilling the requirements of an MPO, this UPWP describes other planning, administrative and program offerings of NIRPC as a council of governments. It includes all environmental and economic development planning, as well as transit administration, which includes sub-grantee oversight, grant administration and procurement. It is an overall agency, detailed description of what NIRPC will do, who will do it, and how much is budgeted for the activities. In addition, it includes additional significant planning projects by other agencies, especially any studies and plans supported with federal funds.

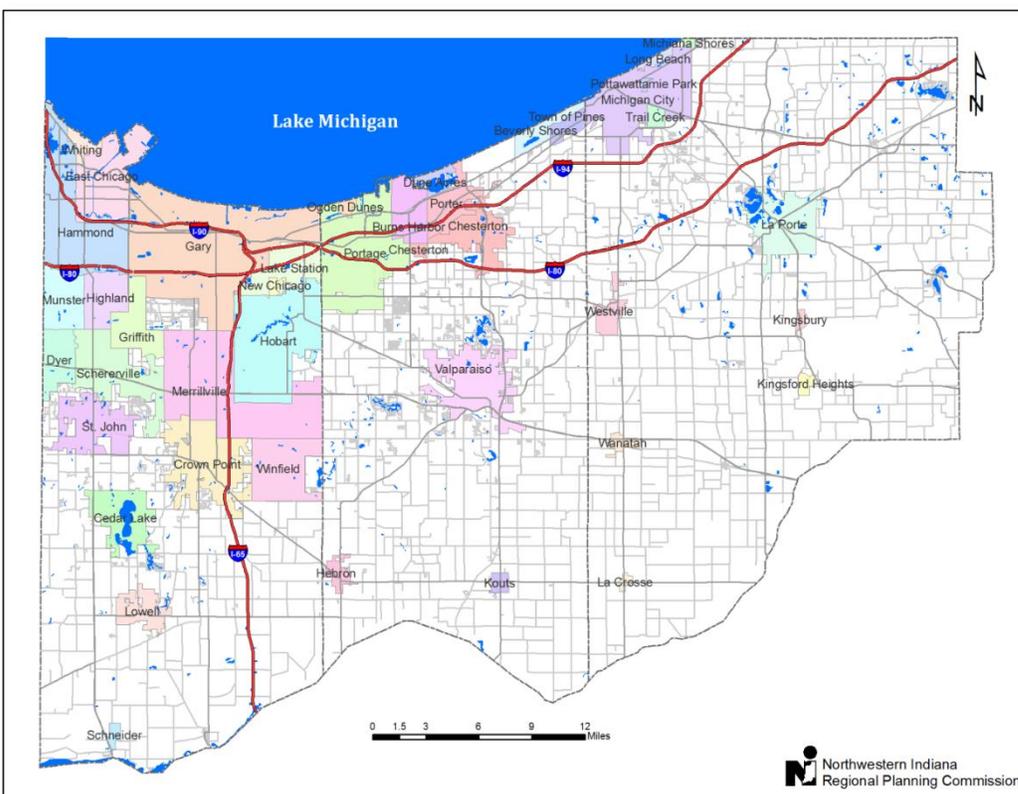
SCHEDULE

This UPWP covers the period beginning July 1, 2016 and ending June 30, 2018. It was developed through a cooperative process involving NIRPC member agencies, NIRPC staff, and various entities throughout the Northwest Indiana Region. The staff and the partner agencies identified, prioritized, coordinated, and scoped proposed planning and programming projects relative to need, requirements, existing or proposed projects, and funding constraints. The UPWP was reviewed and recommended to the NIRPC Board by the Transportation Policy Committee (TPC), 2016. The NIRPC Board adopted the UPWP on, 2016.

STATE AUTHORITY

Multi-county planning and coordination came to Indiana in 1965 when enabling legislation was passed by the Indiana General Assembly and signed into law by the Governor. The first state law called for a transportation planning commission, which was inspired by the 1962 Federal Highway Act. This federal act required that there be an area-wide transportation planning process for each metropolitan area of the country, and the urbanized area of Lake and Porter Counties qualified. The state law has since been amended numerous times to create what is now the Northwestern Indiana Regional Planning Commission, a three-county council of governments. In the 2003 enabling legislation, NIRPC's membership was expanded and three planning domains were established, which are economic development, environment and transportation. All three are prominent in this UPWP, with transportation the primary area, due to federal transportation requirements and availability of federal funding for transportation planning.

MAP OF NIRPC REGION



Northwestern Indiana is a three-county region of 1,520 square miles encompassing Lake, La Porte and Porter Counties, comprising a wide mixture of land uses, from the environmentally unique Indiana Dunes to the nation's largest concentration of heavy industry, and from urban and suburban communities to productive farmland. The

communities along Lake Michigan and the places to the south have a diversity of residents, housing values and incomes. Northwest Indiana has exhibited this diversity throughout much of its history. Industry, recreation, and a full range of housing opportunities coexisted throughout the last century, as the region became a national manufacturing center, providing excellent job opportunities and high pay for many residents of Northwestern Indiana. Northwestern Indiana is now a very important part of the sixteen county 9.7 million-person Chicago-Naperville-Michigan City, IL-IN-WI Combined Statistical Area (CSA). The three county region's population of **769,294 (2015)** and labor force of **370,465 (2013)** represents a significant portion of the CSA.

NIRPC BOARD

2016 NIRPC APPOINTMENTS

LAKE COUNTY

Cedar Lake	Councilman Robert Carnahan
Crown Point	Mayor David Uran
Dyer	Councilman Jeff Dekker
East Chicago	Mayor Anthony Copeland
Gary	Mayor Karen Freeman-Wilson
Griffith	Councilman Rick Ryfa
Hammond	Mayor Thomas M. McDermott Jr.
Highland	Clerk - Treasurer Michael Griffin
Hobart	Mayor Brian Snedecor
Lake County Commissioners	Commissioner Kyle W. Allen Sr.
Lake County Council	Councilman Christine Cid
Lake County Surveyor	Surveyor Bill Emerson Jr.
Lake Station	Mayor Keith Soderquist
Lowell	Councilman Will Farrellbegg
Merrillville	Councilman Richard Hardaway
Munster	Clerk-Treasurer Dave Shafer
New Chicago	Clerk - Treasurer Lori Reno
St. John	Councilman Michael Forbes
Schererville	Councilman Tom Schmitt
Schneider	Councilman Jack Jerals II
Whiting	Mayor Joseph Stahura
Winfield	Councilman David Anderson

LAPORTE COUNTY

Kingsbury	Councilman Mark Ritter
Kingsford Heights	Clerk-Treasurer Patty Arnett
LaCrosse	Councilman Justin Kiel
La Porte	Mayor Blair Milo

La Porte County Commissioners	Commissioner Dave Decker
La Porte County Council	Councilman Cary Kirkham
La Porte County Surveyor	Surveyor Anthony Hendricks
Long Beach	Councilman Nick Meyer
Michiana Shores	Councilman Jean V. Poulard
Michigan City	Mayor Ron Meer
Pottawattomie Park	Councilman Roger Miller
Trail Creek	Councilman John Bayler
Wanatah	Clerk-Treasurer Diane Noll
Westville	Thomas Fath

PORTER COUNTY

Beverly Shores	Councilman Geof Benson
Burns Harbor	Councilwoman Toni Biancardi
Chesterton	Councilman Jim Ton
Dune Acres	Clerk-Treasurer Jeannette Bapst
Hebron	Clerk-Treasurer Fred Siminski
Kouts	Councilwoman Nicole Markovich
Ogden Dunes	Councilwoman Kathryn Kniola
Pines	vacant
Portage	Mayor James Snyder
Porter	Councilman Greg Stinson
Porter County Commissioners	Commissioner Jeff Good
Porter County Council	Councilman Sylvia Graham
Porter County Surveyor	Surveyor Kevin Breitzke
Porter Township Trustee	Trustee Edward K. Morales
Union Township Trustee	Trustee George H. Topoll
Valparaiso	Mayor H. Jonathan Costas

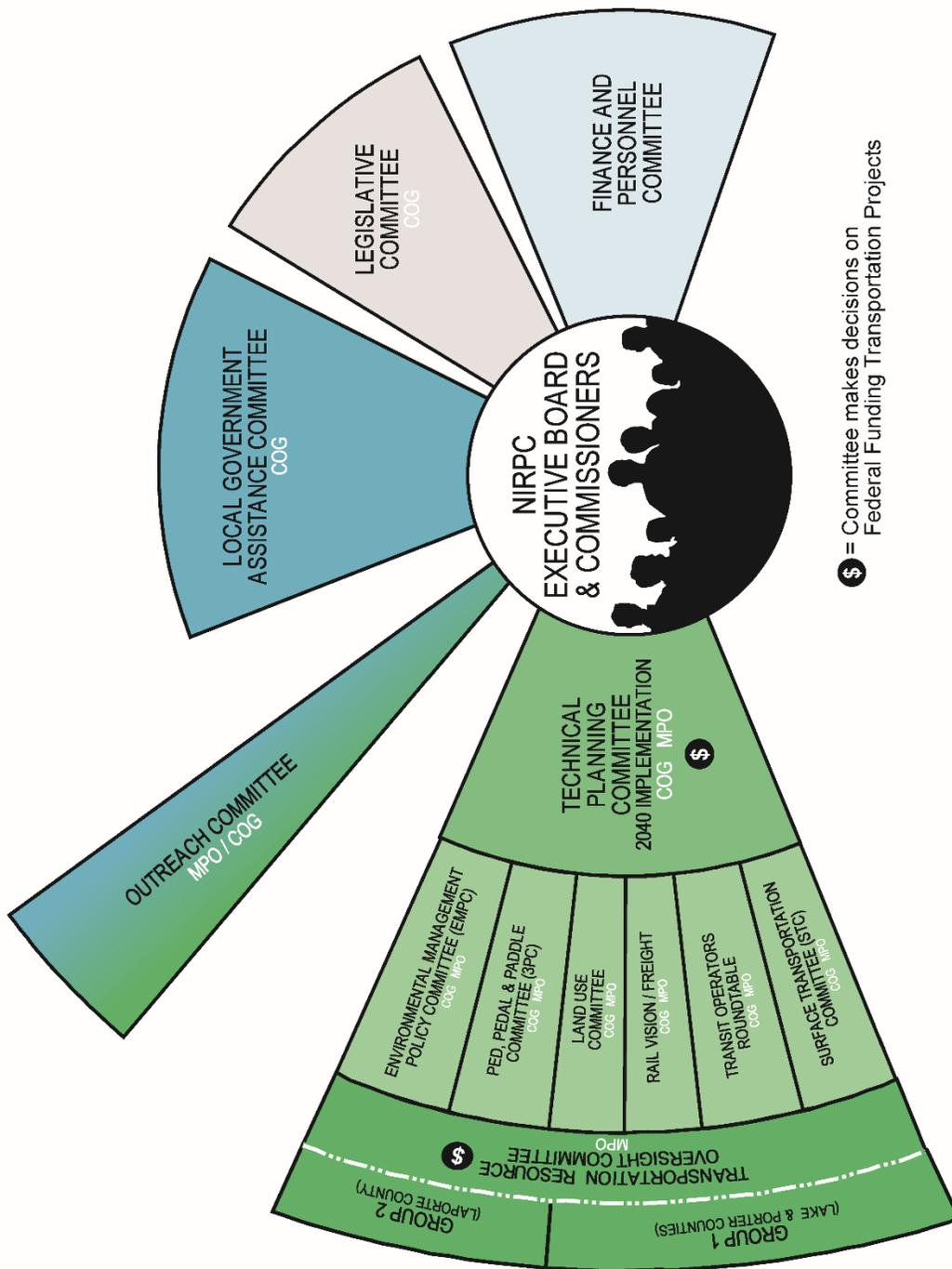
APPOINTMENTS

State Representative	Ed Soliday
Attorney	David Hollenbeck

PUBLIC TRANSPORTATION REPRESENTATION ON THE MPO BOARD

There is a high-level policy that is not addressed in the UPWP at this time. NIRPC is looking for how our Legislative Committee, our Board, and potentially the Indiana General Assembly may deal with the issue. In addition, there are discussions among federal Department of Transportation Washington D.C. headquarters staff and organizations like the National Association of Regional Councils on the interpretation of MAP-21 on the subject. Final resolution of that matter has yet to be sorted out at the higher government levels. A change in the makeup of the NIRPC board would take an action of the Indiana General Assembly to amend the NIRPC enabling legislation. Presently, there are mayors, and one city councilman on the NIRPC board that represent the public transportation systems in their communities. They are the cities of East Chicago, Gary, LaPorte, Michigan City and Valparaiso. It would not be appropriate to tell those elected officials that they do not represent the public transportation systems in their communities on the NIRPC board.

NIRPC COMMITTEES STRUCTURE



adopted May 21, 2015

**Northwestern Indiana
Regional Planning Commission**

www.nirpc.org

NIRPC STAFF ORGANIZATION AND FUNCTIONS

Updated February 2016

OVERALL AGENCY MANAGEMENT

PROGRAM AREAS:

- Maintain commission relations
- Oversee all program functions
- Establish internal policy

EXECUTIVE DIRECTOR:

TYSON WARNER

Reports to Commission

STAFF REPORTING TO EXECUTIVE DIRECTOR:

ALLEN HAMMOND	<i>DBE Officer (Collateral Duty)</i>
ANGIE HAYES	<i>Director of Finance & Administration</i>
KATHY LUTHER	<i>Director of Environmental Management</i>
JODY MELTON	<i>Director of Kankakee River Basin Commission</i>
STEPHEN SOSTARIC	<i>Regional Planner / Public Involvement & Communication Coordinator</i>
STEVE STRAINS	<i>Deputy Director / Director of Planning</i>

REGIONAL TRANSPORTATION / PLANNING

- Long-range planning
- Unified planning work program administration
- Programming & project monitoring
- Outreach & public involvement
- Transit planning
- Land use planning
- Non-motorized planning
- Travel demand forecast modeling

- Air quality conformity
- Data collection & analysis
- Demographics & population forecasts
- Congestion management
- ITS systems
- Safety & security
- Geographic information systems
- Freight planning
- Environmental management planning

PLANNING DEPARTMENT HEAD:

STEVE STRAINS: DEPUTY DIRECTOR / DIRECTOR OF PLANNING

STAFF REPORTING TO DEPUTY DIRECTOR / DIRECTOR OF PLANNING:

BELINDA PETROSKEY	<i>Transit Coordinator Planner</i>
EMAN IBRAHIM	<i>Planning Manager</i>
GABRIELLE BICIUNAS	<i>Long-Range Planner</i>
GARY EVERS	<i>Transportation Projects Manager</i>
JAMES WINTERS	<i>Data Resources / Policy Analyst Planner</i>
MARY THORNE	<i>Administrative Assistant</i>
MITCH BARLOGA	<i>Transportation Planning Manager / Non-Motorized Planner</i>
SARAH GEINOSKY	<i>GIS Analyst</i>
TERRELL WADDELL	<i>Transportation Data Specialist</i>
SCOTT WEBER	<i>Transportation Planner / Analyst</i>

ENVIRONMENTAL PROGRAM

AIR QUALITY

- Public Education/Outreach
- Permitting Evaluation
- Alternative Fuels, Diesel Fuels

WATERSHED QUALITY

- Regional Watershed Planning
- Water Usage
- Storm Water Public Education
- Great Lake Watershed Academy

NATURAL RESOURCES:

- Chicago Wilderness
- Purdue Planning with Power

DEPARTMENT HEAD:

KATHY LUTHER: DIRECTOR OF ENVIRONMENTAL MANAGEMENT

STAFF REPORTING TO DIRECTOR OF ENVIRONMENTAL MANAGEMENT:

AMANDA POLLARD	<i>Environmental Educator</i>
MEREDITH STILWELL	<i>Administrative Assistant / Website Coordinator</i>
JOE EXL	<i>Water Resources Senior Planner</i>

REGIONAL PROGRAMS

PROGRAM AREAS:

- Partner agency support
- Local planning support
- Regional coordination

JODY MELTON: Director of Kankakee River Basin Commission

FINANCE AND ADMINISTRATION

PROGRAM AREAS:

- Finance & accounting
- Sub-grantee oversight
- Graphics & documents

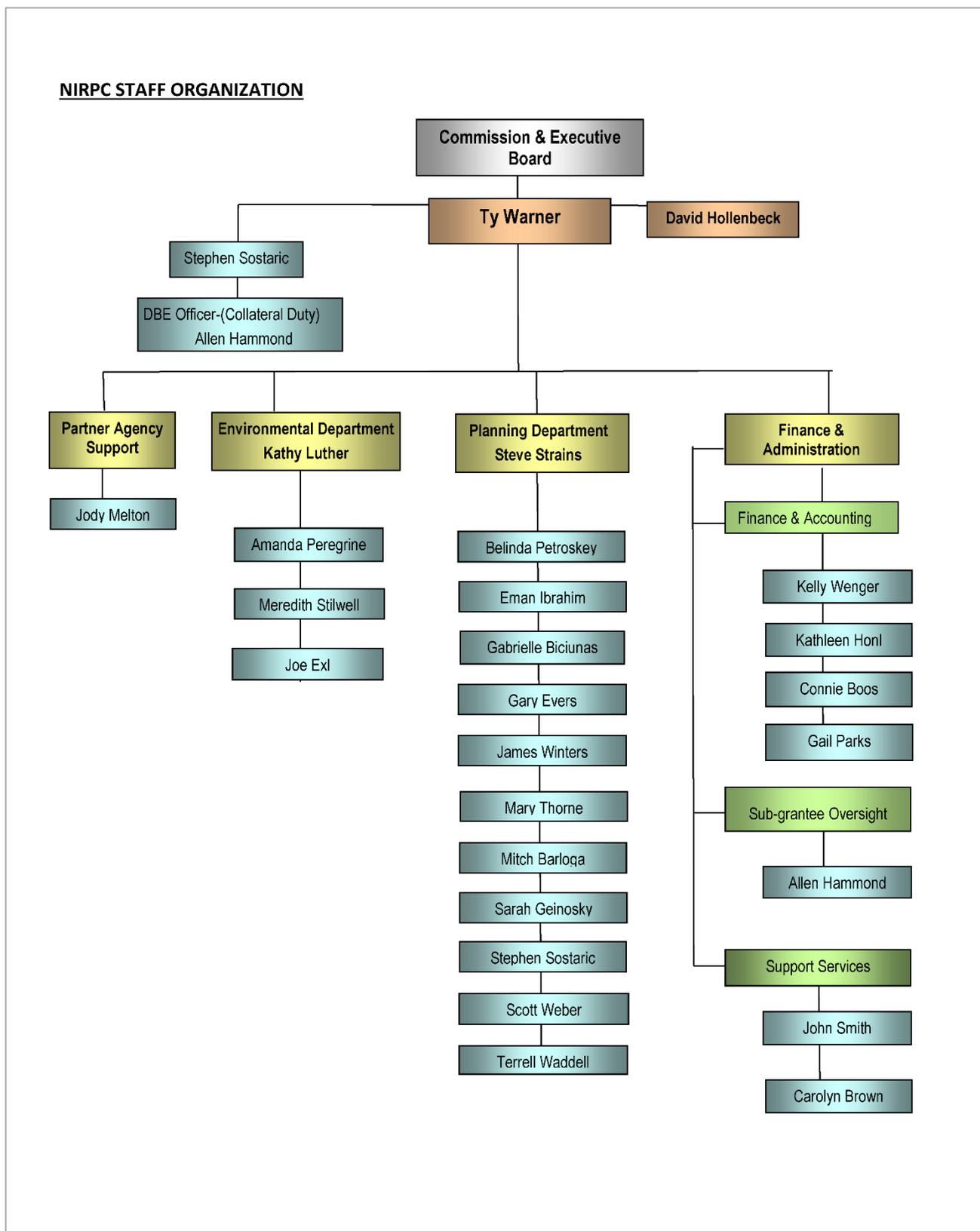
DEPARTMENT HEAD:

ANGIE HAYES: DIRECTOR OF FINANCE AND ADMINISTRATION

STAFF REPORTING TO DIRECTOR OF FINANCE & ADMINISTRATION:

ALLEN HAMMOND	<i>DBE Officer / Transit Program Compliance Officer</i>
KATHLEEN HONL	<i>Procurement Coordinator</i>
KELLY WENGER	<i>Chief Accountant / Partner Agency Accountant</i>
CONNIE BOOS	<i>Accounts Payable Manager</i>
GAIL PARKS	<i>Payroll Manager</i>
JOHN SMITH	<i>Production Manager</i>
CAROLYN BROWN	<i>Receptionist</i>

NIRPC STAFF ORGANIZATION CHART:



DESCRIPTION OF THE UNIFIED PLANNING WORK PROGRAM (UPWP)

REQUIRED ELEMENTS

TRANSPORTATION LAW AND REGULATIONS

A most significant influence in the development of this UPWP is the Surface Transportation Program authorization act, the Clean Air act, and The Fixing America's Surface Transportation Act (FAST ACT). It was signed into law by President Obama on December 5, 2015. Fast Act is five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network. The bill reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, and maintains a strong commitment to safety.

Essential transportation planning activities are accomplished by NIRPC in an open, transparent and inclusive process that complies with the U.S. Department of Transportation planning regulations in order to maintain this region's federal planning certification. According to the planning rule, NIRPC develops the three major required products of a metropolitan area transportation planning process, which are a unified planning work program, a metropolitan transportation plan with at least a 20-year horizon, and a short-range transportation improvement program. NIRPC identifies in the UPWP the work proposed for the next two-year period by major activity and task and who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds. The UPWP and other products of the planning process are reviewed by a federal team for compliance.

FAST ACT PLANNING REQUIREMENTS

Source: <https://www.transportation.gov/fastact>

The Fixing America's Surface Transportation Act (FAST Act) is the first law enacted in over ten years that provides long-term funding certainty for surface transportation. The FAST Act maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system.

FAST Act Highlights for MPO:

- Increases local STP allotment from 50% to 55% over the life of the act
- Converts Surface Transportation Program (STP) to block grant – increased flexibility
- Streamlines environmental reviews
- Eliminates or consolidates US DOT offices
- Increases dedicated bus funding by 89%
- Requires feasibility study for drivers under the influence of marijuana
- Transportation Alternatives Program (TAP) now set-aside in STP Block Grant Program (new, catchy name needed)
- Non-Profits are ELIGIBLE
- Minor funding increases over MAP-21
- Flexibility in state and local design for Complete Streets
- Prioritizes bike and ped safety through education and enforcement programs

FAST ACT ESTABLISHES PROVISIONS FOR THE FEDERAL HIGHWAY AND PUBLIC TRANSPORTATION PROGRAMS AS FOLLOWS:

PROJECT DELIVERY: DOT has been a leader in reducing the bureaucratic red tape that can stall and delay critical transportation projects from moving forward. The FAST Act adopted a number of Administration proposals to speed the permitting processes while still protecting environmental and historic treasures and codifying the online system to track projects and interagency coordination processes.

FREIGHT: The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements. These programs are similar to what the Administration proposed and for the first time provide a dedicated source of Federal funding for freight projects, including multimodal projects. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers.

INNOVATIVE FINANCE BUREAU: The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance. This builds on the work of the Department's Build America Transportation Investment Center and provides additional tools to improve coordination across the Department to promote innovative finance mechanisms. The Bureau is tasked

with responsibility to drive efficiency in the permitting process, consistent with our request to establish a dedicated permitting office.

TIFIA: The TIFIA Loan program provides important financing options for large projects and public-private partnerships. The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects. However, FAST's cut to the TIFIA program could constrain growth in this area over the course of the bill.

SAFETY: The FAST Act includes authority sought by the Administration to prohibit rental car companies from knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufacturers from \$35 million to \$105 million. The law also will help bolster the Department's safety oversight of transit agencies. It streamlines the federal truck and bus safety-grant programs, giving more flexibility to States DOT to improve safety in these areas.

TRANSIT: The FAST Act includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

LADDERS OF OPPORTUNITY: The Act includes a number of items that strengthen workforce training and improve regional planning. These include allocating slightly more formula funds to local decision makers and providing planners with additional design flexibilities. Notably, FAST makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential development near transit hubs in an effort to shore up transit ridership and promote walkable, sustainable land use.

These new provisions are merged into the activities of the UPWP for FY 2017/2018.

See Appendices for a summary of the FAST Act

FHWA & FTA-IN PLANNING EMPHASIS AREAS

NIRPC has historically responded to and focused on most of the recommended National Planning Emphasis Areas (PEAs) put forth periodically by the U.S. Department of Transportation. Addressing them makes good planning sense, though there are not enough resources to thoroughly consider each one. The most recent PEAs help to focus on implementing the FAST ACT. On January, 2016 the Indiana Division Office of FHWA issued four PEAs for implementing in FY 2017. They are:

- Title VI Program Management (*see page 71*)
- Performance-based planning measures and targets (*see page 78*)

- Ladders of Opportunity (*see page 65*)
- Program Highway Safety Improvement Program (HSIP) funds for safety planning activities and / or identifying low cost systemic use of HSIP funds (*see page 121*)

FHWA-IN requested that all Indiana MPOs address these four PEAs in their Unified Planning Work Programs or Statements of Work.

For more detailed information, please check pages 65, 71, 78, 121 and appendices.

CONCLUSION

A UPWP has to satisfy a variety of significant factors. Given limited resources for planning, the decision of what to include in a UPWP weighs the importance and urgency of the potential activities. What drives the UPWP ranges from what is required and prescriptive, to what is advisory or just appropriate planning practice. This UPWP attempts to balance planning needs with available resources.

PLANNING ISSUES

1. Planning Certification Review

On June 18-20, 2013 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted an on-site certification review of the transportation planning process of NIRPC. This is one in a series of reviews that have been accomplished by a federal team every three to four years since the mid-1990's. In a report issued on December 20, 2013, the planning process was conditionally approved subject to the completion of a corrective action. In addition, the federal report noted several recommendations along with four commendations. The corrective action is receiving specific attention in this UPWP, as are the recommendations.

See Appendices for a summary of the Certification Review recommendations.

NIRPC PLANNING PRIORITIES

The 2040 Comprehensive Plan identifies the following goals and associated objectives that incorporate planning priorities for FY2014, which continue to heavily influence the UPWP:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

Goal: A globally competitive, diversified economy that protects and enhances our natural environment

OBJECTIVES:

- Maximize technology, productivity and efficiency of existing core industries
- Create diverse, emerging and sustainable industries
- Strengthen public/private partnerships resulting in increased regional investment
- Redevelop urban core areas
- Utilization/expansion of transportation and other infrastructure advantages
- Promote growth that protects and enhances the environmental assets of Northwest Indiana
- Improve the workforce of the Region to accommodate growth in emerging industries
- Improve overall quality of life to attract businesses and residents

Increase the safety of the transportation system for motorized and non-motorized users;

Goal: A safe and secure transportation system

OBJECTIVES:

- Reduce the number and severity of motor vehicle collisions
- Improve the safety of non-motorized transportation through education, enforcement, engineering, design and construction
- Reduce flooding of roadways
- Reduce emergency response times.
- Improve the safety of transit facilities including stations, stops and vehicles

Increase the security of the transportation system for motorized and non-motorized users

- Support the development of regional preparedness and evacuation planning
- Improve the security of transit facilities including stations, stops and vehicles
- Increase the accessibility and mobility of people and for freight;

OBJECTIVES:

- Integrate local, regional and national transportation systems to facilitate movement of people and freight between modes
- Improve freight facilities connecting the region to national and global markets
- Enhance connectivity between housing, jobs, services, and educational facilities

- Improve system accessibility for people with special transportation needs including persons with disabilities, the elderly, the young and low-income populations
- Enhance navigability through improved wayfinding and signage.
- Encourage land use policy that supports access for disabled persons, efficient mass transit, and non-motorized travel.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

OBJECTIVES:

- 2010
- Improve the integration of environmental planning activities into transportation planning.
- Reduce the levels and impacts of pollution (including air, noise, and vibration) caused by transportation, particularly freight, especially in environmental justice communities.
- Improve the non-motorized transportation network by building Complete Streets that accommodate bicycles, pedestrians and transit users.
- Expand environmental mitigation efforts
- Conduct outreach to determine the negative impacts of transportation investments and to ensure environmental justice
- Promote energy efficiency and alternative energy

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

- Reduce congestion on major freight and passenger routes
- Improve the internal connectivity of the transportation network
- Increase access to and improve the reliability of public mass transit

Promote efficient system management and operation; and

- Utilize technology, including Intelligent Transportation Systems and other strategies, to improve transportation management.

Emphasize the preservation of the existing transportation system.

Included in the narrative description of transportation and some other program sub-elements is a list of the planning factors being implemented by that task.

IMPLEMENTATION PRIORITIES

In addition, the following implementation priorities are considered in the development of the FY 2017-2018 UPWP:

2040 Comprehensive Regional Plan Implementation

NIRPC is to become involved in a range of implementation activities such as Livable Centers, a regional vision for transit, core community revitalization, regional corridor study, regional planning and implementation, education and many others.

Update of the 2040 Plan / Long Range Transportation Plan Implementation Matrix

Performance Measures/ Indicators

Each major planning task of the UPWP includes performance measures / indicators that have been identified before in the 2040 Plan. These performance measures will be considered, if possible and based on availability of data, to monitor the progress of implementation of the 2040 plan. The use of performance measures is necessary for transparency and accountability in plan implementation activities. They provide the means to show progress and impact of plan implementation.

UPWP TASKS

PL Funding

- 1) Administration/ Public Participation
 1. Planning Management & Administration
 2. Public Meetings & Communication Tools
 3. Website/ Social Media Management
 4. Administration of Transportation Projects

- 2) Data Collection & Analysis
 1. Transportation Data Collection
 2. Planning Data Analysis / Forecasts
 3. GIS Support Services

- 3) Short Range Planning
 1. UPWP Development and Management
 2. Transportation Improvement Program (TIP) Management (includes highway, transit, and non-motorized)
 3. Title VI Program Management / ADA

- 4) Long Range Planning
 1. Comprehensive Regional Plan / Transportation Regional Plan & Implementation- (Performance Based Planning)
 2. Regional Land Use Planning
 3. Congestion Management
 4. Environmental Mitigation Planning
 5. Safety & Security Planning
 6. Freight Planning
 7. Travel Network Modeling
 8. Air Quality Conformity

9. Intelligent Transportation System (ITS)
- 5) Transit and Active Transportation
 1. Non-Motorized Transportation Planning
 2. Transit Projects
- 6) Other Planning Initiatives/ Special Projects
 1. Sprawl Analysis

Non-PL Funding

- 1) Surface Transportation Block Grant Program (STBG)
- 2) FTA Planning & Oversight
 1. Transit Planning
 2. Sub-Grantees Oversight
- 3) NIRPC Programs
 1. Air Quality and Education
 2. Marquette Action Plan
 3. I-65 and US 30 Safety Planning
 4. NWI Brownfield Coalition
 5. Calumet Land Conservation Partnership
 6. Deep River Portage Burns Waterways Initiative
- 4) NIRPC Administration
 1. General Management of NIRPC, Office & Staff
 2. Staff & Administration Support



SECTION 1: ADMINISTRATION/ PUBLIC PARTICIPATION

PROGRAM #:17-100 /18-100

Budget:

Funding Source	FY 2017
Federal (PL)	453,192
Local	113,298
Total	566,490

Funding Source	FY 2018
Federal (PL)	416,584
Local	104,146
Total	520,730

Tasks

- 1) Planning Management & Administration
- 2) Public Meetings & Communication Tools
- 3) Website/ Social Media Management
- 4) Administration of Transportation Projects

1. PLANNING MANAGEMENT & ADMINISTRATION

STAFF: STEVE STRAINS, MARY THORNE, KATHY LUTHER, MEREDITH STILWELL

Director of Planning (Steve Strains)

OBJECTIVE:

The purpose is to oversee and coordinate the regional planning activities of NIRPC. It contributes to the maintenance of a certified transportation planning process, in keeping with applicable laws and regulations. It provides for management of the staff in the Planning and Environmental Departments, and coordinates with other agencies and organizations.



PAST WORK/BASIS:

NIRPC completed the Update of the 2040 Comprehensive Regional Plan (CRP) in 2015 and is in the process to update it and develop the 2050 Transportation Regional Plan (TRP).

NIRPC will continue the coordination with Northeastern Illinois, INDOT, IDEM and other State agencies, the other Indiana MPOs, the Federal transportation, environmental and other agencies. Continuing education will continue to keep current on planning and management issues.

WORK ELEMENTS/METHODOLOGY:

1. Oversee the conduct of a regional planning process in economic development, environment, and transportation for the Lake, La Porte and Porter County area.
2. Conduct the regional planning process with a transportation element that is in accordance with federal planning regulations; the State/MPO/transit operator agreement; the conformity memorandum of understanding; the agreement with the Chicago Area Transportation Study; the cooperative accord with the Southwestern Michigan Commission; and NIRPC's Vision and Strategic Directions, as updated.
3. Participate on the staff team that develops the UPWP. Oversee preparation of UPWP quarterly progress reports, which accompany the quarterly billings to INDOT.
4. Oversee work related to the 2013 Federal Certification recommendations.
5. Supervise staff, including annual performance evaluations.
6. As it relates to the multi-state area, participate in actions with northeast Illinois, to provide a coordinated planning process for the entire metropolitan area as required

- by the federal regulations, implementing the provisions of the 1997 bi-state planning agreement with northeast Illinois, and the 2006 cooperative accord with southwest Michigan.
7. Coordinate with INDOT via the District and Central offices, participating in the State's Program Development Process.
 8. Continue to participate in the Indiana MPO Council and its coordination with INDOT and FHWA-IN.
 9. Assist in describing what NIRPC needs to accomplish as a Council of Governments and MPO as a case is made for increased funding.
 10. Continuing training / education in planning and management.

END PRODUCTS:

1. Quarterly progress reports.
2. Planning Certification Review implementation documentation.
3. Annual staff performance evaluations.

USE OF END PRODUCTS/FUTURE DIRECTION:

This task is to supervise staff, and facilitate committee and other public input to the planning process. It refines the transportation planning process, periodically reports progress, and documents what is necessary to keep the process certified. This is a task that helps make the planning process compliant with MAP 21 and FAST Act. It will also help make the case for increased funding for NIRPC so it can better fulfill its responsibilities as a Council of Governments and MPO and pursue appropriate planning in other domains.

Director of Environmental Management (Kathy Luther)

OBJECTIVE:

The Goal of this program is to ensure that environmental concerns are fully integrated into all NIRPC Planning processes, to support proactive transportation project planning that implements FHWA initiatives such as Every Day Counts, Context Sensitive Solutions, coordinating mitigation planning with federal, state, and private land management agencies, and planning to protect and improve Northwest Indiana's environmental and natural resources.

In addition, to involve the public and stakeholders in the environmental planning activities of NIRPC, the Environmental Management Policy Committee (EMPC) serves as the primary stakeholder committee for recommending environment-related actions to the Full Commission and Executive Board, reviewing environmental impacts of

transportation policy, and evaluating environmental aspects of transportation project selection.

TASKS/METHODOLOGY

1. Supervise activities of staff in the environmental department, oversee purchasing and administration of CMAQ Public Education and Diesel Retrofit Projects.
 - a. Participate in Management Team and other staff teams as directed by the Executive Director.
 - b. Represent NIRPC, maintain relationships and participate in regional and multi-state environmental planning and partnership activities to facilitate interagency coordination and planning. These Include:
 - Wingspread Accord Quad State Planning Agreement Implementation
 - Chicago Wilderness Executive Council and Committees
 - Lake Michigan Forum
 - Indiana Department of Natural Resources Lake Michigan Coastal Program Coastal Advisory Board (CAB)
 - Purdue Water Institute (PWI)
 - Calumet Stewardship Initiative
 - Northwest Indiana Consortium on the Environment (NICE)
 - Federal Urban Waters Partnership
 - Manage Environmental Department Staff and Programs
 - Staff Supervision
 - Administer the CMAQ Public Education program.
 - Weekly Management Team, Monthly Commission Meetings
 - Staff Work Teams
2. Supervises staff performing and tracking Red Flag Investigations and Environmental Mitigation Planning.
 - c. During FY 2015, NIRPC received 23 documents for RFI, Early Coordination, Federal Consistency, and Section 106 review. Documents received from INDOT were processed, but were not reviewed for comment as per FHWA request. In the first two quarters of 2016, a total of 12 have been processed. All else being equal, we would estimate a minimum of 25 per year for FY 2017 and 2018.
3. NIRPC also serves as the regional forum for environmental management and

- coordination. The Environmental Management Policy Committee includes membership from state and local government and other agencies responsible for management of environmental resources.
4. Coordinate with IDEM, EPA, and IDNR on environmental policies relevant to NIRPC planning including wetland mitigation, air quality designation and criteria, and alternative fuels infrastructure planning.

DELIVERABLES:

1. Ongoing partnerships and coordination with environmental activities and programs at SEWRPC, CMAP and SWMPC, City of Chicago, Chicago Wilderness, City of Gary, Purdue University Calumet, Indiana University Northwest, Valparaiso University, county Solid Waste Management Districts, county Soil and Water Conservation Districts, Indiana Dunes National Lakeshore and other regional institutions
2. Environmental issues are coordinated with ongoing Transportation, Land Use and other NIRPC planning activities.
 - a. Effectively managed and efficient Environmental Program staff.
 - b. CMAQ Public Education grant dollars are administered properly.

Staff and Committees Support

OBJECTIVE:

The purpose is to support, Technical Planning Committee (TPC) as the primary stakeholder committee for recommending transportation-related actions and the Environmental Management Policy Committee (EMPC) as the primary stakeholders committee for recommending environment-related actions to the Full Commission and Executive Board and reviewing environmental impacts of transportation policy. It maintains a certified transportation planning process, in keeping with applicable laws and regulations. It also provides for maintaining the public outreach support.

PAST WORK/BASIS:

The Northwestern Indiana Regional Planning Commission has served the region as the designated Metropolitan Planning Organization (MPO) since the 1970s. In addition to the development of the regional transportation plans, transportation improvement programs, unified planning work programs, congestion management and other required documents, NIRPC provides a forum for transportation coordination among state and local public agencies and transit operators.

Staff supports Regional planning by participating in / establishing meetings around the region.

NIRPC also serves as the regional forum for environmental management and coordination. The Environmental Management Policy Committee includes membership from state and local government and other agencies responsible for management of environmental resources.

FY 2017/2018 WORK ELEMENTS/METHODOLOGY:

1. Provide staff support to the TPC and EMPC, including meeting materials and indicators information.
2. Provide current mailing list and future revisions/updates
3. Document NIRPC's work from the corrective action and recommendations of the 2013 Certification Review.
4. Prepare annual self-certification review documentation.

FY 2017/2018 END PRODUCTS:

1. Update and submit annual self-certification.
2. TPC, NIRPC Board and EMPC meeting materials as well as other NIRPC committees.
3. Planning Certification Review implementation documentation.

USE OF FY 2017/2018 END PRODUCTS/FUTURE DIRECTION:

This task is to facilitate committee and other public input to the planning process. It refines the transportation and environmental planning processes, periodically reports progress, and documents what is necessary to keep the process certified. Among others, this is a task that helps make the planning process compliant with FAST Act. It will also help make the case for increased funding for NIRPC so it can better fulfill its responsibilities as MPO and pursue appropriate planning in other domains.

STAFFING AND PROGRAM LINKAGES:

The assigned staffs for this project are **Mary Thorne**, and **Meredith Stilwell**. This project provides strategic guidance and secretarial support for all other UPWP program subcategories. Mary will provide secretarial support for the TPC and some subcommittees. Meredith will provide secretarial support for the EMPC and some subcommittees.

2. PUBLIC MEETINGS & COMMUNICATION TOOLS

STAFF: STEPHEN SOSTARIC, SARAH GEINOSKY, AMANDA POLLARD

OBJECTIVE:

There are four objectives of this program subcategory:

1. Implement the spirit and letter of the public participation requirements for Metropolitan Planning Organizations (MPO) found in the federal planning regulations;
2. Provide support for integrating public participation across NIRPC's three planning domains, making the planning process transparent, informative, inclusive, and meaningful; and
3. Improve accessibility of all NIRPC documents and communications network.
4. Implement the NIRPC Public Participation Plan.



PAST WORK/BASIS:

Since its designation as an MPO, NIRPC's transportation planning process has included providing opportunities for participation, education, feedback and outreach to all region residents and stakeholders as part of NIRPC's public involvement program. Participants are from a variety of backgrounds, including elected officials, citizens, advocates, technical experts, and community leaders. NIRPC's continuing aim is to have an open process while providing complete information, soliciting, receiving, and considering public input. NIRPC's public involvement process provides access to decision-making, including increasing participation by traditionally underrepresented people, human services transit providers, and clients of human services agencies.

NIRPC has held several public meetings related to its work. These include public meetings for major projects such as the 2014 Public Participation Plan, listening sessions and 30 day public comment period meetings for the 2015 update to the 2040 Comprehensive Regional Plan, listening sessions for the Greenways + Blueways 2020 Plan. A more comprehensive view of public meetings held can be found in quarterly tracking and annual completion reports.

WORK ELEMENTS/METHODOLOGY:

PUBLIC PARTICIPATION

1. Implement, maintain, evaluate and update a public participation plan.
2. Plan for, secure, and document public input pertaining to transportation, environmental and economic development plans and programs.

3. Identify, communicate with and attempt to engage a widely diverse group of people in NIRPC's plans and programs, particularly people who have not traditionally been involved. Make special efforts to reach out and accommodate people with disabilities.
4. Coordinate public participation programs with state and federal entities.
5. Expand mailing lists, which are maintained by Administrative Assistant.
6. Prepare annually a directory of locally elected officials that is available on the NIRPC website.
7. Secure locations outside of NIRPC for public meetings, assuring accessibility by people with disabilities.
8. Offer and provide alternate means to communicate with people with disabilities.
9. Facilitate public meetings.
10. Perform a peer exchange with another Indiana MPO in order to identify possible "best practices" for NIRPC's public involvement process going forward.
11. Track public outreach for the fiscal year, including reporting of activities and analysis of the impact on decision-making.

COMMUNICATION

1. Implement the basic elements of the NIRPC Communications Plan.
2. Coordinate with the NIRPC Website Coordinator to keep the website current, active and relevant, including posting plans, programs, data, regional facts, new projects application, live streaming, public review & comment announcements, the meeting calendar and other materials for access by the public.
3. Develop and distribute news releases and various educational and promotional materials.
4. Adhere to NIRPC's social media policy.
5. Communicate with the public via various social media, including Facebook and Twitter.
6. Photograph people, projects, locations and events for a variety of uses.
7. Develop agency-wide, consistent, thematic messages and presentations to key audiences.

OUTREACH COMMITTEE

NIRPC's new committee structure provides for an Outreach Committee. This committee would provide oversight and take action on the public involvement process at the agency. Staff assigned to this task would be the staff contact for that committee.

END PRODUCTS/FUTURE DIRECTION:

With the adoption of the 2014 Public Participation Plan, and the anticipated formation of the new Outreach Committee, public involvement and communications efforts at NIRPC should continue to improve. NIRPC's new IT contract calls for implementation of a live

streaming system for meetings, and staff will be involved in implementing that system. The continued implementation of, and adherence to, the Public Participation Plan will continue to provide better outreach to the public and guide our activities going forward. Continuing and expanding the agency's interactions with planning partners and other stakeholders will also be key to effective implementation of the plan.

3. WEBSITE MANAGEMENT

STAFF: MEREDITH STILWELL

OBJECTIVE:

The objective of this work element is the management, coordination, expansion, and continued upgrade of the NIRPC website to meet the increasing demand for public awareness of comprehensive transportation, environmental, economic development, planning, and regional initiatives.

PAST WORK/BASIS:

NIRPC utilizes a website for public awareness of transportation planning efforts, public outreach, environmental awareness, regional political involvement, data sharing, and economic development. The website views between September, 2014 and April, 2016 were as follows:

- Website sessions: 56,139
- Pageviews: 119,278
- Users: 37,007- About 66% of the users were new visitors and 34% were returning visitors

NIRPC continues to update and expand its website in ADA-compliance, as required in the planning process. A website ensures broad availability of information flowing throughout NIRPC and outside the organization. The website continues to provide information transparency and visualization to the public and aid in their participation and understanding in the planning process.



FY 2017/2018 WORK ELEMENTS/METHODOLOGY:

- 1) Manage, coordinate, and update the NIRPC website to address the needs of NIRPC's core functions.
 - a. Maintain, improve, and expand the website functions utilized in the transportation, environmental, and planning domains.
 - b. Utilize the website for public outreach.
 - c. Identify website needs and priorities for new and improved applications.
 - d. Participate in website management training and other opportunities, as available.

- e. Comply with adopted state and federal standards and policies concerning website ADA-compliance.
- f. Develop and update various web pages within the website, particularly transportation, land use, environmental, political, and economic development.
- g. Update and incorporate the website for use with the 2040 Comprehensive Regional Plan.
- h. Continue work towards the development of NIRPC's website data sharing policy.
- i. Publish static maps and visual aids on the website.
- j. Assist staff with website requests, as needed, and perform other duties as may be required.

USE OF FY 2017/2018 END PRODUCTS/FUTURE DIRECTION:

1. A managed, updated, and integrated website that addresses website needs required of comprehensive planning initiatives.
2. Expanded utilization of the website for public outreach, broader access to NIRPC data, and continued enhancement of system capabilities.
3. Perform daily updates to web pages.
4. Work toward increasing public involvement by utilizing website for public outreach and awareness.
5. Publish regional maps and other NIRPC products on the website.
6. Continue to act as a source of information for the NW Indiana region, and provide a voice for citizens in the regional planning process.
7. Increase awareness of the 2040 Comprehensive Regional Plan through website updates and meeting announcements.
8. Establish policy for prompt posting of NIRPC Board approved Transportation Improvement Program (TIP) documents to ensure transparency to the public.

4. ADMINISTRATION OF TRANSPORTATION PROJECTS

4.1 ADMINISTRATION OF TIP

OBJECTIVE:

The purpose of this task is to perform tasks necessary to successfully bring new projects into SPMS, obtain eligibility determinations (when needed), organize the quarterly project tracking process, including maintenance of a current list of LPA Employees in Responsible Charge (ERC's) and review/analysis of LPA project Local Quarterly Reports (LQR's), and bringing the results of the Red Flag Investigations into the Early Coordination and Tracking Meetings.



PAST WORK/BASIS:

Following Board approval of each new federal aid project selected, but prior to TIP inclusion, NIRPC secures a DES Number from the INDOT LaPorte District office. After DES number assignment, SPMS is logged into to verify access to the project and data posted there. (especially funding and schedule).

NIRPC has been conducting a quarterly tracking process since 2012. Prior to these meetings, the ERC list must be verified, a schedule established, parties notified, and INDOT quarterly reports reviewed and compared against the TIP and spending plan.

NIRPC has been performing Red Flag Investigations (under a separate UPWP Task) for the past four years and are finding that the results of these investigations are being used with increasing frequency by engineering consultants in the development of their NEPA materials. However, the investigation results have not been linked with tracking and Early Coordination meeting processes.

WORK ELEMENTS/METHODOLOGY:

New Project Setup. After a project is selected for funding by the NIRPC Board and eligibility determined, the project is eligible for inclusion in the TIP and INDOT's Production Management System (SPMS). Data entered into SPMS is supplied by NIRPC and includes scope details, implementation schedule, cost information, GIS-based location information, and other information. These data are transmitted to INDOT LaPorte District for entry into SPMS and DES number assignment, along with any Federal determination of eligibility. (Only then can the project be adopted into the TIP.) Afterward, it is necessary to log into SPMS to check access privileges and to view the data for accuracy.

Federal Aid Early Coordination/Quarterly Tracking Meeting Setup and Administration. NIRPC presently has 22 LPA's with federal aid projects. Tracking meetings are held following quarterly report submissions to INDOT (via the LQR function in SPMS). Meeting dates/times are set by INDOT and NIRPC. No more than two, half-day sessions are scheduled per week (per agreement). Most sessions begin at 9:30 am and finish before 1:00 pm. Lake and Porter County LPA's meet at NIRPC; LaPorte County meetings are held at INDOT. NIRPC's caseload is currently 106 projects. Most, but not all, projects reviewed are MPO-funded (about 80%). Other types of projects reviewed include Demonstration, INDOT-selected projects (STBG, Bridge, etc.) and state-funded LPA projects. Early Coordination meetings are scheduled upon request from the LPA.

Red Flag Investigation Initiation and Linkage to the Early Coordination & Tracking Meeting Processes: Staff will refer each new project for which a DES number has been requested to the staff member responsible for preparing the RFI's. Following completion of the RFI, staff will confer with the RFI preparer and review the contents of the RFI. Results of the review will be discussed at the Early Coordination Meeting and, as appropriate, during the tracking meetings.

FY 2017/ 2018

1. Set up each new project in SPMS. Verify SPMS access and data.
2. Establish quarterly tracking meeting schedules. Review quarterly reports submitted through INDOT's SPMS-based LQR system against the TIP and Spending Plan.
3. Refer each new project to the staff person conducting Red Flag Investigations. Discuss RFI results with the preparer following completion.
4. Maintain the ERC database. Communicate with LPA's as needed regarding lapsing certifications.
5. Prepare eligibility determination requests required by the CMAQ, HSIP, and TAP programs.

END PRODUCTS:

2017/2018

1. DES Number Request Forms Completed & Responses received.
2. Log of each Quarterly Report Reviewed with follow-up action indicated.
3. Schedules of Tracking Meetings.
4. Referrals for Red Flag Investigations. Notes from meetings with preparer.
5. Updated ERC database.
6. Eligibility Determination Requests.

USE OF FY 2017/2018 END PRODUCTS/FUTURE DIRECTION:

These products assist in overseeing the implementation of LPA construction projects. These products will permit NIRPC to comply with the FHWA/FTA Joint Planning Regulation, the federal authorizing legislation, and written guidance regarding federal Planning Emphasis Areas.

STAFFING AND PROGRAM LINKAGES:

The assigned staff for this project is Amanda Pollard.

4.2 ANNUAL LISTING OF OBLIGATED PROJECTS**OBJECTIVE:**

To publish a list of projects for which federal funds under 23 USC or 49 USC Chapter 53 have been obligated in the previous program year (State Fiscal Year). The list is to be published within 90 days following the end of the state fiscal year, and posted on the NIRPC website.

PAST WORK/BASIS:

NIRPC has published the Annual List of Projects (ALOP) report each year since 2001. These reports are posted on our website.

WORK ELEMENTS/METHODOLOGY:**2017/2018**

NIRPC will collect fund obligation data from INDOT and the transit operators. The report will include: a project description, phase information, identification of the agencies responsible for carrying out the project or phase, the amount of funds requested in the TIP, federal funds obligated during the accounting period, and the difference between the TIP amount and the amount actually obligated.

END PRODUCTS:**2017/2018**

The published Annual List of Projects Report.

USE OF FY 2017/ 2018 END PRODUCTS/FUTURE DIRECTION:

These products will fulfill the requirements of 23 CFR 450.332 and serve as a publicly accessible and understandable record of the projects for which federal funds were obligated.

4.3 CREATING LIVABLE COMMUNITIES (CLC) - GRANT ADMINISTRATION

OBJECTIVE:

The purpose of this program is to support community-based transportation / land use projects that bring vitality to downtown areas, neighborhoods, station areas, commercial cores, and transit corridors. It will fund development and redevelopment projects that achieve connected development patterns linking between transportation, housing, jobs and services, and maximizing the development potential of existing infrastructure and regional facilities. Staff will administer the awarded CLC grants and monitor progress of the recipients. To learn more on the program, please refer to the Short Range Planning section of the CLC program.

PAST WORK/BASIS:

CLC Planning funds planning projects (a Pre-development Plan) that revitalize existing centers, neighborhood, downtown, transit stop or transit corridors. It will assist communities with activities such as urban design, detailed redevelopment designs and economic feasibility analysis to prepare projects to compete for Surface Transportation Program (STP) transportation funding. It may also fund projects related to access management, transportation-related zoning ordinances, and streetscape improvements. The first round of grants were solicited in early 2014. Selection of the CLC awarded projects was accomplished by means of a CLC Selection Committee, which provided a number of recommendations to each grant awardee that the selection committee felt would make each awarded effort even stronger. The recommendations from the Selection Committee are simply additional best options and opportunities for the project. The Selection Committee strongly agreed that coordination with other NIRPC-funded projects was an important element for each of the awarded CLC projects, as was supporting connections to all viable transportation options. Selection was based upon the following criteria:

- Project impact
- Fulfill CLC program goals within the project area
- Promote economic development and vitality
- Promote living places with easy access to jobs and services
- Accessible by transit
- Improve connectivity
- Increase the desirability for redevelopment through transportation investments in areas served by existing infrastructure at transit stations, corridors and centers
- Create the groundwork for future implementation projects
- Improve environmental quality

WORK ELEMENTS/METHODOLOGY:

- Administration of the grant applications and awarded recipients
- Development of project –tracking projects database (twice a year)
- Assist and review recipient Communities RFP
- Monitor projects by serving on each recipient’s steering committee to ensure project goals and strategies are fulfilled
- Mentor project implementation
- Recipients will provide quarterly reports to NIRPC and INDOT
- Recipients will provide post-implementation project monitoring to measure the project’s impact
- Five (5) of the seven (7) CLC projects are complete. They include the following:
 - **Winfield:** Winfield Downtown Master Plan
 - **Chesterton:** Calumet Connection Master Plan
 - **Porter:** Downtown Sidewalks Improvement Plan
 - **Highland:** Kennedy Avenue Corridor Plan
 - **Gary:** Gary Livable Centers Plan
- The remaining two (2) projects are in development and should be completed in FY 2017. These include the communities of Crown Point and East Chicago.
- Next Steps:
 - Continue to monitor the remaining projects until completion.
 - Look for other sources of funding for Round 2 of CLC Grants.
 - Research and develop creative implementation strategies.

Gabrielle Biciunas is the assigned staff for this task.

4.4 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

- Establishment of the Safety Task Force Committee
- Development of project –tracking database
- Administration of the grant applications

For more information about safety activity, check the Safety Section under Long Range Planning

Stephen Sostaric is the assigned staff for this grant

SECTION 2: DATA MANAGEMENT & ANALYSIS-

PROGRAM #:17-200 /18-200

Budget:

Funding Source	FY 2017 (\$)
Federal (PL)	192,464
Local	48,116
Total	240,580

Funding Source	FY 2018 (\$)
Federal (PL)	176,525
Local	44,131
Total	220,656

Tasks

- 1) Transportation Data Collection
- 2) Planning Data Analysis & Forecasts
- 3) GIS Support Services

1. TRANSPORTATION DATA COLLECTION

STAFF: TERRELL WADDELL

PART I: CRASH AND TRAVEL TIME DATA COLLECTION

OBJECTIVE:

The objective of this section is to collect, update and manage transportation data relating to congestion management and safety. This data includes crash data, traffic count data and travel time data. Special emphasis will be paid to streamlining data collection and management processes, with staff utilizing information technologies and geographic information systems (GIS) to develop an integrated transportation database.



PAST WORK/BASIS

Crash Data

Crash Data was obtained from the statewide ARIES database and used for analysis for the safety section for the 2040 Comprehensive Regional Plan (CRP). The CRP analyzed crash data by mode of transportation and cause of accident. The CRP Safety Appendix provided more detailed analysis using GIS to map and rank corridors with high crash rates.

Travel Time Data

NIRPC first collected travel time data for the CRP, and will continue to do so for our ongoing congestion management process (CMP). In-car GPS devices were the main source of data, supplemented by traffic data available from online sources.

NIRPC collected travel time data for establishing a Congestion Management Process that identifies Congested Corridors. Since the Congestion Management Subcommittee was dissolved in 2012, the ongoing Congestion Management Process has been focused on screening NIRPC planned and programmed projects. The purpose of this screening is to ensure that alternatives to adding capacity are exhaustively studied before approving capacity adding projects. Probe data has been collected for travel time data on Congested Corridors relevant to projects requested through the NIRPC process.

FY 2017/2018 WORK ELEMENTS/METHODOLOGY

Crash Data

1. Continue to collect crash data for the most recent years from the statewide database, to be added to existing database of crash data for 2011-2016.

2. Separate the crash data by modes of transportation.
3. Rank the top locations for crashes.
4. Construct GIS maps for analysis of crash locations.
5. Implement analytical criteria from Indiana's statewide Five Percent Report and Strategic Highway Safety Plan.
 - Conduct other analysis as needed.

Travel Time Data

1. Solicit and use volunteers to collect travel time on Congested Corridors where probe data is not available.
2. Continue to investigate other methods of collecting travel time data, such as Bluetooth technology. The NIRPC 2040 Comprehensive Plan Update indicates the use of the Bluetooth technology.
 - Export travel time data into other formats for analysis as needed.
 - Use travel time data for planning and for TIP project evaluation using established performance measures.
 - Continue to evaluate projects using travel time data collection in monitoring transportation projects' effectiveness; if the potential exists, develop methods for evaluating projects from planning through construction and implementation. Solicit "pilot projects" from the Transportation Policy Committee. Test methods.

FY 2017/2018 END PRODUCTS

Crash Data

- Most recent crash data from ARIES added to NIRPC's safety database.
- Crash data separated by mode.
- GIS maps of crash locations.
- Analyses of top crash locations and "hot spots", other analysis based on statewide 5 Percent Report and Strategic Highway Safety Plan.

Travel Time Data Collection

1. Continue to build travel time database for all previously identified study corridors.
2. KML and GIS data of all travel time data.
3. Integrate travel time data used for project selection and evaluation, Congestion Management Process, and other analyses.

4. Display real-time monitoring of transportation projects, if such monitoring is deemed worthwhile.

USE OF FY 2017/2018 END PRODUCTS/FUTURE DIRECTION:

Crash Data / Safety

NIRPC will update and expand upon the safety analysis conducted for the 2040 Comprehensive Regional Plan.

Travel Time Collection

Performance measures for the TIP and Congestion Management Process using travel time data will be refined and updated as needed. Congested corridors will continue to be evaluated, and more corridors will be selected for study. Travel time data will be used in a more proactive way, such as in determining the need for proposed projects by field verifying perceived congested corridors.

PART II: TRAFFIC DATA COLLECTION

OBJECTIVE:

The objective of the traffic data collection and analysis is to collect and manage highway traffic data to support transportation planning and programming activities and the Highway Performance Monitoring System (HPMS). The management of traffic data is to be integrated with Geographic Information System (GIS).

PAST WORK/BASIS:

NIRPC has collected traffic and transit data for three basic purposes: a) to support transportation planning and programming activities, including travel demand forecast modeling; b) reporting HPMS data to INDOT for its inclusion in the federal system; and c) data dissemination to the public. Data collected has included highway traffic counts, and vehicle classifications, plus occasionally, turning movements, physical features, signal timing, and vehicle speeds. GIS will play an important role as geography can now be linked to the traffic database tables.

A significant effort is also required to provide count data to INDOT for use in the federal HPMS. Traffic counts and physical features are obtained at one-third of the HPMS locations, annually. INDOT factors the balance of the locations. In addition, HPMS data is received from INDOT and added to the database. The database provides the means to apply consistent axle adjustment and seasonal adjustment factors to the data. NIRPC uses axle factors derived from INDOT vehicle classification counts taken in the NIRPC region. NIRPC also uses INDOT's seasonal adjustment factors. The database contains

counts taken by NIRPC that are adjusted by INDOT growth factors and axle adjustment factors to get the annual average daily traffic (AADT) count.

FY 2017/2018 WORK ELEMENTS/METHODOLOGY FOR BOTH YEARS:

1. Review data collection locations and select sites for data collection for the balance of CY 2015 and for the 2016 data collection seasons. This will include 1/3 of the 202 HPMS locations.
2. Collect hourly and average daily traffic counts for: screen-lines, cordon-line and HPMS locations, plus update the physical features. HPMS is the priority.
3. Continue to identify and obtain data for locations where counts and other information is being collected by other entities, such as INDOT, local agencies, and consultants for studies. These include permanent, continuous count sites, and temporary, manually collected locations. Collect this secondary information from others on a regular schedule. Incorporate relevant local and state generated information into the access traffic database.
4. Analyze the NIRPC and State highway traffic data for completeness and organization. The information should include location, day, month and year, for the raw counts. Work with Data Resources and Website Coordinator staff to put traffic count data onto the NIRPC website and to add traffic count locations and data to the NIRPC GIS system.
5. Collaborating with staff assigned to job tasks Data Resources and Modeling, Conformity and Technical Development to improve the data collection and analysis program. Continue to upgrade skills by studying any new material that applies to the traffic/database program. Work with Data Resources staff to update existing or develop new traffic count database with up-to-date adjustment factors.
6. Implementation of HPMS database management based on INDOT's framework. Fulfill the FHWA-IN recommendation of maintaining a separate HPMS database.

FY 2017/2018 END PRODUCTS:

1. Collection of highway traffic counts annually and other data for HPMS and secondary count locations.
2. Updated traffic count database for NIRPC and INDOT use, specifically with the ability to extract HPMS data.
3. Updated data for GIS data analysis.
4. Refinements to the data collection program.
5. Log of data requests from regional businesses and public.

USE OF END PRODUCTS/FUTURE DIRECTION:

The traffic data will be used for: (a) model calibration, (b) conformity determination, (c) congestion monitoring, (d) capacity analysis, (e) programming local highway projects; (f) specialized studies, (g) disseminating information to public and private agencies upon request, and (h) reporting HPMS data information to INDOT. After the regional model is improved and refined, consideration will be given to collecting data so that accurate county, sub-area and corridor studies can be performed. Develop HPMS analytical skills by preparing to evaluate at least 10% of the HPMS data.

PART III: TRANSIT DATA COLLECTION

All transit-related work is listed under the Transit Planning section.

STAFFING AND PROGRAM LINKAGES:

Terrell Waddell has been assigned for the duties of Travel Time Collection, Crash Data collection, and Traffic Data Collection. The collected data is used by other staff for analysis. Scott Weber is utilizing the travel time data to perform analysis for congestion management. Stephen Sastoric uses the crash data for safety analysis. Traffic data has been utilized by multiple staff to support transportation planning and programming activities.

2. PLANNING DATA ANALYSIS / FORECASTS

STAFF: JAMES WINTERS

OBJECTIVE:

The objective of this work element is to collect, manage, analyze, and disseminate data to support the agency's regional planning work, which requires data for transportation, regional land use, environmental and economic development elements. The maintenance of data is essential in analyses and decision making for the regional planning process and regional initiatives, and for integration in Geographic Information Systems (GIS). Staff will continue to work on streamlining data collection, processing, and analysis, and focus on expanding agency transparency and increasing data sharing with our constituents.



PAST WORK/BASIS:

On a continuing basis, NIRPC maintains regional data that is required in comprehensive and other planning processes. Essential to the planning process is the maintenance of demographic files of population, employment, and household data, land use data, building permits, and utilities for transportation planning and programming activities, incorporating data into GIS, and informing and involving the public in decision making. NIRPC prepares and presents reports and analyses of regional data and regularly responds to requests for transportation, demographic, economic, and other data. NIRPC data and links to additional sources of data and information on the website have been regularly updated and expanded.

FY 2017-2018 WORK ELEMENTS AND END PRODUCTS

Data Management

On a continuing basis, update data files and databases for demographic, economic, transportation, land use, building permit, water and infrastructure data from Federal, State, and local governmental units; NIRPC projects; and public and private entities for use in the planning process.

Monitor population estimates, residential building permits, existing and potential public revenues and expenditures, school statistics, social and economic changes, land use and development trends, vital statistics, utility service, employment data and municipal and county comprehensive plans.

Coordinate with NIRPC GIS system management on the incorporation, documentation and project application of data layers in the NIRPC GIS system.

Document responses to requests for regional data, analysis and information resources from governmental units, business and industry, media, academic institutions, community organizations and individuals in all areas of the public and private sectors. Update existing tracking database to make it more usable.

WORK PRODUCTS:

Updated databases; improved data request tracking database.

Data Analysis

- Updates and analyses of American Community Survey and other Census Bureau products. Update “Where We Stand” with recent demographic and economic data.
- Work with other staff to develop performance metrics to measure the level of implementation of the 2040 Comprehensive Regional Plan.
- As needed, develop data files and databases of demographic forecasts of population, households and employment.
- As needed, assist staff with data analyses.
- As needed, assist the public with relevant data analysis and acquisition, serving as a regional data resource.
- Assist with the development of a sprawl analysis to understand the current growth patterns of the region and the potential problems current land use policies can propagate

WORK PRODUCTS:

- “Where We Stand”, 2014 version, performance measures for 2040 Plan implementation
- “Regional Sprawl Analysis”

Data Dissemination

- Build on the “Open Data” concept, develop agency policies for data dissemination, and “open data”.
- Populate the NIRPC regional data webpages. Work with Website Coordinator and other technical resources to establish a more user-friendly data portal on the NIRPC website.

- Work with GIS Analyst to develop an online GIS system and other data mapping tools for visitors to the NIRPC website.
- Encourage coordination and data sharing particularly as it affects the regional transportation system and local planning and development efforts.
- Participate in the Northwest Indiana GIS Forum to facilitate the exchange of data and information and access to training and consolidation of technical resources.
- Use the NIRPC Data Users Group to exchange information on data resources, establish best practices for agency-wide data sharing and usage, and share tips for improving efficiency in data processing.

WORK PRODUCTS:

Open Data policy. NIRPC web portal. Data links on website.

USE OF DATA COLLECTION, MANAGEMENT AND ANALYSIS, AND FUTURE DIRECTION:

The development and maintenance of data for planning and analysis is an ongoing element of the Unified Planning Work Program Files of land use, transportation, socio-economic data, utilities, and forecasts are fundamental inputs to the transportation and comprehensive planning process and in the analysis of regional development initiatives. This information also serves as a means to inform the public and involve them in planning activities.

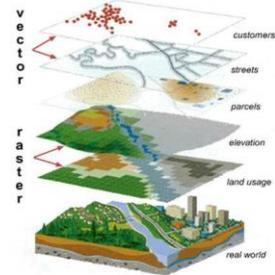
These activities support project analysis in travel demand forecast modeling, demographic forecasting, and management systems used during the transportation planning process.

3. GIS SUPPORT SERVICES

STAFF: SARAH GEINOSKY

OBJECTIVE:

The objective of this work element is the management, coordination, expansion, and continued upgrade of the NIRPC GIS to meet the increasingly diverse spatial data requirements of comprehensive transportation, environmental, and land use planning, economic development, and regional initiatives.



PAST WORK/BASIS:

NIRPC has utilized Geographic Information System (GIS) technology in the analysis and display of data required for transportation planning efforts for over a decade, and in targeted environmental and land use programs. GIS data management ensures the integrity of spatial data at NIRPC and improves planning work performed for the region.

NIRPC continues to create and update a variety of GIS datasets important to the planning process. GIS provides important analysis results, new information, and unique visualization capabilities, thus aiding public participation in, and understanding of, the planning process.

FY 2017-2018 WORK ELEMENTS/METHODOLOGY:

1. Maintain current GIS functionality:
 - a. Manage, coordinate, and update the NIRPC GIS to address the spatial data needs of NIRPC's core functions.
 - b. Utilize and upgrade the GIS software for analysis and visualization purposes, as required.
 - c. Identify GIS needs and priorities in new and improved applications for implementation.
 - d. Use and incorporate digital orthophotography, infrared photography, LIDAR, and digital elevation models in GIS projects
2. Organize GIS more effectively
 - a. Ongoing creation of metadata documentation for GIS data, projects, and programs.
 - b. Continue efforts to create a more organized and efficient GIS server in which it is easy to find GIS data in geodatabase format, work on projects with other staff, and archive finished projects

3. Produce and consistently maintain important datasets
 - a. Maintain, improve, and expand the GIS data utilized in the transportation, environmental, and planning domains
 - b. Update the Transportation Improvement Program in GIS to include amendments monthly
 - c. Update datasets when they are released from the US Census, IndianaMap.org, and planning partners
4. Create, deploy, and maintain online maps for the public and planning partners
 - a. Use a variety of technologies to create different thematic and informative maps, such as Google Fusion Tables, Google Maps, CartoDB, and MapBox.
5. Participate in regional GIS groups
 - a. Participate in the NW Indiana GIS Forum and other local, regional, and statewide GIS coordination efforts.
 - b. Participate in the Indiana District 1 Incident Response GIS Taskforce by attending trainings, maintaining certifications, and being available to provide GIS capabilities in case of a weather or other emergency.
6. Perform Analysis for transportation and other types of planning projects
 - a. Conduct Environmental Justice and other types of analysis for upcoming projects
 - b. Visualize land use and demographic changes for planning projects
7. Conduct Ladders of Opportunity Analysis
 - a. Organize and maintain set of GIS layers that highlights areas with concentrations of underserved populations (defined as being either low income, minority, elderly, Limited English Proficient, or people with disabilities), transportation resources, and essential services such as health care facilities, supermarkets, schools, polling places, etc.
 - b. Create a map highlighting areas with concentrations of underserved populations that do not have the transportation resources needed to connect them to essential services.
 - c. Highlight projects in the TIP that would possibly alleviate gaps in transportation resources for underserved populations
 - d. Produce short report identifying opportunities to alleviate gaps in transportation resources for underserved populations
8. Troubleshoot GIS problems for staff
9. Comply with adopted state standards and policies concerning GIS data and statewide framework data.
10. Assist and develop GIS projects as needed, and perform other duties as may be required.

USE OF FY 2017/2018 END PRODUCTS/FUTURE DIRECTION:

1. An organized, updated, and integrated GIS that addresses the unique geographical requirements of comprehensive planning initiatives in core functions.
2. Expanded use of internet technology to create broader access to GIS technology for constituents and the public and continued enhancement of overall GIS capabilities.
3. Effective maintenance of vital datasets, such as the Transportation Improvement Program, which help both staff and the public.
4. Input historic traffic counts in GIS
5. Perform Ladders of Opportunity Analysis

GIS directly impacts the programs of the NIRPC transportation, environmental, and economic development planning domains.

SECTION 3: SHORT RANGE PLANNING

PROGRAM #:17-300 /18-300

Budget:

Funding Source	FY 2017 (\$)
Federal	271,812
Local	67,953
Total	339,765

Funding Source	FY 2018 (\$)
Federal	280,260
Local	70,065
Total	350,325

Tasks

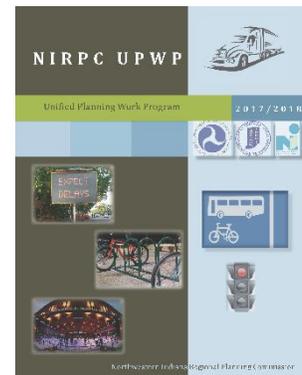
- 1) UPWP Development and Management
- 2) Transportation Improvement Program (TIP) Management
- 3) Title VI Program Management
- 4) Vehicle Oversight Closeout (FY 2018 only)

1. UPWP DEVELOPMENT AND MANAGEMENT

STAFF: EMAN IBRAHIM, STEVE STRAINS

OBJECTIVE:

The purpose is to develop and manage the UPWP and its amendments. Included is to develop planning projects to implement and advance the Comprehensive Regional Plan (CRP) and its Long Range Transportation Plan portion in line with applicable laws and regulations and the federally described MPO planning process.



PAST WORK/BASIS:

This UPWP will continue to respond to the recommendations of the most recent Federal Planning Certification Review (PCR). NIRPC developed the UPWP planning programs to contribute to the implementation of the CRP. In addition, NIRPC is implementing its 2010 Vision and Strategic Directions for the agency that will be utilized as operating principals of the UPWP programs. The UPWP basis is constructed to meet the requirements of Fast Act.

WORK ELEMENTS/METHODOLOGY

1. Update the FY 2017 and 2018 UPWP report.
2. Provide technical oversight of all UPWP work elements.
3. Prepare UPWP amendments of planning projects, regulations, and budget.
4. Prepare Quarterly Reports.
5. Prepare Annual Completion Report.

END PRODUCTS

1. Distribution of UPWP products.
2. Amendments to FY 2017/2018 UPWP.
3. Quarterly Reports.
4. Annual Completion Report for FY 2017/2018.

2. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

STAFF: GARY EVERS, BELINDA PETROSKEY, AMANDA POLLARD

OBJECTIVE:

The purpose of this task is to provide the forum for making transportation investment decisions through a coordinated, participatory process, implementing the Regional Transportation Plan through development or update of a Transportation Improvement Program (TIP).

PAST WORK/BASIS:

The current 2016-2019 TIP is scheduled to be replaced by the FY 2018-2021 TIP in early 2017. This task will permit us to develop the new TIP and maintain the current TIP (via amendment and modification) as-needed, until the new TIP is approved for use by FTA and FHWA. All projects in the TIP are consistent with the 2040 Comprehensive Regional Plan (CRP), as amended. The CRP established policies which the TIP implements.

NIRPC intends to develop its new TIP at the same time that INDOT is developing a new (2018-2021) STIP. Because all MPO-controlled FHWA funds for the period 2018-2021 are already selected, NIRPC intends to issue a NOFA (Notice of Funding Availability) for new public transit projects during the final calendar quarter of 2016 or the first calendar quarter of 2017. The new TIP will be adopted in May 2017.

NIRPC's role with respect to Local Public Agency (LPA) federal aid construction projects continues to evolve. In addition to maintaining a fiscally constrained list of projects in the TIP, NIRPC is actively engaged in the management and oversight of federal-aid construction projects as they advance to completion. A five-year spending plan is maintained and progress is monitored on a quarterly basis with changes made to the spending plan or TIP, dependant upon outcomes of the monitoring (i.e., tracking) meetings. INDOT is involved in this process. Financially, NIRPC is tracking the obligation of federal funds in INDOT's accounting system, including contract change orders, to ensure that spending does not exceed apportionment.

A significant amount of technical assistance is provided to highway project sponsors in moving their projects toward implementation. NIRPC assists project implementers by troubleshooting projects that have gotten "stuck" somewhere in the pipeline, by lining up federal funds ahead of the lettings, and making post-letting funding changes (if needed) that will ensure full utilization of all allocated funds. Financial constraint, within the TIP and federal authorizing legislation, is maintained at all times.

In response to the 2013 Certification Review Recommendation 9: TIP Posting & Promptness.

All TIP amendments, administrative modifications, and updated TIP lists are accessible to the public through a link on our website beneath the Transportation tab. All NIRPC Board Resolutions, including those adopting TIP amendments, are posted independently via a link from the “NIRPC Info” block on the home page. The frequency of posting varies from monthly for amendments and modifications to quarterly for the updated TIP list.

Estimated Cost to Complete Projects: This was implemented with adoption of the 2016-2019 TIP in 2015.

WORK ELEMENTS/METHODOLOGY:

TIP Development and Maintenance

Develop and maintain the new Transportation Improvement Program (TIP) for the three-county area. Oversee the publication of the adopted TIP.

Maintain a current and constrained list of projects over the life of the TIP via Amendments and Administrative Modifications.

Maintain a current and constrained five-Year Federal Aid Spending Plan for each of the two urbanized areas. Reposition projects within the Spending Plan, as needed, based upon readiness and available funds, to ensure that each year’s apportionment is fully expended.

Oversee the Quarterly Tracking Process.

Collaborate with staff in the development of new project selection systems for the MPO-controlled federal funds.

Prepare Notices of Funding Availability (NOFA) when there are sufficient federal funds to bring in new federal aid projects into the Spending Plan.

Collaborate with staff in the development of quantifiable project selection criteria, as determined necessary by the Policy Committee.

Prepare an Annual List of Projects (ALOP) report that identifies and describes the projects that received surface transportation funds from the US Department of Transportation.

Prepare the Financial and TIP Sections of the Long Range Transportation Plan.

Prepare the TIP Amendment section of the Public Participation Plan.

FY 2016/2017

1. Develop a new 2018-2021 TIP.
2. Prepare and process all TIP amendments, as needed, for submission to the Interagency Consultation Group (ICG). Consult with NIRPC's transportation modeler prior to submission to ensure consistency with the Air Quality Conformity Determination. Present amendments to the Technical Planning Committee (TPC) and NIRPC Board. Adjust the TIP project list following each amendment, post it on the NIRPC website, and transmit it to both INDOT headquarters and LaPorte District office.
3. Prepare and process administrative modifications to the TIP.
4. Maintain a current and constrained Five-Year Federal Aid Spending Plan.
5. Oversee the Quarterly Federal Aid Project Tracking Meeting Process.
6. Prepare the Annual List of Projects for SFY 2016.

END PRODUCTS:**TIP Development & Maintenance—2017/ 2018**

1. Continue to amend and modify the 2018-2021 TIP.
2. Continue to maintain a current and constrained Five-Year Federal Aid Spending Plan.
3. Continue to oversee the Quarterly Federal Aid Project Tracking Meeting Process.
4. Prepare the Annual List of Projects for SFY 2016.
5. Collaborate with staff in the development of the quantifiable project selection criteria as necessary determined by the Policy Committee.

USE OF FY 2016 END PRODUCTS/FUTURE DIRECTION:

These products consist of the basic process documents used in tracking federal surface transportation funds and maintaining a (current) fiscally constrained list of projects. These products will keep the TIP in compliance with INDOT requirements and the FHWA/FTA Joint Planning Regulation and the federal authorizing legislation.

3. TITLE VI PROGRAM MANAGEMENT

**Current Planning Emphasis Area*

STAFF: GABRIELLE BICIUNAS

OBJECTIVE:

The purpose of this project is to make certain Local Public Agencies (LPA) in northwest Indiana comply with the Title VI of the Civil Rights Act of 1964 (Title VI) and Title VI nondiscrimination requirements. When considering federal funding for local projects, the MPO needs to be able to ensure FHWA that the local public entity, also known as the local public agency (LPA) (the project sponsor) is in compliance with the Title VI nondiscrimination requirements and has a Title VI Implementation Plan. This will have the effect of better ensuring that programs and projects adhere to the principles of nondiscrimination, as well as make the MPO's nondiscrimination self-certifications accurate.

BACKGROUND:

Assisting the federal government to ensure Title VI compliance by LPAs is one of the FHWA-IN's current Planning Emphasis Areas for Indiana's MPOs. FHWA-IN is now requiring all MPOs to work with their LPAs to fulfill and comply with Title VI nondiscrimination requirements. Compliance means that the LPA has a Title VI Implementation Plan and meets Title VI requirements. If such a plan is not in place with the project sponsor LPA, then INDOT may limit funding to those entities that are not meeting the requirements.

WORK ELEMENTS AND PRODUCTS:

1. INDOT has created a database of surveyed LPAs in Lake, La Porte and Porter Counties and determined if they have a current Title VI Plan that identifies the following:
 - a. A person responsible for Title VI,
 - b. Notification of Nondiscrimination,
 - c. A complaint process, and
 - d. Steps used to collect and evaluate data on impacts from the LPA's programs and projects.
2. NIRPC will obtain the database and will work with INDOT on updating the database.
3. NIRPC will perform quality assurance quality control (QA/QC) to assist all LPA's with their Title VI Implementation Plan requirements.

4. NIRPC will offer technical assistance to those LPAs that need assistance in completing this requirement for the development and implementation of a Title VI Plan. NIRPC may contact FHWA or INDOT to hold workshops and trainings on how to create a Title VI Implementation Plan. This assistance and education may be in the form of workshops or some other effective format.
5. NIRPC envisions this project to be completed no later than July 30, 2017.
6. NIRPC and INDOT will monitor Title VI plan implementation.

3.1 AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN

STAFF: ALLEN HAMMOND

OBJECTIVE:

The purpose of this project is to make certain Local Public Agencies (LPA) in northwest Indiana comply with Americans With Disabilities Act of 1990, as amended by the ADA Amendments Act of 2008 (ADA) requirements.



BACKGROUND:

Assisting the federal government to ensure ADA compliance by LPAs is one of the FHWA-IN's current Planning Emphasis Areas for Indiana's MPOs. FHWA-IN is now requiring all MPOs to work with their LPAs to fulfill ADA requirements. Compliance means that the LPA has an approved ADA Transition Plan. If such a plan is not in place with the LPA, then FHWA may not be able to authorize the project for development or construction.

WORK ELEMENTS AND PRODUCTS:

1. In FY 2017-2018 NIRPC will assist local public agencies (LPAs) that request technical assistance during INDOT's review of ADA Transition Plans.

4. VEHICLE OVERSIGHT CLOSEOUT, *FY 2018 ONLY*

STAFF: JOE EXL & MEREDITH STILWELL

OBJECTIVE:

The purpose of this task is to complete documentation of the compliance, monitoring, status, and disposition of vehicles purchased by local units of government through the Federal Congestion Mitigation and Air Quality (CMAQ) Local Public Agency (LPA) Alternative Fuel Vehicle Program. Most of these vehicles will have reached or be approaching their specified useful life. This will ensure proper closeout of the program.



FY 2018 WORK ELEMENTS/METHODOLOGY:

1. NIRPC will review purchase dates and useful life expectancy of all CMAQ funded vehicles purchased by LPAs.
2. NIRPC will meet with each fleet vehicle operator to explain the information required for closeout and to detail disposition requirements.
3. NIRPC will compile and digitize accumulated asset management documents received over the life of each vehicle.
4. NIRPC will visually inspect and photograph each vehicle remaining and document the final condition of each vehicle.
5. NIRPC will prepare a summary of vehicles removed from service, remaining in service, or otherwise disposed.
6. NIRPC will summarize emission reductions over the life of the program based on vehicle mileage and alternative fuel usage.

SECTION 4: LONG RANGE PLANNING

PROGRAM #:17-400 /18-400

BUDGET

Funding Source	FY 2017
Federal	386,728
Local	96,682
Total	483,410

Funding Source	FY 2018
Federal	456,500
Local	114,124
Total	570,625

Tasks

- 1) Comprehensive Regional Plan / Transportation Regional Plan & Implementation (Performance Based Planning) (Mitch-Eman- Gabrielle)
- 2) Regional Land Use Planning (Eman)
- 3) Congestion Management (Scott)
- 4) Environmental Mitigation Planning (Joe)
- 5) Safety & Security Planning (more 2nd year) (Stephen)
- 6) Freight Planning (James)
- 7) Travel Network Modeling (Scott)
- 8) Air Quality Conformity (Scott)
- 9) Intelligent Transportation System (ITS) (Scott)

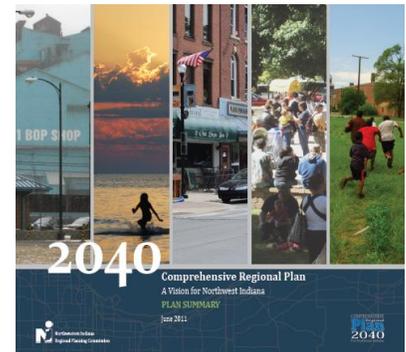
1. COMPREHENSIVE REGIONAL PLAN (CRP) IMPLEMENTATION / TRANSPORTATION REGIONAL PLAN (TRP)

STAFF: EMAN IBRAHIM, GABRIELLE BICIUNAS, MITCH BARLOGA, KATHY LUTHER

CRP IMPLEMENTATION

OBJECTIVE:

The objective of this project is to coordinate the implementation of the *2040 Comprehensive Regional Plan* (CRP) and its recommended economic development, environmental management, growth and conservation, social equity, stewardship and governance, transportation policies and strategies, and prepare for the next major plan update (2050 horizon) in 2019.



PAST WORK/BASIS:

The NIRPC Board adopted the *2040 Comprehensive Regional Plan* in June of 2011, and then the *CRP Update Companion (UC)* in May of 2015. The UC complements the 2040 CRP, which represented the first broad planning initiative covering Lake, Porter and LaPorte counties. The purpose of the UC was not to remake the original plan, but to provide key updates in each focus area highlighted in the plan (growth & conservation, transportation, environment & green infrastructure, human & economic development and stewardship & governance). Thus, all the goals, objectives and primary CRP Vision carries through with the UC, including several elements significantly changed since 2011. These elements include updates to a number of demographic data sets, maps, and planning initiatives that were implemented in the intervening years.

Based upon Northwest Indiana residents' collective desires, the CRP Vision emphasizes a vibrant, revitalized, accessible and united region. The principal framework of the CRP supports reinvestment in the historic urban centers, ensures environmental justice for low-income and minority populations, protects natural resources and minimizes impacts to environmental features and watersheds, and integrates transportation and land use to improve mobility and access to jobs.

An Implementation Committee, titled Pathway to 2040 was established to prioritize the plan's recommendations and work with communities and counties to equip them to apply and execute the goals and strategies. A matrix of implementation activities from the CRP was developed and was updated in the UC. Staff, with assistance from the Implementation Committee, produced a brochure of the 2040 CRP highlighting the major

elements of the plan. Staff also produced a 12 minute video summarizing the CRP. Both products have been widely used and presented as a form of education and outreach on the 2040 CRP.

Going forward, NIRPC has re-structured the standing committees to reflect better attention to issues of regional importance. One of these changes will merge the Pathway to 2040 Committee with the Transportation Policy Committee, forming the Technical Planning Committee. This group is scheduled to begin their work by the middle of calendar year 2016.

In 2017, NIRPC staff will begin to work in earnest on the next major update to the 2040 Comprehensive Plan, which will be due for adoption in the spring of 2019.

FY 2017/ 2018 WORK ELEMENTS/METHODOLOGY:

1. Provide staff support to the Technical Planning Committee (TPC).
 - a. Develop materials associated with the TPC and related Implementation activities.
 - b. The TPC will assist NIRPC to encourage local jurisdictions to understand the CRP, identify legislative initiatives relative to creating authorities and funding mechanisms, identify local assistance needs and best practices that support enhanced local planning, identify new recommendations as needed and monitor the progress toward achieving the recommendations.
2. Continue to refine and update the Implementation Matrix that will monitor the progress of CRP recommendations. Prepare an update every two years of the CRP implementation activities, policies, and projects
3. Review the CRP sets of implementation recommendations and action items then prioritize recommendations.
4. Continue to work on the development of a timeframe of short, medium and long term that prioritizes actions within a constrained funding plan.
5. Identify the source of funding mechanisms and authorities in order to achieve the strategy/action step.
8. Continue partnerships and collaboration with other agencies, stakeholders and communities.
9. Continue to monitor economic development projects, initiatives and partnerships.
10. Begin development of project scope for next plan update.
11. Schedule listening sessions throughout the region ahead of the next plan update.
12. Facilitate public meetings on the development of goals and objectives of the next plan update (2050 horizon).
13. Provide support to a proposed interstate task force focusing on collaboration in

- transportation planning, funding and operation in the tri-state Chicago region.
14. Continue participation in green infrastructure, brownfield redevelopment, and environmental planning activities with US EPA Region 5, CMAP and SWMPC and others.
 15. Collaboration with EPA Brownfield and Sustainable Community staff on Core Communities redevelopment will be a primary activity. Opportunities to Integrate transportation projects into brownfield programs that leverage private reinvestment dollars will be a focus of NIRPC’s involvement in this activity as well as coordinating brownfield redevelopment with the Livable Centers program.
 16. Continue to monitor the Congestion Management Process.
 17. Continue to work on food systems planning projects and activities.
 18. Continue to participate and provide technical assistance and support to the NWI Food Council.
 19. Work with the NWI Food Council on various projects.

Current Planning Emphasis Area – Performance base planning measures and targets

1. Continue to monitor Final Federal Rulemakings for the development of performance measures and targets
2. NIRPC will work with INDOT to cooperatively identify, establish and set performance measures and targets.
3. Begin to identify performance measures under the FAST-ACT.

FY 2017/2018 END PRODUCTS:

Updated list of implementation priorities, plans and projects

1. Report to NIRPC Technical Planning Committee
2. Update of the CRP Implementation matrix
3. Listening sessions/public meetings held in advance of next plan update

URBAN CORE SUBCOMMITTEE

OBJECTIVE:

As a component of the implementation of the 2040 Comprehensive Regional Plan, staff will assist the urban core communities with various urban revitalization projects by providing technical assistance, in the form of data support, analysis, coordination, and will support the pursuit of funding sources for those projects.

PAST WORK/BASIS:

1. **Gary Redevelopment Projects** A multi-faceted collaboration between the US EPA, US HUD, US DOT, the City of Gary, and other regional partners focused on urban revitalization, sustainable development, and quality of life improvements in the City of Gary. The program focuses specifically on improvements in the Aetna/Miller Beach, Emerson, and Horace Mann neighborhoods of the city.
2. **Roxanna TOD Project in East Chicago (2014-Present):** The Roxanna Area project encompasses the South Side and Roxanna neighborhoods, along with the South Shore train station and surrounding commercial district. The Roxanna area includes the East Chicago South Shore train station, which is one of the busiest stations on the line. This project will leverage those existing assets, along with opportunities identified through stakeholders.

This project area was established because:

- The South Shore train station has the potential to become an anchor for economic development through a mix of retail, housing and office space.
- Complete green streets strategies are considered to create a safe multi-modal (cars, bikes, pedestrians), aesthetically pleasing environment, and bring environmental benefits to the community through improved storm water management, etc.
- Improved connectivity will help residents to access regional transportation networks.
- The project area provides a number of opportunities to construct a portion of a larger regional trail network and to provide recreational and community building opportunities that support healthy and active lifestyles.

FY 2017 WORK ELEMENTS/METHODOLOGY

Gary Redevelopment Projects

- Staff will serve as a project team member, specifically for the Aetna/Miller Beach project team, but will also provide additional support to the Emerson and Horace Mann teams as needed
- Assisting the project consultant with data and analytical support
- Assessing the quality of the project consultant's deliverables
- Coordinating efforts of the project with broader regional plans, projects, and funding initiatives

- Connecting the City's project team with broader regional stakeholders, both public and private

Roxanna TOD Project:

- Staff will serve as a project team member to provide additional support to the Roxanna teams as needed
- Assisting the project consultant with data and analytical support
- Assessing the quality of the project consultant's deliverables
- Coordinating efforts of the project with broader regional plans, projects, and funding initiatives
- Connecting the City's project team with broader regional stakeholders, both public and private

USE OF END PRODUCTS/FUTURE DIRECTION:

- Ongoing partnerships between NIRPC staff, City of Gary, federal agencies, and other parties for implementation of the redevelopment plan
- Inclusion of plan findings in the NIRPC planning process, future studies, and funding decision-making process.

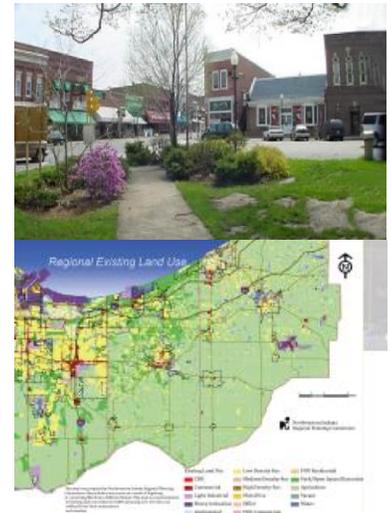
2. REGIONAL LAND USE PLANNING

STAFF: EMAN IBRAHIM

OBJECTIVE:

The objective of this Regional Land Use Planning program is to support the update and implementation of the Comprehensive Regional Plan (CRP) and its strategies, environmental policy making, and economic development considerations. The program will support linking transportation investments with land use decisions within the region.

The land use program is developed to educate and assist local planners and interested parties on the importance of the transportation and land use connection.



PAST WORK/ BASIS

The past work basis of this program was to integrate land use with other planning elements - economic development, transportation, and environment in the Comprehensive Regional Plan (CRP). With the update of the 2040 plan and the Transportation Plan, communities plans, zoning changes, existing land use, and economic development trends will be examined to initiate efforts to better coordinate regional development.

The NIRPC Land Use Committee will continue to provide advisory input to the NIRPC Board and other committees on existing and proposed regional plans, land use related projects and policies. The committee facilitates planning processes and partnerships that build links to transportation between jurisdictional boundaries.

WORK ELEMENTS/ METHODOLOGY

- Document land use and development trends in the Northwest Indiana Region for use by NIRPC and member agencies, as well as others.
- Develop a framework that provides regional consistency on issues of common importance and functional compatibility, while allowing individual entities to retain their individual and autonomous authority.
- Integrate transportation and regional planning activities into structures that provide more value to local, state and federal governmental leadership, local and national business, and the public at large.
- Identify and address potential land use/transportation and jurisdictional conflicts that may develop out of the collaborative and comprehensive planning process.

- Provide staff support to the Land Use Committee. Land use discussions will originate with this Committee.
- Research, analyze, and monitor land use changes in Northwest Indiana and incorporate data into the transportation model to realize the effect of growth on the transportation network.
- Participate in or serve as an advisory committee member in various land use studies conducted by local or regional agencies.
- Identify regionally significant transportation projects in local land use plans to include in the air quality travel-demand model.
- Provide planning support and technical assistance in the area of land development in relation to transportation and policies to local communities.
- Provide planning support to cities and towns that are updating their comprehensive plan and other planning activities.
- Provide assistance in the GIS regional data coordination.
- Continue research of innovative and efficient development concepts that integrate land use and transportation and introduce these to local communities.
- Review with committee members work related to other programs such as Creating Livable Communities, and Implementation Matrix.

FY 2017/2018 END PRODUCTS:

1. Recommendations and directions developed by the Land Use Committee.
2. Up to date inventory of comprehensive plans, zoning maps, land use, economic development plans, utility plans, thoroughfare plans and other documents from county, municipal, state, and federal agencies.
3. A coordinated regional land use GIS data.
4. Presentation, maps, and graphics for the Land Use Committee.

Performance Measure/Indicators

1. Number of comprehensive or other plans or development regulations adopted that support the development of Livable Centers
2. Residential and business vacancy rates
3. Acres of agricultural land converted to another use
4. Acres of open space converted to another use
5. Acres of land converted from undeveloped to developed
6. Population change in unincorporated areas

3. CONGESTION MANAGEMENT

STAFF: SCOTT WEBER

OBJECTIVE:

The objective of this project is to continue to develop and maintain an operations-oriented planning and programming process that remains FAST Act compliant and embedded in the transportation planning process. The staff will focus on maintaining the Congestion Management Process (CMP) and the regional Intelligent Transportation System Architecture.



PAST WORK/BASIS:

In response to the 2009 Federal Planning Certification Review corrective action issued to NIRPC for the lack of an ongoing CMP, NIRPC established a Congestion Management Subcommittee in FY 2010, identified performance measures and thresholds of congestion, and identified traffic congestion problem-areas. Performance measures the Congestion Management Subcommittee identified included volume-to-capacity ratio, travel time, travel time index, average speed and speed ratio, delay, crash rate, average incident clearance time, load factor, on-time performance, passenger trips per vehicle revenue hour and mile, vehicle revenue hours per capita, customer satisfaction, vehicle miles traveled, and vehicle hours traveled. The staff evaluated transportation system management, travel demand management, public transportation and intelligent transportation system solutions to the identified problem locations and made recommendations for projects to mitigate the potential congestion problems.

In FY 2011, NIRPC completed the CMP in conjunction with the 2040 Comprehensive Regional Plan. NIRPC's CMP incorporated the performance measures the Congestion Management Subcommittee adopted to the extent data collection and dissemination allowed. The Congestion Management Subcommittee later dissolved into the Transportation Policy Committee, which now takes action directly on projects to determine if they meet the criteria drafted in the CMP. Work will continue, however, on maintaining, implementing, and refining the CMP.

NIRPC decided that the CMP process would remain in place under the 2040 Comprehensive Regional Plan: 2015 Companion Update, except that newly available probe data would provide better information on the congestion performance measures.

In FY 2015/2016 the CMP has been invoked to include the I-65 added travel lanes twice, for the Illiana project segment and for another segment. Willowcreek Road was also included in the CMP process within same year. Both projects are included in the FY 2016-2019 TIP, and the 2040 CRP Update.

FY 2017-2018 END PRODUCTS:

1. In conjunction with data management efforts of the planning department, continue the development of a database of past and current traffic count information using appropriate adjustment factors and GIS resources to depict existing traffic congestion problem-area.
2. Prepare an annual status report with a summary of the TIP analysis, in addition to the baseline existing system report.
3. Prepare a status report on present and future traffic congestion issues with appropriate recommendations for solutions
4. Collect and analyze travel time data from arterials in order to incorporate new performance measures in addition to those identified by the Congestion Management Subcommittee .
5. Continue to work to find ways to improve congestion and present solutions to the public.
6. Continually refine the congestion management monitoring system.
7. Contribute to the update of NIRPC's Intelligent Transportation System architecture as needed.

USE OF FY 2017/18 END PRODUCTS/FUTURE DIRECTION:

The Congestion Management Process needs to be continually monitored and updated. The CMP will continue to play an important role in evaluating projects planned and programmed through the NIRPC process.

STAFFING AND PROGRAM LINKAGES:

Scott Weber has been assigned these duties. This program will be a resource for the Intelligent Transportation System program.

4. ENVIRONMENTAL MITIGATION PLANNING

STAFF: JOE EXL

OBJECTIVE:

The objective of this element is to continue to integrate the various aspects of Planning and Environmental Linkages, especially as it pertains to the 2014 Planning Emphasis Areas, the Red Flag Investigations and the FHWA Every Day Counts Innovative Initiative into NIRPC Programs.



To enhance the performance of the transportation system while protecting and enhancing the natural environment.

The objective of this activity will be to establish a collaborative consultation process as well as collect and analyze information needed to discuss the potential environmental mitigation activities, identify priority areas and activities with the greatest potential to restore and maintain environmental functions.

PAST WORK/BASIS:

1. 2002: Advanced Identification of Wetlands Project
2. 2005: Watershed Management Framework Plan for Lake, Porter, and LaPorte Counties
3. 2007: Northwest Indiana Regional Greenways & Blueways Plan. NIRPC met with resource agencies on the development of the 2040 CRP and NIRPC was commended for this plan.
4. 2011: 2040 Comprehensive Regional Plan
5. 2012: Watershed Management Framework Update
6. Regional Green Infrastructure

Fiscal Year	Request Received	RFI Completed *(RFIs are not performed on INDOT projects received for review)	Other Review (Early Coordination, Section 106, etc.)
2013	10	10	
2014	15	8*	2
2015	23	12*	4

FY 2017/2018 WORK ELEMENTS/METHODOLOGY AND END PRODUCTS:

1. Red Flag Investigation (RFI):

2. NIRPC will continue with the implementation of RFIs on projects coming into the MPOs Transportation Improvement Programs.
3. Continue to update and maintain the NIRPC environmental database to inform discussion and decisions on environmental impacts and priority mitigation activities. Environmental impacts to include at a minimum: water quality and stormwater impacts, wildlife mortality, habitat connectivity. Other data collected and maintained includes; wetlands, watershed priority areas, priority forest resources, prime farmland, historic structures, public open lands, and many others.
4. Continue to monitor any updates to relevant state, federal, regional, and local environmental plans that they may inform the transportation planning process.
5. Maintain open dialog with environmental stakeholders, land trusts, and local natural resource groups to review results and technical reports.
6. Continue to provide support for STBG funding.
7. Continue to explore opportunities to implement new aspects of FHWA Ecological in Northwest Indiana.
8. Continue to communicate to LPAs the availability of our Red Flag Investigation services and participate in project scoping meetings with agencies before projects are added to the TIP, at which point opportunities for impact avoidance and mitigation are less available or more costly.
9. Work with the Indiana Department of Natural Resources IN-Lieu Fee program to identify regionally significant natural resource and watershed plan priorities and opportunities for potential mitigation needs related to priority new transportation projects identified in the Regional Corridors Study
10. Open dialogue with INDOT Right of Way Maintenance Program to explore partnership opportunities in high priority invasive management areas.

FY 2017/2018 END PRODUCTS

1. RFI process incorporated into pre-TIP Project Scoping Meetings.
2. Update Environmental Mitigation Areas Map
3. Mitigation targets identified for future Regional Corridors Study transportation projects.

Performance Measure/Indicators

- Acres of wetland loss/gain (NOAA)
- Total acres of public and private managed or conservation lands (DNR & Land Trusts)
- Number of red flag investigation completed.
- Reduction in Transportation Projects with unexpected environmental costs or delays.

5. SAFETY & SECURITY PLANNING

STAFF: STEPHEN SOSTARIC

OBJECTIVE:

The objectives of the enhancement portion of this program are to advocate and develop a regional safety initiative focused on accessing federal highway safety funds and increase public awareness of the highway safety needs and challenges around the northwest Indiana region.



PAST WORK/BASIS:

The Indiana Department of Transportation (INDOT) with coordination and support from the Federal Highway Administration (FHWA) has outlined a statewide goal to reduce traffic related crashes and fatalities.

In FY 2011 INDOT prepared an updated Strategic Highway Safety Plan (SHSP), building on the SHSP released in FY 2006 to reflect changes to the Highway Safety Improvement Program (HSIP). The HSIP emphasizes a data-driven, strategic approach to improving highway safety that focuses on results. INDOT is currently working on an update to the SHSP. As a result, some changes could result from the adoption of a new SHSP. The 2040 Comprehensive Regional Plan Update Companion, adopted in 2015, has updated the agency's base crash data, now reflecting the time period from 2009-2014. HSIP solicitations in FY 2015 and FY 2016 have provided safety projects for several years to come, both in safety planning and construction.

FY 2017/2018 WORK ELEMENTS/METHODOLOGY:

NIRPC's safety planning work includes data gathering and analysis, development of goals and objectives, and a safety initiative leading to an overall safety planning process.

1. Assess the number and type of crashes by region, county, and municipal level.
2. Create GIS-based maps to visually identify crash locations.
3. Create graphs, spreadsheets, and charts.
4. Develop crash location ranking system to identify high spot crash location.
5. Identify crashes by types of transportation modes (trucks, non-motorized, railroad, buses, etc.).
6. Define areas where public education and outreach may be necessary and identify specific demographic levels to collisions.

7. Develop safety goals and objectives.
8. Develop a safety initiative to educate local jurisdictions, and use crash data to identify locations where projects can access HSIP funds.
9. Maintain regional safety information and analysis.
10. Assist in providing recommendations and guidance to Safe Routes to School (SRTS) program.

FY 2017 END PRODUCTS:

Produce educational material in the form of a brochure to address specific safety issues in the region. As work begins on the 2050 Comprehensive Regional Plan update, a rewriting of the safety section would be required. For the Planning Emphasis Area for FY 2017 regarding the Highway Safety Improvement Program, NIRPC has largely accomplished this task with the most recent solicitations for projects. In FY 2017 and FY 2018, staff will help administer this funding and be involved when necessary in the funded safety planning activities, including several road safety audits performed by LPAs and a corridor study of the area around the junction of US30 and I-65 being done by NIRPC.

FY 2018 END PRODUCTS

Stephen Sostaric is the assigned staff for this project. Critical coordination will be required from some of the UPWP program activities, especially Transportation Data Collection, Forecasting & Analysis, and Modeling, Conformity & Technical Development.

STAFFING AND PROGRAM LINKAGES:

Stephen Sostaric is the assigned staff for this project. Critical coordination will be required from some of the UPWP program activities, especially Transportation Data Collection, Forecasting & Analysis, and Modeling, Conformity & Technical Development.

PERFORMANCE MEASURE/INDICATORS

- Crash Rate (per 1,000,000 vehicle miles traveled)
- Traffic crashes injury rate/100,000 licensed drivers
- Traffic crashes fatality rate/100,000 licensed drivers
- Incident clearance response time (when available)

6. FREIGHT PLANNING

STAFF: JAMES WINTERS

OBJECTIVE:

Develop strategies to manage and improve the safety and efficiency of multimodal freight flows through and within Northwest Indiana. Integrate freight priorities into the ongoing comprehensive regional planning process. Minimize the congestion and hazards associated with freight traffic. Identify and promote the regional economic opportunities and benefits of freight traffic and the logistics industry in Northwest Indiana. Identify the relationships between land use, environment, social equity and economic development with freight mobility issues and freight traffic patterns.



PAST WORK/BASIS:

- 2015 Continued collaboration with freight stakeholders like Conexus and the Ports of Indiana
- 2015 Continued implementation of the 2010 NIRPC Freight Study
- 2014 Collaboration with Conexus's Northwestern Indiana Logistics Council on their Regional Strategic Plan
- 2014 Completion of the Northwest Indiana At-Grade Crossing Study
- 2013 NIRPC Illiana White Paper Freight section
- 2012 Formation of the Northwest Indiana Rail Vision Working Group and identification of problematic at-grade rail crossings
- 2011 NIRPC Comprehensive Regional Plan Freight section
- 2010 NIRPC Freight Stakeholder Workshop
- 2010 NIRPC Freight Study
- Cooperative effort with communities to monitor and comment on the proposed CN railway's acquisition of the EJ&E railway and the required 2008 EIS to be conducted by the Surface Transportation Board (STB).
- 2007 Northwest Indiana Forum's survey of intermodal stakeholders and logistics companies to identify short-range infrastructure improvement needs.
- 2007 Data Base of Intermodal Companies in Northwest Indiana.

FY 2017/2018 WORK ELEMENTS/METHODOLOGY

1. Revise Freight Performance Measures
2. Continue to convene and support the NWI Rail VISION (Velocity, Information, Safety, Improvements and Opportunity Network) group, a working group of public and private rail stakeholders. Key tasks of the group include:
 - a. Continued expertise offered towards regional grade separation efforts
 - b. Ongoing identification of rail-related economic development opportunities.
 - c. Providing stakeholder input into NIRPC and INDOT planning processes.
3. Identification of opportunities for rail-related economic development.
4. Maintain and expand upon databases and maps of freight assets and infrastructure, including the identification of Critical Urban Freight Corridors (CUFC), and Critical Rural Freight Corridors (CRFC), to be included in the National Freight Highway Network.
5. Update and monitor freight performance measures and implementation of freight projects.
6. Maintain relationships with multimodal freight stakeholders.
7. Coordinate freight planning with local, regional and state planning agencies including INDOT, the Chicago Metropolitan Agency for Planning (CMAP) and other planning entities throughout the Midwest.
8. Identify and distribute funding opportunities for freight projects.
9. Participate in training programs and conferences, such as FHWA Talking Freight Webinars.
10. Conduct an internal review of the Transportation Improvement Program project prioritization process. Identify strategies for incorporating the needs of freight and private businesses into the process so that projects that can enhance the freight network can receive additional support; specifically using this process to increase priority of the development of multimodal freight facilities.
11. Identify, protect, and advocate for critical infrastructure points that support industry in Northwest Indiana. In particular, these points include multimodal facilities like the Ports of Indiana – Burns Harbor and the Gary Airport as well as Interstates 65 and 80.
12. Assist in developing projects and plans that will continue infrastructure development supportive of freight.

FY 2017/2018 END PRODUCTS:

1. Updated List of Freight Performance Measures (Beginning of FY 2017)
2. Annual Freight Stakeholders Meeting (late 2016)
3. Completion of a 2015 Northwest Indiana Freight & Logistics Study (Early 2015)

4. Updated list of freight stakeholders (ongoing)
5. Updated databases and maps of freight infrastructure and assets (ongoing)
6. Presentations and reports to NIRPC Committees (as needed)
7. Northwest Indiana Rail VISION working group documentation (as needed)
8. Create a formal memo documenting the necessary changes to the Transportation Improvement Program to accommodate freight
9. Develop At-Grade Crossing Report into a formal document
10. Update freight portion of the Long Range Plan (Comprehensive Regional Plan)
11. Update and formalize prospective project list into formal plan of essential freight projects with implementation and funding strategies listed

USE OF END PRODUCTS/FUTURE DIRECTION:

1. Inclusion of findings, data, and analysis into the update of NIRPC's Long Range Transportation Plan
2. Use of the ongoing understanding of freight as a guiding document for the implementation of NIRPC's transportation improvement projects, funding, and implementation strategies.
3. Development of a joint public/private regional consensus on how freight mobility and intermodal issues influence economic development, land use and transportation planning and continue to work with Conexus's Indiana Northwest Regional Logistics Council
4. Evaluation of implementation strategies through the monitoring of performance measures.
5. This activity is intended to be an ongoing element of the NIRPC work program.

EXISTING PERFORMANCE MEASURE & INDICATORS (UNDER REVISION)

- Trains per day through grade-crossings
- Gate down time at grade-crossings
- Number of fatal crashes involving heavy trucks
- Vehicle classification by time of day, percent of trucks off-peak
- Average speeds on freight significant highways
- Average peak and off-peak travel time for trucks in freight significant corridors
- Tonnage shipped through NWI ports, including total tons, domestic, foreign, imports, exports

- Number of Businesses and Employment in Freight Generating Industries, including Agriculture, Construction, Manufacturing, Mineral Extraction, Utilities, Transportation and Warehousing and Wholesale Trade
- Percent of Mode Share for freight
- Air Cargo Summary Data for Gary/Chicago International Airport: Tons Enplaned (Originating and Terminating)
- Number of Public Highway-Grade Crossings

7. TRAVEL NETWORK MODELING

STAFF: SCOTT WEBER

OBJECTIVE:

This project is a continuation of on-going work on the maintenance, enhancement and utilization of the regional transportation network modeling process. This project will continue to provide modeling support for air quality conformity, transportation project studies, regional planning activities and a congestion management process geared toward FAST Act performance measures.

This project is also part of an improvement effort to achieve a more accurate and robust travel network model that incorporates the latest modeling state of practice at the regional scale.

PAST WORK/BASIS:

NIRPC completed updating the travel network model to incorporate the latest trip production and attraction rates from the 2007-2008 Household Travel Survey. However, no change was made to the mode choice parameters from the 1995-1996 Household Travel Survey because the 2007-2008 survey did not have enough quality data to justify making a change absent a transit and non-motorized supplemental survey.

NIRPC undertook an update to the Functional Classification system which was approved by the NIRPC Commission in FY 2016 (December 2015 meeting Resolution 15-26) and it is in the process to be approved by INDOT and FHWA. Efforts to update the travel network model to reflect these changes are nearly complete. Breaking down the travel network model by an updated Functional Classification will enable the model to better perform link level analyses of travel.

NIRPC has continued to apply the travel network model to regional projects and participate in regional collaborations on sound modeling practices. Staff used the travel network model extensively in the Regional Corridors Study and has participated in the Indiana Model Users Group (iMUG).

2013 Certification Review- Recommendation 5: NIRPC has made substantial progress on a five-year model improvement plan. This includes an updated model validation, determination that the current regime of a trip-based model in the Emme environment best suits our agency and partner agencies' needs and capabilities, incorporating the latest socioeconomic updates, and use of an updated Air Quality Post Processor among other improvements. Work using the 2007 to 2008 survey results will be completed by the end of FY 2016.

FY 2017-2018 WORK ELEMENTS/METHODOLOGY:

1. 2040 Comprehensive Regional Plan: 2015 Companion Update Implementation
 - a. Perform the full set of modeling activities potentially necessary to implement the 2040 Comprehensive Regional Plan: 2015 Companion Update
 - b. Provide documentation from the model for performance measures and implementation metrics
2. Next Long Range Plan Preparation
 - a. Perform the full set of modeling activities to prepare the next Long Range Plan due to be released by FY 2020
 - b. Provide analysis that NIRPC staff can use to draft the next Long Range Plan
3. *Regional Emissions Analysis* (for any significant capacity adding plan or TIP amendments)
 - a. Run the trip generation procedures for each appropriate analysis year using the latest socioeconomic data
 - b. Code any updated transportation system expansion projects in a plan update or amendment into the networks for the appropriate analysis years
 - c. Run the transportation network model for each analysis year
 - d. Transfer link data for each analysis year to databases for post-processing and emissions analysis
 - e. Include post-processing results from the INDOT's post-processor as well as all documentation of assumptions and outputs from the travel network model. Then it will be used in the air quality conformity-determination analysis documents
4. Congestion Management Process
 - a. Run the travel network model to analyze projects that need to go through the Congestion Management Process
 - b. Analyze performance measures related to congestion
5. Travel Network Model Improvements
 - a. Compare trip production and attraction rates as well as assignment procedures with nearby MPOs and other members of iMUG
 - b. Determine whether Mode Choice can be updated based on any supplemental information from the Household Travel Survey
 - c. Validate the travel network model by 2018
 - d. Monitor the latest trends in travel network models nationwide and FAST Act and possible successor federal transportation legislation to guide model development

FY 2017-2018 END PRODUCTS:

1. Documentation of model usage in the 2040 Comprehensive Regional Plan: 2015 Companion Update implementation and preparation for the next Long Range Plan

2. Documentation of model usage in the air quality conformity analysis component of plan or TIP amendments that include regionally significant projects
3. Travel-related information generated by the model for project studies or other regional plans NIRPC sponsors or participates in
4. Attendance at NIRPC meetings and iMUG meetings related to travel modeling to provide updates both formally and informally about model application and development
5. Updated mode choice model
6. Strategic plan for ongoing model development and linkages to air quality, congestion management and intelligent transportation systems.

USE OF END PRODUCTS/FUTURE DIRECTION:

This work will continue to provide necessary modeling support for a variety of planning activities and meet performance measures dictated by the FAST Act and future transportation legislation (see objective).

STAFFING AND PROGRAM LINKAGES:

Scott Weber is the staff member assigned for this project. This task will provide technical support and analysis for air quality planning, conformity determinations, comprehensive plan and congestion management system.

National performance goals from the FAST Act addressed by this task are:

- Congestion reduction—To achieve a significant reduction in congestion on the NHS;
- System reliability—To improve the efficiency of the surface transportation system;
- Environmental sustainability—To enhance the performance of the transportation system while protecting and enhancing the natural environment

8. AIR QUALITY CONFORMITY

STAFF: SCOTT WEBER

OBJECTIVE:

This project will continue the facilitation of the air quality conformity process, including the interagency consultation process and documentation. The regional emissions analysis will continue to be completed under the Transportation Network Modeling project.



PAST WORK/BASIS:

The air quality conformity process has been used in the Lake and Porter County regions since the development of the original USEPA conformity rule in 1993 in conjunction with the 1990 amendment of the Clean Air Act. USEPA formally adopted the MOVES emissions model, which took effect in FY 2012. In response, NIRPC developed a database in FY 2012 to extract travel model outputs into regional emissions analysis. Since FY 2012, the regional emissions analysis is performed at INDOT through a MOVES post-processor, with input supplied by the NIRPC travel model database. The INDOT MOVES post-processor was updated in FY 2015 to take into account new vehicle registration data with the latest emissions factors. NIRPC's travel network model is able to export results that feed into the MOVES post-processor, but this migration could be done more seamlessly.

FY 2015-2016 WORK ELEMENTS/METHODOLOGY:

1. Manage and Document Conformity Determinations
 - a. Prepare supporting materials, including results of the regional emissions analyses, for use by the conformity consultation participating agencies.
 - b. Prepare draft and final conformity determination documents.
 - c. Prepare agendas, and schedule meetings (in person and by phone or internet teleconference) for conformity consultation.
2. Coordinate with External Agencies
 - a. The procedures for conformity consultation participating agencies are laid out in the August 2007 Interagency Consultation Group Conformity Consultation Guidance, prepared by the Indiana Department of Environmental Management (IDEM)
 - b. NIRPC's role is to coordinate consultation between USEPA, FHWA, FTA, IDEM, and INDOT. Consultation participants may also include CMAP and IDOT for bi-state projects, as well as adjacent Indiana counties outside of MPO boundaries if USEPA determines them to be in non-attainment of National Ambient Air Quality Standards (NAAQS).

FY 2017-2018 END PRODUCTS:

This project will produce the air quality conformity determinations for amendments to the 2040 Comprehensive Regional Plan: 2015 Companion Update, and for the FY 2017 to 2019 Transportation Program.

USE OF FY 2015-2016 END PRODUCTS/FUTURE DIRECTION:

The conformity determinations produced will enable the region to adopt and amend the long-range plan and the transportation improvement program when capacity expansion projects are added, deleted or modified.

STAFFING AND PROGRAM LINKAGES:

Scott Weber is the staff member assigned to this task. This task is a prerequisite for the adoption of the regional transportation plan and transportation improvement program and for amendments to the regional transportation plan or improvement program where capacity expansion projects are added, deleted or modified.

9. INTELLIGENT TRANSPORTATION SYSTEM (ITS)

STAFF: SCOTT WEBER

OBJECTIVE:

The objective of this task is to maintain and use the regional Intelligent Transportation System (ITS) architecture while conforming to the National ITS Architecture and standards per 23 CFR 940.



PAST WORK/BASIS:

In the past, NIRPC convened ITS stakeholders and developed a regional ITS Architecture, which was adopted in 2005. After little maintenance of the ITS Architecture, the Federal Highway Administration Indiana Division hosted a “Quick Starting Your Regional ITS Architecture Update” workshop and an ITS Turbo software refresher training in January 2012. The FHWA/FTA certification review team issued a corrective action to NIRPC in FY 2014 to bring the regional ITS Architecture into federal compliance. In FY 2015 following the corrective action, the Architecture was brought up to date.

FY 2017-2018 WORK ELEMENTS/METHODOLOGY:

1. Concurrent with quarterly tracking schedule, update ITS Architecture
2. Continually consult stakeholder input for maintaining the Architecture and standards
3. Regularly update the status of projects in the ITS Architecture
4. Apply and update the latest functional requirements to the ITS Architecture and standards
5. Keep ITS Architecture flows organized and useful
6. Develop strategies to use the ITS Architecture for planning and programming, and ensure the architecture remains useful to identify standards and projects for implementation

FY 2017-2018 END PRODUCTS:

1. Up-to-date ITS Architecture that evolves alongside the quarterly tracking schedule
2. ITS Architecture will include tracking database to monitor both highway and transit project sponsors/operators

USE OF FY 2017/2018 END PRODUCTS/FUTURE DIRECTION:

NIRPC will deploy an ITS Architecture and maintain it concurrent with the quarterly tracking schedule. The regional ITS Architecture will allow NIRPC to relay information to project sponsors, the public and key decision-makers.

STAFFING AND PROGRAM LINKAGES:

Scott Weber is the staff person assigned to these duties. This program will be a resource for the Intelligent Transportation System program.

SECTION 5: TRANSIT AND ACTIVE TRANSPORTATION

PROGRAM #:17-500 /18-500

Budget:

Funding Source	FY 2017 (\$)
Federal	137,408
Local(non-NIRPC)	6,250
Local	28,102
Total	171,760

Funding Source	FY 2018
Federal	88,182
Local	22,045
-	-
Total	110,227

Tasks

- 1) Non-Motorized Transportation Planning
- 2) Transit Projects

1. NON-MOTORIZED TRANSPORTATION PLANNING

STAFF: MITCH BARLOGA

OBJECTIVE:

The objective of the enhancement portion of this subcategory is to advance goals outlined in the *Greenways+Blueways 2020 Plan*, and to work with communities on advancing non-motorized modes from the goals of the *2040 Comprehensive Regional Plan* (CRP).



PAST WORK/BASIS:

1.1 NON-MOTORIZED PLANNING & FACILITATION:

The development and implementation of non-motorized transportation planning represents a continuing element of the NIRPC Unified Planning Work Program. In 1994, NIRPC distributed the Regional Bikeways Plan as the first plan for non-motorized transportation in Northwest Indiana. Due to many of the recommendations in the Plan, over 145 miles of separated trails have been developed in the NIRPC region as of 2016, with a significant amount of additional mileage already funded, or planned.

The success of trail development in the NIRPC region, coupled with the increased emphasis on improving pedestrian mobility, led to the creation of the *2005 Ped and Pedal Plan*. In 2010, this plan was updated to reflect progressive non-motorized policy initiatives and updates to the non-motorized network. In December of 2007, NIRPC adopted the *Northwest Indiana Regional Greenways & Blueways Plan*. This landmark document outlined a number of strategies to protect open space in the NW Indiana region. In addition, the plan identified a number of waterways suitable for canoeing and kayaking, and led to the first mapping projects on both Lake Michigan and the Kankakee River.

In 2015, NIRPC staff began work on an update to both the Ped & Pedal and Greenways & Blueways Plans. Instead of keeping these plans separate, NIRPC staff combined them into the *Greenways+Blueways 2020 Plan*, a comprehensive focus on conservation, recreation and transportation elements of non-motorized travel and open space conservation.

At the core of the *Greenways+Blueways 2020 Plan* is the Regional Trails Corridor Priority Map that defines 30 corridors that are plausible for future development, both short and

long term in scope. It continues to serve as a guide to channel funding and resources appropriately to off-road trail projects of regional significance.

NIRPC staff has acted as a liaison for South Shore Trails (SST) and the Northwest Indiana Paddling Association (NWIPA) whose purpose is to promote better non-motorized connections in the NIRPC region. Citizens, with many government officials taking part, SST & NWIPA have emerged as the chief advocacy outlet for those desiring to improve the environment for all types of non-motorized transportation options. NIRPC staff has worked alongside a representative from the National Parks Service Rivers, Trails and Conservation Assistance Program since 2003 in helping to create an effective strategy for the group to follow towards educating public officials for off-road connections.

Over the years, NIRPC has fostered a roundtable of officials and advocates alike towards effective prioritization of federal monies towards non-motorized themed projects. This group, first formed in the early 1990's, eventually has become the Ped, Pedal and Paddle Committee (3PC) which serves as a subcommittee of the Technical Planning Committee (TPC), and continues to program funds, but in addition provides a forum for idea-sharing and updates on the growing non-motorized network in NW Indiana. The 3PC also serves as the premier education outlet for those seeking to implement progressive, non-motorized "best-practices" in their communities.

NIRPC is working to coordinate the efforts of the 3PC, local officials and SST towards a comprehensive implementation of the *Greenways+Blueways 2020* goals and related objectives.

FY 2017-2018 WORK ELEMENTS/METHODOLOGY:

1. Implementation of the *Greenways+Blueways 2020 Plan* with assistance from the 3PC and SST/NWIPA membership. Goals targeted are as follows:
 - Encourage & promote regional coordination, partnership & planning.
 - Improve connections between sub-regional networks.
 - Encourage & increase bicycle and pedestrian access to and from all transit and intermodal facilities.
 - Partner with local governments and private entities to improve and increase canoe launch locations and keep clear waterways for recreational use.
 - Increase the promotion of benefits of bicycle, pedestrian and water trail systems.
 - Develop a set of funding priorities, which encourages local monies to be leveraged by non-local funds to allow for greater progress and development.
2. Organize "Cornucopia" event in April of 2017 highlighting the progress of land and water trail development in the NIRPC region.

3. Provide a forum for regular land & water trail updates by NIRPC staff and SST & NWIPA members at monthly Ped, Ped & Paddle Committee meetings.
4. Maintain NIRPC's Complete Streets Guidelines, and aid in the dissemination of education materials to local communities and county highway departments on the importance of these policies.
5. Coordinate with INDOT and the DNR on the development of goals from the Indiana Trails Plan.
6. Coordinate with INDOT on maintaining quarterly reporting from LPA's with currently awarded federal monies for non-motorized projects.
7. Participate in scoping and coordination meetings with INDOT and LPA's on awarded non-motorized projects.
8. Provide continued facilitation to SST and the National Parks Service to disseminate information to those groups, local and county jurisdictions, or individuals in the region who desire further knowledge on bike and pedestrian connections.
9. Continued partnership with the Northwest Indiana Paddling Association (NWIPA) on the creation of water trail routes in the NIRPC region, including attendance at their monthly meetings.
10. Establish a regular contact with INDOT's LaPorte District regarding their conformity to bicycle and pedestrian accommodations within the design scope of their proposed projects.
11. Engage with entities outside of NIRPC jurisdiction in regards to planning connections to region.
12. Update NW Indiana Regional Greenways & Blueways Map for 2018.
13. Actively work with regional jurisdictions on implementing bicycle and pedestrian facilities, including routes for trails and bike lanes, crosswalk safety measures and trailhead design in conjunction with NIRPC's Complete Street Guidelines.
14. Promote the use of the NIRPC Unified Trail Wayfinding Guide to all region entities.
15. Work with NIRPC staff on data collection from electronic trail counters strategically located throughout the region.
16. Provide facilitation to aid in the remediation of issues that are delaying the development of bicycle and pedestrian facilities in the NIRPC region, and those projects proposed to link into NW Indiana.
17. Initiate dialogue with non-traditional partners who are essential to the goal of establishing a non-motorized culture in NW Indiana. These partners would include the health community (hospitals and YMCA's) and municipal public works departments.
18. Serve on the Board of Directors for the American Planning Association's Indiana Chapter as Northern Region Representative.
19. Serve on the Board of Directors for the Greenways Foundation (GF), a state not-for-profit advocating new trail projects throughout the State of Indiana. Staff will assist the GF on

developing strategies to raise private funds to help develop a network of trails involving various NIRPC members.

FY 2017-2018 END PRODUCTS:

1. Revised NIRPC STP & CMAQ application solicitation for Pedestrian & Bicycle project requests.
2. Maintain quarterly reporting for federally and/or state-funded pedestrian & bicycle projects.
3. Annual Cornucopia trail development review event.
4. Assistance to local communities in their efforts to incorporate Complete Streets policies into their design standards and/or ordinances.
5. STP& CMAQ applications from NIRPC region, reviewed, ranked, and submitted to INDOT by the 3PC and NIRPC Board for final approval for FY 18.
6. Documentation on the 3PC's review, comments and recommendations regarding local DNR trails grant applications.
7. Attendance at SST, NWIPA, and Greenways Foundation meetings as NIRPC representative.
8. Continued assistance to NIRPC membership on aiding with the development of existing and proposed non-motorized facilities.
9. Updated Greenways & Blueways Map.

Performance Measures/Indicators

- Miles of paths and multiuse trails constructed
- Miles of marked and signed bike lanes created
- Number of communities adopting Complete Streets policies
- Schools implementing Safe Routes to School policies and/or programs
- Number of non-motorized crashes
- Miles of new sidewalks added
- Number of bike parking facilities added (commuter facilities with storage cabinets or shower facilities)
- Number of bike rack spaces added
- Number of pedestrian improvement projects completed (e.g. marked/raised street crossings, pedestrian dings and signals)
- Number of bicycle safety improvements
- Number of individuals using trail facilities and for what reason
- Linkages to existing or planned public transit nodes
- Number of new connections between two or more pedestrian/bicycling facilities

- Miles of waterways opened up for recreational use
- Number of launch sites established
- Number of ADA-accessible launches established
- Campsites established along Kankakee River

1.2 TRAIL COUNTS (CONTRACTUAL PROJECT)

PROJECT DESCRIPTION:

The proposed project aims to identify the community health, economic development, and vitality contributions of Indiana trails throughout the State. Based on the Indiana Trails Study published in 2001, the Indiana Trails Study 2016 will survey up to 20 community trails in Indiana dispersed throughout the State using a community partnership with trail groups or organizations to create a comprehensive snapshot of trail use, and benefits. The components of the Indiana Trail Study 2016 include:

1. Trail user intercept study focusing on health factors, distance travelled, activity type, and economic contributions of randomly selected trail users.
2. Trail user follow up study: trail users randomly selected via intercepts will be asked if they will participate in a longer online follow up survey focusing on more detailed information related to the social, economic, and health aspects of trail use.
3. Trail use counts study-counters will be placed at various intervals on trails and daily count data will be obtained in order to ascertain use levels, and use patterns.
4. Trail neighbor study-property owners adjacent to trails will be surveyed via mail on impacts of trails to property value, security, privacy, and vitality of the community.

The Indiana Trails Study is designed so that it can be implemented in phases, depending upon funding received, that determine the number of months the study will be conducted, and the number of trails that will be studied. The current funding acquired would allow for approximately 6 months of study at 6 trail sites. The researchers are attempting to confirm additional funding to expand the study to 1 year in length, and at 20 sites Statewide.

Project Federal Funding: \$25,000 awarded from the MPO discretionary (PL)

Project Local Funding:

- Indiana Greenways Foundation - \$5,000
- Center/Institute Research Project Fund-Indiana University - \$4,000
- Eppley Institute Operating Fund - \$11,000
- Community-Based Research Partnerships in Indiana Grant - \$5,000
- Total Funding to Date = \$25,000

2- TRANSIT PROJECTS

STAFF: EMAN IBRAHIM

OBJECTIVE:

The purpose of this program to participate in regional transit planning activities and coordinate work with the 2040 Plan goals and objectives and the Creating Livable Communities program which qualify public operators and local governments to apply for CLC funds. This task also includes coordination and planning for expanding and creating transit oriented development (TOD) in northwest Indiana.

PAST WORK/BASIS:

CLC Planning funds planning projects (a Pre-development Plan) that revitalize existing centers, neighborhoods, downtowns, transit stops or transit corridors.

CLC Project Selection is based upon the following criteria:

- Promote economic development and vitality
- Promote living places with easy access to jobs and services
- Accessible by transit
- Improve connectivity
- Increase the desirability for redevelopment through transportation investments in areas served by existing infrastructure at transit stations, corridors and centers
- Create the groundwork for future implementation projects
- Improve environmental quality

FY 2017-2018 WORK ELEMENTS/METHODOLOGY

Staff serve on the steering committees of the following projects:

1. East Chicago Roxana TOD Study
2. NICTD-West Lake TOD Study
3. GPTC Broadway Implementation Activities

FY 2017-2018 END PRODUCTS:

1. A coordinated and integrated TOD that addresses the requirements of the CLC program and the 2040 Plan.

SECTION 6: OTHER PLANNING INITIATIVES/ SPECIAL PROJECTS

PROGRAM #:17-600 /18-600

BUDGET

Funding Source	FY 2017 (\$)
Federal	37,383
Local	9,346
Total	46,729

Funding Source	FY 2018 (\$)
Federal	40,584
Local	10,146
Total	50,730

TASKS

- 1) Sprawl Analysis

1. SPRAWL ANALYSIS

STAFF: JAMES WINTERS, SARAH GEINOSKY, GABRIELLE BICIUNAS, SCOTT WEBER

OBJECTIVE:

Examine the causes of sprawl in Northwestern Indiana and develop local and regional strategies to mitigate its effects. Develop strong visualizations and projections to clearly depict the consequence unchecked sprawl can have on Northwestern Indiana. Integrate strategies for curbing the negative effects of sprawl into the ongoing work of NIRPC through its Transportation Improvement Program, Comprehensive Regional Plan, other ongoing planning work, as well as directly to local planners and decision makers.

PAST WORK/BASIS:

- 2007 Sensible Tools Handbook
- 2010 NIRPC Freight Study
- 2011 Comprehensive Regional Plan
- 2013 Creating Livable Communities Plan and Program
- 2016 FHWA Ladders of Opportunity

FY 2017-2018 WORK ELEMENTS/METHODOLOGY:

1. Identify and understand the specific policy framework to each local government in the region and how specific policies may impact sprawl
 - Modeling of the current growth pattern
 - Project the current growth pattern
 - Project the “ideal” controlled growth pattern
 - Project the current growth patterns expected contribution to pollution and congestion
 - Project the “ideal” growth patterns expected contribution to pollution and congestion
 - Estimate and project potential budget impacts
 - Develop goals and strategies to mitigate sprawl’s negative effects
 - Develop a matrix indicating how local governments can adopt proposed goals and objectives to improve their communities

- Review national best practices in curbing sprawl and apply them to Northwest Indiana
- Highlight local policies that work well within Northwest Indiana

FY 2017-2018 END PRODUCTS:

1. A complete plan with regional and local strategies for sprawl to be shared with local stakeholders
2. Recommendations for every local government in Northwestern Indiana
3. Recommendations for the Transportation Improvement Program on how to score projects that may have a positive impact on sprawl

USE OF END PRODUCTS/FUTURE DIRECTION:

1. Inclusion of findings, data and analysis into the update of NIRPC's long range plan and any new regional plans to come
2. Dissemination of all strategies to local governments and planning officials
3. Inclusion of the findings into the Creating Livable Communities Process
4. Use of the ongoing understanding of sprawl as guidance for the implementation of NIRPC's transportation improvement projects, funding, and implementation strategies

SECTION 7: FTA PLANNING & OVERSIGHT

PROGRAM #: 2065

BUDGET: 2017

Transit - FTA 2017	FTA 5307	Local	Total
2115 - Transit Planning	120,000	30,000	150,000
2536 – Sub-Grantees Oversight	280,000	70,000	350,000
Total Transit	400,000	100,000	500,000

BUDGET: 2018

Transit - FTA 2018	FTA 5307	Local	Total
2115 - Transit Planning	120,000	30,000	150,000
2536 – Sub-Grantees Oversight	280,000	70,000	350,000
Total Transit	400,000	100,000	500,000

TASKS

- 1) Transit Planning
- 2) Sub-Grantees Oversight

1. TRANSIT PLANNING

STAFF: BELINDA PETROSKEY / NEW PLANNER, 2115

OBJECTIVE:

This task serves five objectives

- First objective of this task is to provide the forum for making transportation investment decisions through a coordinated, participatory process, implementing the Regional Transportation Plan through development and update of the Transit Component of the Transportation Improvement Program.
- The second objective is to continue regional transit planning activities which qualify public operators for Federal Transit Administration (FTA) funds, and coordinate, advocate and plan for an expanded and effective system of public transit in northwest Indiana. This task is carried out in cooperation and coordination with the Northern Indiana Commuter Transportation District (NICTD), the Gary Public Transportation Corporation (GPTC), the East Chicago Public Transit (ECPT), North Township Trustee Dial-a-Ride (NT), South Lake County Community Services (SLCCS), Porter County Aging and Community Services (PCACS), Opportunity Enterprises (OE), Valparaiso Public Transit (VLine and Chicago DASH), Michigan City Public Transit (MCPT), and La Porte TransPorte. This task also includes coordination with nonpublic transit providers, social services agencies, and other regional transit stakeholders.
- The third objective of this task is to work cooperatively with staff assigned to the “Performance Based Planning”, the public transit operators, and INDOT on developing performance measures and determining data needs. Under Map-21, MPO’s are required to establish and use a performance based approach as part of the planning process to be developed in coordination with state and public transportation providers. Performance based planning attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals for improving the overall transportation system. It involves measuring progress toward meeting goals, and using information on past and anticipated future performance trends to inform investment decisions.
- The fourth objective of this task is to provide technical assistance to transit operators in moving their projects toward implementation. NIRPC’s transit staff assists project implementers by troubleshooting projects that have gotten “stuck” somewhere in the pipeline, or by identifying federal funds, and changes (if needed) that will ensure full



- utilization of allocated funds. Technical assistance is also provided to communities and organizations seeking to add transit or expand services to encompass additional service areas, including funding streams and planning requirements.
- The fifth objective addresses a limited transit oversight function related to FTA transit grants. To avoid conflict of interest issues, transit planning staff serves as the grants person for seven public operators for whom NIRPC acts as the grantee. Staff inputs the grant requests into the FTA electronic grant process now known as TrAMS. Grants are developed for FTA Section 5307 (Lake-Porter operators and La Porte), 5339, 5310, and CMAQ.

PAST WORK/BASIS: PLANNING

NIRPC's transit planning function continues to fulfill the requirements of a metropolitan planning organization by 1) providing long range planning for the new comprehensive regional plan; 2) short range planning by developing a biennial transportation improvement program, and 3) technical assistance to public and human services transit operators.

Completed activities during FY 2015-2016 included the successful Bikes on Trains Feasibility Study done in cooperation with the Northern Indiana Commuter Transportation District (NICTD). The Study found it was feasible to provide bike cars once the new train cars were in place and the old cars were modified with appropriate bike racks. NICTD has embraced the project and will roll out its first season of bikes on trains in April, 2016. NIRPC continues to provide technical assistance with funding of marketing materials to promote the new service.

A new Transit TIP for FY 2016-2019 was completed. Projects were solicited and selected based on criteria revised to be consistent with the 2040 long range plan. The Transit Operators Roundtable was the oversight committee for the development of the transit TIP.

In its role as coordinator and facilitator among the human services providers, NIRPC staff provides assistance and support to the Indiana Department of Transportation Public Transit division for the implementation of the Section 5310 grant process in La Porte County. This coordination resulted in the award of four replacement vehicles for human services providers in La Porte County in 2015, and two expansion vehicles in 2014. NIRPC continues to participate in the La Porte County Transit Coordinating Committee which meets quarterly.

Growing transit in northwest Indiana may benefit from two transit feasibility studies initiated in 2015 at the request of the Mayors of Hobart and Portage. NIRPC undertook the funding of the studies with Section 5307 funds and the hiring of a consultant to

perform the studies. Both studies are underway and are expected to be complete in the early fall of 2016.

2013 Certification Review Recommendations:

Recommendation 7: It is recommended that NIRPC improve transparency to the public in the transportation improvement program (TIP) and annual agreements with the Chicago Regional Transportation Authority (RTA) to demonstrate how transit-funding suballocations at both the state and operator levels are determined pursuant to the planning requirements. The methodologies and performance measures should be clearly identified based on the MTP goals/objectives and planning factors identified at 23 CFR 450.306.

- Performance measures are not yet identified. The methodology for the RTA/NWI split is contained in the federal register when the apportionment notices are released and available to the general public. The methodology for programming the local annual apportionment is contained in the FFY 2016-2019 TIP Project Selection Criteria. The document was made public during the TIP development process conducted in the late winter/early spring of 2015.

Recommendation 8: It is recommended that NIRPC update the coordinated public transit-human services transportation plan by re-evaluating transit gaps, needs, priorities, and the project selection process as the Regional Bus Authority is no longer in existence and the MPO is now a designated recipient for Section 5310 funds.

- By the end of FY 2016, a Transit Advisory Committee will be formed for Lake and Porter Counties consisting of the required participants (representatives of the disabled, social services' providers and transit operators). Although the RBA no longer exists, and the designation of NIRPC as recipient of Section 5310 has occurred, nothing has changed in terms of the services available and the needs, both met and unmet. The amount of funding available to public transit for local match has also not changed, remaining woefully inadequate to meet more than a small fraction of the need for transportation. Social Services agencies have seen their budgets reduced by the state, reducing the funds available to participate in new initiatives. NIRPC can do the paper work and run a local TAC to complete the update to the Coordinated Plan, but it is unrealistic to expect any significant change in the transit scene.

FY 2017-2018 WORK ELEMENTS/METHODOLOGY:

1. Develop and maintain a new Transit Improvement Program (TIP) for the three-county area for FY 2018-FY 2021.
2. Conduct separate solicitations for new projects under each type of MPO-controlled transit federal funds.

3. Oversee the development of new or the update of existing project selection systems for each type of MPO-controlled federal fund through stakeholder driven process.
4. Select projects in consultation with the State and transit operators and in conformance with the SIP and Conformity Consultation Protocol.
5. Participate with the Chicago Regional Transit Authority in the annual apportionment of FTA funds.
6. Conduct the programming/amendment process in an open, participatory manner, consistent with the FHWA/FTA Planning Regulation and NIRPC's own Public Involvement Process.
7. Conduct planning process to update the Coordinated Human Services Public transit Plan.
8. Provide technical assistance to operators, organizations and agencies as requested to facilitate coordination, planning and funding.
9. Work with designated staff to coordinate development of performance measures and data with the public transit operators and INDOT.
10. Lead transit component development of the new CRP by convening stakeholders and developing recommendations.
11. Conduct coordinating meetings, project solicitation and selection process for Section 5310-New Freedom funds in Lake-Porter UZA and Michigan City-La Porte small UZA.
12. Conduct update to Coordinated Human Services Public Transit Plan.
13. Develop FTA grants for FY 2017 and FY 2018.
14. Develop analysis of transit availability and gaps to address the Ladders of Opportunity Planning Emphasis Area.

FY 2017-2018 END PRODUCTS:

1. Meeting materials for transit operators' roundtable.
2. Documentation of planning and technical assistance.
3. New Coordinated Human Services Public Transit Plan.
4. Documentation of transit-related TIP development and amendments.
5. Updated transit component for the new CRP.
6. New transit grants for FY 2017 and FY 2018.
7. Memorandum of Understanding (MOU) with Chicago RTA, NICTD, and GPTC on the distribution of Sections 5307, 5339, 5310, and 5337.
8. Performance Measures for transit operations.
9. Identification of potential projects to address Ladders of Opportunity gaps and needs.

USE OF FY 2017-2018 END PRODUCTS/FUTURE DIRECTION:

The end products of the transit planning and programming work tasks will contribute to maintaining a current and fiscally constrained Transit TIP and related planning activities. The establishment of a performance-based planning process (MAP-21) requires MPOs and States to establish performance targets that address national performance measures established by the Secretary that are based on the national goals outlined in the legislation. A framework of a performance based planning and programming process is being developed that will be consistent with an overall vision of performance management across multiple program areas developed by FHWA, FTA and their partners. A more detailed scope will be established once MAP-21 criteria and guidance are released to the State DOT's and MPO's.

Improved transparency in the TIP on how sub-allocations at the state and operator levels are determined will be achieved by including a new section on transit financial information. In addition to identifying the federal formulas for apportionment, the section will discuss how the apportionments support the planning factors identified at 23 CFR 450.30. Once performance measures and methodologies for using them are identified, they will be included in the TIP transit finance section.

The FHWA-FTA Planning Emphasis Area on Ladders of Opportunity will be addressed during the analysis of existing services relative to access to jobs, medical, educational and life-supporting services by non-drivers in distressed areas. The analysis will be used to form the new transit component of the next long range plan.

FTA grants will be developed based on the new Transit TIP to be developed starting in early 2017.

Technical assistance and new transit studies will be provided as requested and/or needed.

STAFFING AND PROGRAM LINKAGES

The assigned staff for this project is Belinda Petroskey/new planner.

The work program tasks relate to the following regional transportation long range planning goals:

- Increase the accessibility and mobility of people;
- Enhance the integration and connectivity of the transportation system across and between modes;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

2. SUB-GRANTEES OVERSIGHT

STAFF: ALLEN HAMMOND, KELLY WENGER, KATHLEEN HONL, 2536

OBJECTIVE:

The purpose of this project is to carry out administrative responsibilities associated with FTA grants, including monitoring and oversight of FTA-assisted transit services and procurement of FTA-funded capital equipment. This is a twelve month project.

The Chief Accountant, Transit Program Compliance Officer, and Procurement Coordinator all have significant responsibilities to ensure federal regulations are fulfilled.

The Chief Accountant requests and manages federal drawdowns using FTA's Electronic Clearinghouse Operation (ECHO) System. Oversees preparation and processing of payments to vendors and subgrantees, and maintains grant-related records.

The Transit Program Compliance Officer analyzes federal and state regulations to identify compliance requirements. Develops and communicates plans, goals, strategies and recommendations pertaining to external compliance requirements. The Compliance Officer serves as compliance manager for all 5307 subgrantee functions, excluding financial management.

The Procurement Coordinator performs major performance dimensions with specific duties and responsibilities to determine appropriate procurement methods. Develops and communicates recommendations pertaining to procurement. Identifies information needs and refers subgrantees and other parties to appropriate authorities and sources of information.

NIRPC currently conveys Federal Transit Administration (FTA) Section 5307 financial and capital assistance to the following seven (7) sub-grantees: East Chicago Transit, North Township, Opportunity Enterprises, Porter County Community Services, Southlake County Community Services, City of Valparaiso, and City of LaPorte.

NIRPC is reviewed by the FTA every three years. During this process NIRPC is reviewed on 17 topic areas. The topic areas are as follows: Financial Management and Capacity, Technical Capacity, Maintenance, Americans with Disabilities Act (ADA), Title VI, Procurement, Disadvantaged Business Enterprise (DBE), Legal, Satisfactory Continuing Control, Planning/Program of Projects, Public Comment for Fare Increases and Major Service Reductions, Half Fare, Charter Bus, School Bus, Security, Drug Free Workplace and Drug and Alcohol Program, Equal Employment Opportunity (EEO).





SECTION 8: HSIP-SAFETY PLANNING

PROGRAM #:2068

Use of Fund (FY 2017)	HSIP	Local
NIRPC Staff	35,000	0
Consultant	250,000	0
Total	285,000	0

1. I-65 AND US 30 SAFETY PLAN

STAFF: EMAN IBRAHIM, MITCH BARLOGA, STEPHEN SOSTARIC, 2068- FUNDS
WILL BE CARRIED OVER FROM FY 2016 PO

OBJECTIVES:

Conduct a safety planning study for the surrounding area of I-65 and US 30. This project will involve the procurement of professional services.

PAST WORK/BASIS:

Basis:

Over the last 30 years, the intersection of Interstate 65 and U.S. 30 has developed into a typical edge city. This regional employment center sprawls across the border of the Town of Merrillville and the City of Hobart. The area is highly urbanized – home to a regional mall, high-rise office towers, hotels, and a performing arts venue – however, it is not urban. It is, rather, "broken urbanism". All the components of urban living are there, but not assembled into a sustainable whole. Instead, they are separated into single use districts and oriented to the personal automobile rather than to the person. It is characterized by excess surface parking; hostile frontages; lack of pedestrian infrastructure or amenities; large blocks with poor street connectivity; and wide, dangerous and congested roadways.

NIRPC conducted area-wide preliminary analysis that indicated the following:

1. About 26% of total crashes in the study area are pedestrian/ bike-related accidents.
2. Biking and walking have been left out of the processes of land-use planning, and of the design and operation of streets and highways within the study area.
3. No pedestrian signalization protection exist along US 30 when crossing intersections and there is not adequate time to cross intersections without interference with automobiles.
4. Difficult street crossings (e.g., too wide, too fast). No physical pedestrian/bicycle protection separation from fast moving cars
5. No secure and negotiable paving materials for sidewalks and crosswalks.
6. No pattern of design and usage that unifies the pedestrian system.
7. **Study Area:** The proposed study area is within approximately .25 miles north and south of US-30 between Merrillville Road in Merrillville on the west and Clay Street in Hobart on the east.

Past Work:

1. During the public workshops for NIRPC's 2040 Comprehensive Regional Plan, this area was identified for growth into a major Metropolitan Center.
2. This area was recommended under the reinvest strategy for a suburban retrofit and sprawl repair. The potential is to retrofit the I-65 and U.S. 30 area into a livable urban center that is safer, walkable, with features for business and residents.
3. NIRPC identified the need for a practical plan to increase safety, the feasibility and efficiency of transit, local connectivity, and reduced congestion.

FY 2017 WORK ELEMENTS/METHODOLOGY:

This project will include services of consultants. NIRPC staff will be managing the project and work with the consultants by performing the followings tasks:

1. Define, with the consultant, the involved entities study area boundary. The proposed study area is within approximately .25 miles north and south of US-30 between Merrillville Rd. in Merrillville on the east and Clay St. in Hobart on the west but it could be changed.
2. Consult with stakeholders including municipal elected officials and staff, and business owners.
3. Manage the project and coordinate work with the consultant.
4. Review study policy and regulatory context
5. Participate in site visit

USE OF FY 2017-2018 END PRODUCTS/FUTURE DIRECTION:

The end products should include recommendations for:

1. Pedestrian and transit connections between housing and employment.
2. Design recommendations to transform US-30 into a walkable, urban boulevard which could include pedestrian bridges, sidewalks, landscaping.

STAFFING AND PROGRAM LINKAGES:

The project manager for this project is Eman Ibrahim. Stephen Sostaric and Mitch Barloga are also assigned to work in this project.

SECTION 9: NIRPC PROGRAMS

BUDGET 2017

NIRPC Programs- 2017	CMAQ	Local	Carryover	Total
2541 - Air Quality Education/ Outreach	-	-	211,000	211,000
2542 - Diesel Retrofit	-	-	242,500	242,500
2067 - Alternative Fuel	40,000	10,000	-	50,000
2538 - Deep River Portage Burns Waterway Initiative		55,000	-	55,000
2539 - Solar Ready in Northwest Indiana	-	25,000	-	25,000
2540 - Calumet Land Conservation Partnership	-	50,000	-	50,000
1149 - NWI Brownfield Coalition	-	10,000	-	10,000
Total	40,000	150,000	453,500	643,500

BUDGET 2018

NIRPC Programs- 2018	CMAQ	Local	Total
2548 - Air Quality Education/ Outreach	320,000	80,000	400,000
2317 - Alternative Fuel	40,000	10,000	50,000
2538 - Deep River Portage Burns Waterway Initiative	-	55,000	55,000
2539 - Solar Ready in Northwest Indiana	-	25,000	25,000
2540 - Calumet Land Conservation Partnership	-	50,000	50,000
1149 - NWI Brownfield Coalition	-	10,000	10,000
Total	360,000	230,000	590,000

TASKS

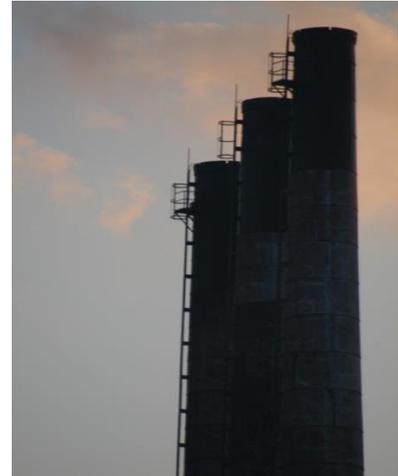
- 1) Air Quality Education/ Outreach
- 2) CMAQ Diesel Retrofit – Bus Heaters
- 3) CMAQ Alternative Fuels – Dunes learning Center Public Private Partnership
- 4) Marquette Action Plan (pending)
- 5) NWI Brownfield Coalition
- 6) Calumet Land Conservation Partnership
- 7) Deep River Portage Burns Waterways Initiative

1. AIR QUALITY EDUCATION & OUTREACH, 2541, 2548

STAFF: AMANDA POLLARD, MEREDITH STILWELL, KATHY LUTHER, JOE EXL

OBJECTIVE:

The mission of the multi-year program is to continue to develop and promote a highly visible, on-going effort to educate the residents of Lake, Porter, and LaPorte Counties concerning their personal choices and that relationship to air quality, health and quality of life in northwest Indiana. The goal of the campaign is to expand the successful efforts of the eight year nationally recognized "It All Adds Up to Cleaner Air" program to include public education on alternative fuel vehicles, driver's education, ride share opportunities anti-idling benefits, and health issues. NIRPC will continue to work with public officials, public diesel fleet owners and operators, private sector decision-makers, universities, educators, students, the media and the general public on the air quality issues in northwest Indiana. The public education campaign is necessary to obtain public support, consensus and participation to achieve and maintain national air quality standards as designated in the Clean Air Act.



PAST WORK/BASIS:

NIRPC has a long history of working on regional air quality issues with local, state, and federal partners. The Agency maintains a leadership role in many of the ongoing air quality initiatives in Northwest Indiana and has received recognition for the It All Adds Up To Cleaner Air public outreach program from US EPA and FHWA.

To help promote the importance of clean air, 500 reusable bags and 375 lunch totes were distributed at Partners for Clean Air Open House events, the Partners for Clean Air luncheon, Earth Day events and radio remotes in 2015 and 2016. 33,000 educational/informational document holders were distributed to Clean Air Car Check emission testing sites, and a widely distributed newsletter was sent via email. The Post-Tribune (Newspaper), The Times (Newspaper), Adams Radio Group (regional radio stations), Diversified Marketing Strategies (Marketing agency) and National CineMedia (Movie Theater) were all used to help with various forms of public outreach and education.

FY 2017/2018 WORK ELEMENTS/METHODOLOGY:

- Media and Marketing Strategy expanding beyond radio and print to include: enhanced web-presence, social media and marketing, better event promotion and an air quality survey. This focus provides better ability to track and measure results and foster continuous improvement. This also includes professional promotion assistance of events and activities.
- Increased emphasis on creating synergy across transportation modes through cross-promotion of non-motorized transportation and transit programs for air quality benefits. For example, in 2017 we will advertise air quality messages on the South Shore Train.

Gas Can Exchange

- Gas Can Exchange/Lake Michigan Household Hazardous Waste (HHW) District Collections:
- 2,400 cans will be exchanged in 2017-2018.
- CMAQ funded advertising promoting the Gas Can Exchange increases traffic at these events by an estimated 30%. Vehicle related household hazardous waste collected at these events and properly disposed of in 2015 = 55 tons.

PACE Suburban Bus Service partnership

- NIRPC promotes use of the PACE Suburban Bus Service on-line carpool matching database.

Partners for Clean Air

Promotes voluntary actions to reduce emissions on air quality action days. NIRPC works with the IDEM Northwest Regional Office, CleanAir CarCheck, Southshore Clean Cities, local health departments, and area businesses to promote voluntary efforts by businesses, institutions, and individuals on Air Quality Action Days. This is done through annual pre-ozone season kickoff events, advertising throughout the summer, and an annual asthma/air pollution awareness event. Targeted efforts to reach residents include:

- Distribution of 5,000 car maintenance record-folders through CleanAir CarCheck's vehicle emission testing stations.
- Promotion of anti-idling and lunchtime driving by distributing 1,000 promotional lunch totes.

NWI Green Fleets: Contracted to South Shore Clean Cities

- South Shore Clean Cities operates the NWI Green Fleets Program.
- Provide individualized fleet emission assessments and reduction planning for up to eight public and private region fleet operators.
- Assist in implementing Diesel Retrofit Bus Heater program.
- Provide a series of conference calls, webinars, and workshops throughout the year to fleet operators relating to clean air, clean fuels, and emission reduction technology.
- Report on Green Fleets at Transportation Policy Committee.
- Operate an annual Green Fleet Award program.

FY 2017/2018 END PRODUCTS AND MEASURABLE GOALS:

1. Exchange 2,400 Vapor Free Gas Cans and document emission reductions each year.
2. Document Air Quality Action Day Commitments of Partners for Clean Air members.
3. Participate and sponsor 2 Partners for Clean Air Events.
4. Lunchtime Anti Idle Campaign distributes 1000 lunch totes.
5. Eight NWI Green Fleet Participants.
6. Maintain NWI level at 10% of PACE rideshare database.

2. CMAQ DIESEL RETROFIT – BUS HEATERS, 2542

STAFF: CONTRACTUAL

OBJECTIVE:

The purpose of this task is to retrofit diesel school buses with propane auxiliary heating units to reduce diesel idling emissions.



FY 2017/2018 WORK ELEMENTS/METHODOLOGY:

- The NIRPC Green Fleets contractor will assist school bus fleet managers with identifying and selecting buses appropriate for auxiliary heating units.
- Fleet owners will competitively procure auxiliary heating units and installation services and submit procurement procedures and results to NIRPC for review.
- Upon approval of vehicle list and procurement, NIRPC will enter into a diesel retrofit contract with the school bus fleet owner.
- School Bus Fleet Owner will proceed with installation of the Auxiliary Heater Unit(s) per the contract agreement.
- Operator will submit proof of installation and vendor payment as a reimbursement request for 80% of cost.

3. CMAQ ALTERNATIVE FUELS – DUNES LEARNING CENTER PUBLIC PRIVATE PARTNERSHIP, 2067,2317

STAFF: CONTRACTUAL

OBJECTIVE:

The purpose of this task is to sponsor alternative fuel purchase for 16 seat propane fueled buses operated by the non-profit Dunes Learning Center. The alternative fueled vehicles are used to transport children to environmental educational programming in and around the Indiana Dunes with minimal air emissions.



FY 2017/2018 WORK ELEMENTS/METHODOLOGY:

- NIRPC will enter into a Public Private Partnership Agreement with the Indiana Dunes Learning Center 501(c) 3 organization for the purchase of propane fuel.
- The NIRPC Procurement coordinator will competitively procure a vendor for fuel purchase and for fueling equipment rental.
- The Indiana Dunes Learning Center will purchase fuel for the alternatively fueled vehicles and submit reimbursement request to NIRPC.

4. MARQUETTE ACTION PLAN

STAFF: EMAN IBRAHIM, SARAH GEINOSKY, JAMES WINTERS, GABRIELLE BICIUNAS, JOE EXL- FY 2017 ONLY (PENDING)

OBJECTIVES:

The objective of this work element is to create a planning document focused on identifying land across Northwest Indiana's lakefront that can be feasibly transformed into new publicly-accessible areas for conservation, recreation, amenities, and livable communities. Since public access possesses different meanings to different stakeholder groups, the Marquette Action Plan will also define different categories of access across the lakefront, and identify a means for accommodating those different uses on a region-wide level. The plan will provide recommendations for expanding and improving public access on a sub area by sub area level, and in addition, will identify finance and maintenance structures that can be employed to preserve the lakefront's various assets.

PAST WORK/BASIS:

The Marquette Plan is a comprehensive and collaborative vision for guiding future decision-making across all 45 miles of Indiana's Lake Michigan shoreline, an area that holds a tremendous amount of opportunities and challenges. NIRPC has been involved with the first three phases of the Marquette Plan. Phase I of the Marquette Plan (2005) set the goal of increasing public access and redeveloping the region's urbanized coastal areas, from the Illinois state line to the Port of Indiana. Phase II of the Marquette Plan (2008) identified the needs of the smaller communities east of the Port, and created a vision that identified greenways for protecting and accessing the coastline ecosystem, and possible water trails along the lakeshore.

Most recently, NIRPC completed the Marquette Plan 2015 Update. The Marquette Plan 2015 serves to integrate the vision and strategies of these two earlier phases, by establishing more consistency amongst the plan's priorities and policy frameworks, across the entire region. This update celebrates successes achieved since the plan's inception, identifies challenges towards implementation, explores new opportunities, and reviews shifts in the economic development, environmental conservation, and neighborhood development goals across different sub areas of Northwest Indiana's lakefront.

The Marquette Action Plan builds on the work accomplished by these documents by considering the best ways to improve access to Lake Michigan while also improving the quality of life of the Northwestern Indiana Region.

FY 2017 WORK ELEMENTS/METHODOLOGY:

- 1) Review parcel data
 - a. Inventory and organize parcel data for the Marquette Region
 - b. Define parcel acquisition tier system using ArcGIS
 - c. Conduct parcel acquisition analysis
- 2) Define public access tiers
 - a. Conduct preliminary analysis of access needs
 - b. Survey public over lakeshore access abilities and needs
 - c. Meet with regional and municipal stakeholders to review access analysis, access needs, and current plans
 - d. Revise analyses using stakeholder input
- 3) Conduct Subarea Suitability Analysis
 - a. Using revised access analysis, draft access proposals by sub area
 - b. Hold review sessions with municipal stakeholders
 - c. Revise access plans by sub area based on review session input
 - d. Establish region-wide access summaries by tier
- 4) Provide recommendations for maintenance and financing strategies for Marquette-area assets
 - a. Research strategies across different regions of the US
 - b. Recommend opportunities for different strategies in Northwest Indiana
- 5) Use Adobe InDesign to produce an engaging finished document

USE OF FY 2017 END PRODUCTS/FUTURE DIRECTION:

- a. Survey results report
- b. Published document in PDF and InDesign Format
- c. Internal database of parcels and access recommendations



5. NORTHWEST INDIANA BROWNFIELDS COALITION

STAFF: KATHY LUTHER, SARAH GEINOSKY, KELLY WENGER, 1149

OBJECTIVES:

Develop and implement tools to assist urbanized areas in Northwest Indiana for remediation and redevelopment of Brownfields. The initial focus of this program is on the Environmental Justice Communities identified in the 2040 CRP. Co-manage the Northwest Indiana (NWI) Brownfield Coalition Revolving Loan Fund.

PAST WORK/BASIS:

NIRPC has been a participant and leader in brownfield remediation in NWI for many years.

1. 2001: Northwest Indiana Brownfield Redevelopment Project, Inc.
2. 1980 – current: Manage LaPorte County Revolving Loan Fund

FY 2017 -18 WORK ELEMENTS/METHODOLOGY:

1. NIRPC Environmental Director serves as assistant project manager to Regional Development Authority Staff
2. Participate in NWI Brownfield Coalition Loan Committee
3. Participate in NWI Brownfield Coalition meetings and calls
4. Review Brownfield RLF loan applications and project technical materials
5. Support RLF marketing and local community engagement relating to brownfield cleanup projects
6. Coordinate brownfield remediation projects and related redevelopment with other NIRPC transportation and land use planning activities to maximize efficiencies and synergistic opportunities
7. Provide accounting advice and support for Revolving Loan Fund management
8. Prepare Eligibility Determination Documents for Brownfield Assessment Grant Projects
9. Provide GIS services to the NWI Brownfield Coalition to develop a Brownfield Inventory with GIS staff of Gary, Hammond, and East Chicago, update US EPA Assessment, Cleanup, Redevelopment Exchange System (ACRES) database

FY 2017-18 END PRODUCTS AND MEASURABLE GOALS:

1. Loans made to allocate all RLF Grant to redevelopment projects in Gary, Hammond, and East Chicago



2. Loan Account established for RLF loan payments
3. 40 Brownfield Assessments completed in Gary, Hammond, and East Chicago
4. Realtor Workshops to market Brownfield programs

STAFFING AND PROGRAM LINKAGES:

Kathy Luther, Director of Environmental Programs

Sarah Genoisky, GIS Planner

Kelly Wenger, Chief Accountant

2040 CRP Goals, Objectives, and Action Measures implemented by this program include:

Revitalized urban core

Promote adaptive reuse, infill development and the remediation and reuse of underutilized properties, particularly brownfields.

Clean Land

Maximize the number of brownfields returned to productive use

6. CALUMET LAND CONSERVATION PARTNERSHIP

STAFF: TY WARNER, KATHY LUTHER, JOE EXL, 2540- FY 2017 ONLY

OBJECTIVES:

The objective of the Calumet Land Conservation Partnership is to provide a structured framework for communication, sharing and strategizing by partners engaged in land conservation in the bi-state Calumet Region. This should in turn lead to enhanced coordination and prioritization as well as the development of shared projects, and to facilitate the regional green infrastructure vision.



PAST WORK/BASIS:

1. 2007: Northwest Indiana Regional Greenways & Blueways Plan. NIRPC met with resource agencies on the development of the 2040 CRP and NIRPC was commended for this plan.
2. 2012: 2040 Comprehensive Regional Plan Green Infrastructure Network.

FY 2015/2016 WORK ELEMENTS/METHODOLOGY:

1. NIRPC Executive Director to participate in upper level strategic meetings with senior leadership of other partnership member organizations.
2. NIRPC Environmental staff to provide data and technical information to the Executive Director for his participation.
3. Enable NIRPC Environmental Staff to participate more fully and directly in land and habitat conservation planning beyond Planning and Environmental Linkages required for transportation planning.
4. Develop, prioritize, and implement cooperative land conservation strategies with Partner organizations.

FY 2017/2018 END PRODUCTS AND MEASURABLE GOALS:

- Hobart Marsh Area Conservation Plan and Coordinated Management Implementation Program
- Deep River Outstanding River Conservation Corridor Long-term Vision and Strategy
- Analysis and Recommendations of policy barriers to implementation of conservation in

Northwest Indiana.

STAFFING AND PROGRAM LINKAGES:

- Ty Warner, Executive Director
- Kathy Luther, Director of Environmental Programs
- Joe Exl, Senior Water Resources Planner

2040 CRP GOALS, OBJECTIVES, AND ACTION MEASURES IMPLEMENTED BY THIS PROGRAM INCLUDE:

Managed growth that protects farmland, environmentally sensitive areas, and important ecosystems.

- Promote the development and preservation of regional greenways

Ecological and Open Space Assets

- Conserve and Protect lands identified as high priority open spaces.
- Conserve and protect existing forests, especially large remnant forests and those in riparian areas.
- Establish preserves in areas with remnant plant and wildlife communities, including upland habitats, allowing for their future viability through expansion

Protect or restore connectivity between natural areas and habitat types to support ecosystem.

7. DEEP RIVER-PORTAGE BURNS WATERWAY INITIATIVE, 2538

STAFF: JOE EXL, MEREDITH STILWELL, 2538

OBJECTIVES:

This project will develop and begin implementing a watershed management plan for the Deep River-Portage Burns Waterway watershed (HUC 0404000105).

PAST WORK/BASIS:

1. 2005: Watershed Management Framework for Lake, Porter, and LaPorte Counties
2. 2012: Northwest Indiana Watershed Management Framework

WORK ELEMENTS/METHODOLOGY

1. Develop a WMP for the Deep River-Portage Burns Waterway watershed (HUC 0404000105) that meets IDEM 2009 WMP Checklist.
2. Develop and implement a volunteer stream monitoring program using Hoosier Riverwatch methodologies.
3. Develop and promote a cost-share program to implement BMPs in critical areas identified in the Deep River-Portage Burns Waterway WMP based on pollution reduction goals.
4. Implement the cost-share program in critical areas identified in the Deep River-Portage Burns Waterway WMP.
5. Develop an education and public involvement program designed to bring about behavioral changes that will lead to pollutant reductions in the watershed.
6. Submit quarterly progress reports to IDEM in accordance with grant agreement.

2017/2018 END PRODUCTS AND MEASURABLE GOALS

1. Volunteer stream monitoring program established and data submitted to Hoosier Riverwatch online database
2. Implementation Cost-share program developed
3. 3-6 water quality implementation practices installed or operational within the watershed.
4. Education and outreach materials produced and distributed.





SECTION 10: NIRPC ADMINISTRATION, 9600

- General Management
- Staff Support Services

COST ALLOCATION PLAN LETTER



March 7, 2016

Ms. Mary Enright

Dear Mary:

Enclosed is the Northwestern Indiana Regional Planning Commission cost allocation plan for calendar year 2016. It has been developed in conjunction with the OMB Circular 2 CFR Part 200.

Direct salaries and wages are used as the allocation base for the new rates. Supporting documentation used to determine the 2016 Negotiated Fixed Rates and Carry-Forward Provision rates are included in the attached cost allocation plan.

The Commission is requesting concurrence with the following Negotiated Fixed Rates and Carry-Forward Provision rates for the 2016 calendar year:

	Budgeted	Proposed
Fringe	95.80%	93%
Indirect	90.58%	85%

Should you have any questions or need additional information, please feel free to contact me at any time.

Sincerely,

Angie Hayes
 Director of Finance and Administration

Cc: Ty Warner

NIRPC ADMINISTRATION

NIRPC Administration: the purpose of this program is to provide the administrative support required to manage and coordinate the overall MPO program. The activities include office management, personnel activities, clerical support, administrative documents, record keeping, printing, graphics, procurement, and coordination of activities. NIRPC's Cost Allocation Plan is explaining the indirect cost.

COST ALLOCATION PLAN

FOR THE PERIOD JANUARY 1, 2016 TO DECEMBER 31, 2016

BACKGROUND

The Northwestern Indiana Regional Planning Commission serves Lake, Porter, and LaPorte Counties in Indiana. Through the Commission, individual counties, cities, and towns coordinate **their** efforts to maintain and improve the physical, economic, and social wellbeing of the area and address mutual problems. The Commission is the designated Metropolitan Planning Organization (MPO). The Commission receives funding from each of the participating counties. A portion of these local funds is utilized as matching funds for federal, state, and other funding sources received to perform work related to specific program objectives.

GENERAL ACCOUNTING SYSTEM

The Commission is a self-contained entity in that all functions of administration are conducted by personnel employed by the agency. All accounting, budgeting, personnel management, and purchasing functions are the responsibility of the Commission. The Commission is audited annually by the Indiana State Board of Accounts in accordance with Government Auditing Standards and OMB Circular A-133 and budgets on a **calendar** year basis as is required by the State of Indiana. The Commission's accounting system has been designed to accommodate mandated requirements established by the State of Indiana, to deal with multiple funded cost objectives, and to satisfy the requirements of various federal funding agencies. The Commission utilizes several methods of reimbursement including cost reimbursement and electronic funds transfers. The Commission strives to maintain a high level of consistency in its accounting procedures.

COST ALLOCATION POLICIES

The costs of goods and services, which are identifiable with specific projects, are charged directly to those projects at the time such costs are incurred. Costs that are not specifically identifiable with a single cost objective are allocated to all projects on a uniform basis, as provided for within the cost allocation plan which is prepared annually.

There are three categories of costs which are allocated. The first is leave costs which includes the employer's cost of providing vacation, sick, personal, holiday, and other leave (jury duty, military and funeral). The second is fringe benefits which include the employer's cost of providing various types of insurance, retirement benefits, and social security taxes. The third is other indirect costs, which includes those costs related to general management, finance and accounting, office operation and maintenance, general clerical, and printing functions. It also includes an aggregate amount of depreciation representing the expiration in the service life of fixed assets of the general fund consisting primarily of office machines and furniture which is attributable to and charged as an expense during the reporting period.

COMPONENTS OF ALLOCATED COSTS

Data is collected relative to allocated costs through the accounting system. Allocation rates are determined for the fiscal year and entered into the accounting system which then calculates out allocation costs for each program.

Fringe Benefits

Fringe Benefit Rate is determined by adding the cost of leave salaries and fringe benefit expense and dividing the total by the amount of direct salaries and wages.

The cost of leave salaries consist of the following:

- a. Vacation Leave
- b. Personal Leave
- c. Sick Leave
- d. Holiday Leave
- e. Jury, Other, Military, and Funeral Leave

Non-Leave Fringe includes various types of employee insurance, retirement, and tax costs and is the aggregate of all charges for the following purposes:

- a. Public Employee Retirement Fund - Employer Contributions
- b. Group Health Insurance- Employer Contributions
- c. Term Life and Disability Insurance
- d. Social Security Taxes (FICA)- Employer Contributions
- e. Worker's Compensation Insurance
- f. Unemployment Compensation Insurance

INDIRECT COSTS

The Other Indirect Cost Rate is determined by taking the total projected Other Indirect Costs times the Total Direct Personnel Base. The Total Direct Personnel Base is the Total Direct Salary Base plus the Direct Fringe Benefits. Other Indirect Costs consist of the following:

1. **Allocated Salaries for Management, Administrative, & Support Salaries**
 - a. Approximately 80% of the cost of the salary of the Executive Director who is responsible for the overall administration of the agency;
 - b. Approximately 12% of the salary of the Deputy Director/Director of Planning who assists the Executive Director in the overall administration of the agency;
 - c. The salary of the Director of Finance and Administration;
 - d. The salary costs of those employees who provide for the reception, clerical, accounting, bookkeeping, printing, graphics, maintenance, and personnel support functions of the Commission, which are necessary to the carrying out of grant programs.
2. **Operational, Occupancy, and Maintenance Costs**
 - a. office lease
 - b. property insurance
 - c. building maintenance
 - d. utilities
 - e. copier & press maintenance
 - f. computer maintenance
 - g. telephone service
 - h. other equipment maintenance
3. **Other Management, Administrative, and Support Costs**
 - a. general use office supplies
 - b. travel, mileage, & postage
 - c. legal services
 - d. audit and accounting services
 - e. Human resources
 - f. other contractual

CREDITS TO OTHER INDIRECT COSTS:

Income received for goods and services provided where the cost of providing such goods and services has been treated predominantly as an indirect cost.

NEGOTIATED FIXED RATES AND CARRY-FORWARD RATES FOR 2016:

FRINGE BENEFITS: The Commission proposes to allocate fringe benefit costs during Calendar Year 2016 utilizing the Negotiated Fixed Rates and Carry-Forward Provision rate of 93% of the Total Direct Salary Allocation Base in place of the calculated rate of 95.80%.

INDIRECT COSTS: The Commission proposes to allocate these costs during Calendar Year 2016 utilizing the Negotiated Fixed Rates and Carry-Forward Provision rate of 85% of the Total Direct Personnel Allocation Base in place of the calculated rate of 90.58%.

CERTIFICATE OF INDIRECT COSTS

This is to certify that I have reviewed the indirect rate proposal submitted herewith and to the best of my knowledge and belief:

- (1) All costs included in this proposal dated March 7, 2016, to establish billings or final indirect costs rates for the period January 1, 2016 to December 31, 2016 are allowable in accordance with the requirements of the Federal award(s) to which they apply and the provisions of the 2 CFR 200. Unallowable costs have been adjusted for in allocating costs as indicated in the indirect cost proposal.
- (2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct.



Angie Hayes

Director of Finance & Administration

Northwestern Indiana Regional Planning Commission

3/7/16

Date



SECTION 11: FTA PLANNING PROGRAMS

FTA Planning Budget

FTA Planning (2017)	5307	5309	FTA/2014-005-TPE	Local	Total
1- Gary PTC Operations Planning	80,000	-	-	20,000	100,000
2- Valparaiso Transit Service Marketing Study	80,000	-	-	20,000	100,000
3- NICTD -West Lake TOD Planning	-	-	300,000	75,000	375,000
4- West Lake Corridor Environmental Impact Statement	-	-	-	500,000	500,000
Total	160,000	-	300,000	615,000	1,075,000

FTA Planning (2018)	5307	Local	Total
1- Gary PTC Operations Planning	80,000	20,000	100,000
2- Valparaiso Transit Service Marketing Study	80,000	20,000	100,000
Total	160,000	40,000	200,000

Tasks

- 1) Gary PTC Operations Planning
- 2) Valparaiso Transit Service Marketing Study
- 3) NICTD - West Lake Transit Oriented Development Planning
- 4) West Lake Corridor Environmental Impact Statement

1. GARY PTC OPERATION PLANNING

BUDGET: FTA (5307): \$160,000 LOCAL: \$40,000 TOTAL: 200,000

OBJECTIVE:

The primary objectives of GPTC's Planning project for 2017 and 2018 are Management and Operations Planning, and Outreach.

Management and Operations Planning areas of concentration include: Route Planning, Facilities Planning, Regional Planning, Grant Management and Reporting.

Outreach areas of concentration include: Marketing Opportunities, Brand Recognition/Promotions and Building and Promoting Electronic and Mobile Tools.

PAST WORK/BASIS:

The GPTC Planning and Marketing Department has concentrated on the above objectives in the past. Accomplishments include:

- Grant-writing for facilities improvements to support operations and continued asset maintenance
- Continued involvement as a stakeholder in City of Gary planning efforts
- Planning and grant-writing for service expansions into Griffith, Hammond, Highland, Munster and Whiting
- Conceptual and implementation strategies for regional transit funding and expansion throughout NW Indiana
- Preparation of documents for the outsourcing of services for outreach and revenue-increasing activities
- Work performed with the Metropolitan Planning Organization (MPO) that resulted in an expanded transit element for Broadway rapid service and Lakeshore expansion being included in the Long-Range Plan
- Continued service and ridership tracking and reporting to regional, state and federal agencies
- Cooperation with consultants, stakeholders and communities for transit expansion in South Lake County
- Planning, grant-writing and project management for the Livable Broadway Regional Plan
- Funding and commencement of planning for the launch of Northwest Indiana's first rapid bus service

FY2017/2018 WORK ELEMENTS/METHODOLOGY/END PRODUCTS:

The following work items are short-range and long-range transit planning activities designed to enhance and expand service delivery to GPTC patrons through the following activities:

- **Broadway Transit Expansion (2017-2018):** Staff will continue implementing elements of the Livable Broadway Regional Plan, including:
 1. Implementing the CMAQ-funded Broadway Rapid pilot service
 2. Developing and installing improved transit facilities on Broadway
 3. Working with stakeholders to promote and plan transit-oriented development and placemaking on Broadway

- **Lakeshore Service Expansion (2017-2018):** This project is for the oversight and phasing of service expansions in West Lake County, including the Burr-Lake Ridge route and the Hammond area Lakeshore services.
 1. Continued planning and refinement on Lakeshore Routes
 2. Connecting transit services on the Ridge Road corridor
 3. Identification of local funding partners for the Lakeshore North service into Hammond and Whiting
 4. Coordination with North Township, East Chicago Transit and other stakeholders for coordinated transit in North Township

- **Regional Transit Expansion (2017-2018):** This project is for outreach and coordinating planning with existing studies for regional transit.
 1. Coordination and/or implementation of recommendations for Hobart service
 2. Coordination and/or implementation of recommendations for Portage service
 3. Analysis of transit markets south of current service areas in Lake County
 4. Development of rapid bus service standards and identification of future rapid bus corridors

- **Outreach and Marketing (2017-2018):** This project is for the preparation of marketing strategies as well as strategies for the maximization of revenue-generating opportunities within GPTC.
 1. Identification and oversight of marketing consultant in 2017.

2. Identification and use of strategies for current revenue generating opportunities for GPTC.
 3. Identification of next-generation rider tools, including bus location services, trip planning and smartphone applications.
- **Transit-Oriented Facilities and Development (2017-2018):**
 1. Project management is necessary for transit facility and TOD elements as part of the University Park project, including coordination with Indiana University Northwest and Ivy Tech.
 2. Improved coordination with public and private interests to identify TOD locations to implement development recommendations of the Livable Broadway Regional Plan.
 3. Project management, scoping, grant writing and coordination with the City of Hammond for re-opening of Rabin Plaza as a transfer facility for GPTC's Lakeshore routes. GPTC was informed of this possibility in late 2015. Specific improvements to Rabin are on hold until final determination is made; TOD and transit-focused development near GPTC's Lakeshore routes in Hammond, however, will still be encouraged.
 4. Other transit facilities throughout GPTC's service area will be replaced. Grant writing and project management are relevant functions of this task. The double-tracking, and the anticipated increase in trips, could improve opportunities for both improved transit coordination as well as transit-oriented development opportunities in Miller and in downtown Gary bus service. GPTC has been involved in the coordinated federal/state/local efforts in the Miller area. Federal officials are spearheading the coordinated effort, and Miller-area transit improvements include continued improvements to facilities (focused on Lake Street), coordination with NICTD, coordination with any tourist-focused transit shuttles, improved GPTC access to traffic generators, and input in transit-oriented development opportunities that are sought in the project area.
 5. Other transit activities will include coordination with NICTD on the double-tracking project for the south shore line.
 - **Intelligent Transportation Systems Planning (2017-18):** Staff will work with NIRPC to incorporate GPTC goals in the Regional ITS architecture and implement several key ITS projects. Staff will also conduct any System Engineering Analyses (SEAs) needed for ITS projects within the horizon years.
 - **Civil Rights Planning (2017-18):** Planning staff will improve and upgrade existing Disadvantaged Business Enterprise and Title VI guidelines to continue to meet federal standards as well as meet the goals of GPTC's Board of Directors.

2. VALPARAISO TRANSIT SERVICE MARKETING STUDY

BUDGET: FTA (5307): \$80,000 LOCAL: \$20,000 TOTAL: 100,000

OBJECTIVE:

Implement a marketing plan for two bus services now operated by the City of Valparaiso: V-Line Local Service and ChicaGo Dash (Commuter Bus Service). This project will involve the procurement of professional services.



WORK/BASIS:

The City of Valparaiso started a new local bus service in 2007 (V-Line) and a commuter bus service (ChicaGo Dash) in 2008. In 2008, the City requested (and was allocated) Section 5307 funds for the development of a marketing plan and the implementation of early marketing efforts for both services. The investment has resulted in a 20%-30% increase in ridership on the local service and 40%-45% on the commuter service. In 2010, the City was allocated additional Section 5307 funds for implementation of the marketing strategy, which has resulted in an increase of 32% on the local service and 32% on the commuter service. The City desires to continue to market and otherwise publicize the commuter bus service toward the end of making it self-sufficient by the end of 2014.

FY2013/4 WORK ELEMENTS/METHODOLOGY:

This project involves development of general purpose and targeted marketing campaigns, public relations campaigns, graphic design work, video and radio production, special events marketing, website design and maintenance, photography, customer contact, and periodic surveys to measure the effectiveness of the marketing strategies employed.

FY2015 END PRODUCTS:

- Request for Proposals and Contract
- Summaries of meetings held with the marketing firm selected.
- Updated electronic transit user materials, including rider guide/map, individual route maps, in both English and accessible formats.

- Campaign-specific marketing materials, using tools such as Facebook, Twitter, and other customer contact interfaces.
- Updated website with an improved search engine optimization and customer feedback mechanism.
- Media-Ready video and other marketing materials.
- Written assessment of each campaign undertaken.

3. NICTD - WEST LAKE TRANSIT ORIENTED DEVELOPMENT PLANNING

BUDGET: FTA/2014-005-TPE: \$300,000 LOCAL (RDA): \$75,000
TOTAL: \$375,000

OBJECTIVE:

The West Lake extension of the South Shore Railroad affords Lake County, Indiana the opportunity to bring transit to thousands of residents and afford them the opportunity to tap into the Chicago area job market. Extending the South Shore Railroad south into west central Lake County will shorten current commuting times (by reducing amount of driving required to reach a station) for some, and make transit attractive to others. Currently, roads to access downtown Chicago from Indiana handle over 300,000 cars and suffer from daily congestion. For the 5,600 expected daily riders, the extension will provide unparalleled access to Chicago. For the city of Hammond and towns of Munster and Dyer, not only will this extension serve as an enormous asset for its citizens, but also a chance to leverage the value and opportunity associated with the development of the extension. A central factor in making Indiana a desirable location to live for those employed in Chicago is to make the commuting experience similar to that of Illinois suburbs. A way to do that is to have thoughtfully planned and developed transit-oriented developments that allow individuals to rely more on public transit.

PAST WORK/BASIS:

The study of commuter transportation in western Lake County began in 1989 with the completion of a feasibility study that indicated the need for improvements in this area. Several progressively detailed alternatives analyses were completed in the late 1990s and early 2000s that further refined the specific improvements needed. NICTD is now completing work on a draft Environmental Impact Study of potential commuter services in West Lake County. This study will look at the potential for economic development that could enhance those improvements or could be enhanced by said improvements.

FY2017 WORK ELEMENTS/METHODOLOGY:

TOD planning on the West Lake extension corridor will develop macro-issue areas with attention paid to local nuances and customized implementation and will outline actions that the partner communities can take, including efforts to:

- Introduce or reinforce transit as a viable transportation choice in local plans, such as comprehensive plans, strategic plans, etc.
- Develop station-area concept plans around existing or proposed rail stations, incorporating TOD best practices of mixed uses, increased densities, and balanced parking requirements to create economical and vibrant neighborhoods.
- Consider location of visitor-driven civic facilities, such as town halls, community centers, libraries, etc. as development anchors in station areas.
- Ensure regulatory codes and guidelines, needed to implement TOD are in place such as zoning ordinances, design guidelines, subdivision rules, parking requirements.
- Develop multi-modal connectivity plans to ensure convenient and safe access to the station for all modes of transportation, including pedestrians and bicyclists.
- Establish framework for successful private sector involvement in TOD projects.

FY2017 END PRODUCTS:

The planning process will produce a deliverable product to NICTD, RDA and the partner communities in the form of a strategic report focusing on West Lake extension corridor-specific planning. The report will include an evaluation of TOD tools and offer recommendations to encourage TOD implementation. It will outline policies that encourage TOD development and a set of sample TOD-focused zoning ordinances and resolutions for communities' consideration/adoption.

4. WEST LAKE CORRIDOR ENVIRONMENTAL IMPACT STATEMENT – FY 2017 ONLY

BUDGET: FTA (5309): 0

LOCAL: \$500,000

TOTAL: \$500,000

(Note: This study began in the fall of 2014 and was supposed to be completed by the end of 2015. However, FTA suggested additional items to be studied and NICTD identified additional \$500,000 of local funding. The study should be completed by the end of December of 2017.)

OBJECTIVE:

In this project, the Northern Indiana Commuter Transportation District (NICTD) will contract with a consultant to produce a Draft Environmental Impact Statement that will be used in a request to the Federal Transit Administration (FTA) to enter the project Development Phase of the West Lake Commuter Rail Extension Project. This work will consist of the preparation of a Project Management Plan, a Public Outreach Plan, an Analysis of Existing Conditions, an Analysis of Alternatives (including the No-Build Alternative), and a Screening of Alternatives with respect to traffic, land use, civil rights, cultural resources, air and water impacts, aesthetics and community impacts, as well as capital, operating and maintenance costs.

PAST WORK/BASIS:

Since 1989 the West Lake Corridor has been the subject of three feasibility studies. Each has reached conclusions that this corridor should be further developed to meet the needs of increasing numbers of commuters. However, these plans were conducted some time ago and do not reflect the effects that new environmental regulations, changing patterns of freight traffic and different types of passenger facilities and equipment will have on the development of this corridor. This latest work will update and tie together these new elements at a time when the possibility of funding major improvements in this corridor is growing. This work is a necessary first step to enable the securing of funding sources to finance construction.

WORK ELEMENTS/METHODOLOGY:

- Preparation of a Draft Environmental Impact Statement for the West Lake Corridor, citing previous work, coordinating stakeholders, identifying and evaluating alternatives.
- Selection of a Draft Locally Preferred Alternative (DLPA).



- Completion of a Financing Plan for the DLPA.
- Production of a summary presentation for NICTD, NIRPC, NWIRDA and FTA.

FY 2017 END PRODUCTS/FUTURE DIRECTIONS:

- A Draft Environmental Impact Statement (DEIS) for presentation to funding sources.
- Documentation enabling the DLPA to enter into Project Development in accordance with FTA Regulations.

SECTION 12: NON-NIRPC PLANNING

- 1) LaPorte County Economic Development Corridor Project Phase
- 2) Michigan City Franklin Street Drawbridge Assessment & Plan
- 3) LaPorte County Pavement Management Inventory & Plan
- 4) City of LaPorte Pavement Management Inventory & Plan
- 5) NICTD - West Lake Transit Oriented Development Planning
- 6) West Lake Corridor Environmental Impact Statement

LAPORTE COUNTY ECONOMIC DEVELOPMENT CORRIDOR PROJECT PHASE I

BUDGET: FEDERAL: \$238,000 (STP II), LOCAL: \$59,500, TOTAL: 297,500

OBJECTIVE:

The objective of this study is to determine the route and design parameters of highway improvements needed to accommodate increased levels of freight traffic between the Kingsbury Industrial Park (KIP) area and SR 39, I-80/90, and I-94.

PAST WORK/BASIS:

A general corridor study was performed by the City of LaPorte in 2008-2009 with earmark funds from Congress (DES 0500838). This study, entitled “LaPorte Economic Thoroughfare,” identified a general location and costs associated with construction of a beltway circling the City of LaPorte.

Since that time the county has constructed a new rail spur at the KIP and several new businesses have located there. KIP has been named an “Inland Logistics Port” by CSX Railroad, and additional expansion of the rail connections and warehousing operations at KIP is expected. These developments will result in a significant increase in freight traffic through the City of LaPorte—unless an alternative route can be identified.

This study will identify an alternate route between the KIP and the SR 39 interchange at I-80/90 (Toll Road). Details to come out of this study include a NEPA document, cost/benefit study, identification of a preferred route and number of lanes necessary to accommodate the projected traffic volumes. This effort will produce documentation that will assist with application for funding opportunities for the road design and construction of the new and rehabilitated roadways.

FY 2017 WORK ELEMENTS/METHODOLOGY

1. Develop Scoping Report
2. Develop NEPA Report
3. Identify route alternatives
4. Identify Costs & Funding Alternatives



MICHIGAN CITY FRANKLIN STREET DRAWBRIDGE ASSESSMENT & PLAN

BUDGET: FEDERAL (STP II): \$400,000 LOCAL: \$100,000 TOTAL: \$500,000

OBJECTIVE:

The purpose of this study is to identify and analyze all potential alternatives for a long term improvement or replacement of the 83 year-old Franklin Street Drawbridge over Trail Creek in Michigan City, Indiana.

PAST WORK/BASIS:

None. The bridge is nearing the end of its useful life and thought to be in need of significant investment to bring it up to a state of good repair. This assessment will involve a detailed inspection of the bridge, development of cost-effective set of recommendations for repairs to the structure or replacement.

Alternatives will include multiple alignments of a fixed bridge as well as a replacement in kind with another lift bridge in its existing location. In order to conclude what the most appropriate and cost effective solution would be, traffic data will be collected along with geotechnical data to analyze mobility and structural aspects of each option. Impacts to historical properties will also be considered.

Public involvement is a significant part of this study. Because the cost of any solution is expected to be high (i.e., over \$25M), obtaining positive public engagement in the decision making process is crucial if the improvements are to be paid with 100% local funds. A project web-site will be utilized to keep the public as well as stakeholders informed of the status and findings of the study and a minimum of three public meetings will be held. Our hope is that this report would serve as justification to pursue numerous grant opportunities to fund the design and construction of the replacement structure.

FY 2017 WORK ELEMENTS/METHODOLOGY

- Conditions Report, including Traffic Analysis
- Public Involvement Activities & Report
- Final Report, including Cost Information & Repair/Replacement Options

LAPORTE COUNTY PAVEMENT MANAGEMENT INVENTORY & PLAN

BUDGET: FEDERAL (STP II): \$200,000 LOCAL: \$50,000 TOTAL: \$250,000

OBJECTIVE:

The objective of this project is to perform an evaluation of all roadways within the sponsor's jurisdiction and to design and develop an ongoing program of preventative maintenance for these roadways.

PAST WORK/BASIS:

LaPorte County has not performed a similar study in the past.

The County will procure consultant services to conduct the conditions survey in a manner acceptable to INDOT and FHWA. The survey will encompass the entire county.

A Conditions Survey Report will be accompanied by a Preventative Maintenance Plan. At a minimum, the Plan will discuss the various types of pavement treatments, identify the expected impact of each upon the useful life of the pavement, and the frequency of treatment. These treatments will consist of those preventative maintenance measures pre-approved by INDOT.

This project will involve the competitive procurement of computer software through which the pavement conditions information may be stored. Following its purchase, the county will be responsible for paying for the renewal or upgrade of the software license.

FY 2017 WORK ELEMENTS/METHODOLOGY

- Consultation with INDOT/FHWA
- Develop Conditions Survey Report
- Procure Computer Software
- Develop Preventative Maintenance Plan

CITY OF LAPORTE PAVEMENT MANAGEMENT INVENTORY & PLAN

BUDGET: FEDERAL (STP II): \$144,000 LOCAL: \$36,000 TOTAL: \$180,000

OBJECTIVE:

The objective of this project is to perform an evaluation of all roadways within the sponsor's jurisdiction and to design and develop an ongoing program of preventative maintenance for these roadways.

PAST WORK/BASIS:

The City of LaPorte has not performed a similar study in the past.

The City will procure consultant services to conduct the conditions survey in a manner acceptable to INDOT and FHWA. The survey will encompass the entire city.

A Conditions Survey Report will be accompanied by a Preventative Maintenance Plan. At a minimum, the Plan will discuss the various types of pavement treatments, identify the expected impact of each upon the useful life of the pavement, and the frequency of treatment. These treatments will consist of those preventative maintenance measures pre-approved by INDOT.

This project will involve the competitive procurement of computer software through which the pavement conditions information may be stored. Following its purchase, the city will be responsible for paying for the renewal or upgrade of the software license.

FY 2017 WORK ELEMENTS/METHODOLOGY

- Consultation with INDOT/FHWA.
- Develop Conditions Survey Report
- Procure Computer Software
- Develop Preventative Maintenance Plan.



SECTION 13: APPENDICES

- 1) *NIRPC Committees*
- 2) *2013 Certification Review Summary*
- 3) *Planning Agreements*
- 4) *FHWA Planning Emphasis Areas (PEAs) Letter*
- 5) *FAST ACT For Metropolitan Planning*

1. NIRPC COMMITTEES DESCRIPTIONS



Northwestern Indiana
NIRPC
Regional Planning Commission

6100 Southport Road
Portage, Indiana 46368
(219) 763-6060
www.nirpc.org

Descriptions of New NIRPC Committees

For Selecting Committee Preferences
March 2016

GENERAL BACKGROUND:

NIRPC is both a [Metropolitan Planning Organization](#) and a [Council of Governments](#):

Metropolitan Planning Organization (MPO)
Regional Transportation Planning, required for federal transportation subsidies.

- Maintain planning documents and processes required under federal transportation programs
- Programming the federal transportation dollars to local projects

Council of Governments (COG)
Planning, Programming, Policy for:

- Transportation
- Economic Development
- Environment
- Coordinative Management Process with all member units

Assist in planning programs of member units

To help give context for Committee Functions, the committees below have been grouped as [COG Function](#), [MPO Function](#), or [General NIRPC Operations](#).

COG Functions

Legislative Committee

What does it do?

- Determines NIRPC positions on priority state and federal legislation across all NIRPC planning domains and topics of local interest

Who is on it?

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)
- Governor's Appointee
- Executive Director

Local Government Assistance Committee

What does it do?

- Provides a forum for sharing or learning of best practices and issues related to local governments, provides training opportunity, explores funding opportunities, local problem solving

Who is on it?

- Commissioners (voluntary and no limit); Quorum of majority of attendees with no less than 3 in attendance (if needed)
- City/Town Managers, Planners, Engineers
- Appropriate stakeholders and/or subject area experts as appropriate

New NIRPC Committee Descriptions, Page 2

MPO Functions

Technical Planning Committee ****NEWLY FORMULATED****

Will be a **new** combination of the *Transportation Planning Committee (TPC)* and the *2040 Implementation Committee*

What does it do?

- Receive funding requests from Transportation Resource and Oversight Committees (*see further below*)
- Provide funding recommendations to Full Commission/Executive Board regarding amendments to the Transportation Improvement Plan (TIP)
- Consider if projects requested/recommended from the Transportation Resource and Oversight Committees support implementation of the 2040 Vision
- Review program applications and evaluate against NOFA allocations
- Advise NIRPC on policies and programs related to federal transportation funding.
- Delegates and instructs Policy Committees on transportation funding solicitations
- Ensures plans and policies related to transportation, environment, and public participation, and others are technically consistent with Federal Transportation Planning Requirements and the 2040 Plan
- Sets categorical funding targets and priorities for specialized policy committees allocating federal transportation funding for various programs

Who is on it?

- 12 Commissioners (4 per County, including Chair); Quorum of majority of attendees with no less than 3 in attendance
- Commissioner may send a staff representative in his/her stead
- 3 Transit Operators (1 per County) Eligible Federal Transportation Funding recipients.
- 1 NWI Forum Representative
- 1 INDOT Representative
- 1 NICTD Representative
- FHWA/FTA Representative(s) - non-voting

New NIRPC Committee Descriptions, Page 3

Environmental Management and Policy Committee

What does it do?

- Explore topics, policies, programs, and regulations relevant to NWI such as
 - Air Quality
 - Water Quality and Watershed Planning
 - Biodiversity and Conservation
 - Ecosystem Services and Green Infrastructure
 - Brownfields
 - Energy
- Provide regional convening body for complex environmental issues impacting NWI
- Recommend environmental policies and oversee development of funded environmental plans and programs
- Advise NIRPC on MPO required Environmental Mitigation program
- Establish selection criteria and recommend transportation projects for special environmental categories eligible for transportation funding including:
 - CMAQ Public Education, Diesel Retrofit, and misc. air emission reduction projects
 - Transportation Alternatives Stormwater, Wildlife Mitigation, and Invasive species management

Who is on it?

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)
- Municipal environmental staff
- Industrial environmental staff
- IDEM & IDNR
- Indiana Dunes National Lakeshore
- Environmental Advocacy Groups
- Regional Academic experts
- Regional private sector/individual subject area experts
- NIRPC Environmental Staff

New NIRPC Committee Descriptions, Page 4

Ped, Pedal, and Paddle Committee ("3PC")

What does it do?

- Explore topics, policies, programs, and regulations relevant to Trails, Complete Streets, and non-motorized transportation.
- Advise NIRPC on policies and programs related to non-motorized transportation development
- Provide training on best practices to local governments relating to trails, complete streets, and non-motorized transportation.
- Oversees development of the regional Ped and Pedal Transportation Plan, Trail Priority Map, and Blueways (Water Trail) projects

Who is on it?

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)
- Local planners
- Local Park and Rec. staff
- Park and Trail Advocacy Groups
- Indiana Dunes National Lakeshore
- National Parks Service
- NIRPC non-motorized staff

Land Use Committee

What does it do?

- Explore topics, policies, programs, and regulations relevant to land use, smart growth, and transit oriented development (TOD).
- Advise NIRPC on land use planning, demographics, GIS, and other data programs
- Provide training on best practices to local governments relating to sustainable development, smart growth, land use, livable communities, and related topics.
- Recommend land use policies and oversee development of the Livable Centers Program
- Establish selection criteria, select, and recommend transportation projects for Creating Livable Communities funding program

Who is on it?

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)
- Local Planners
- Smart Growth Advocates
- NIRPC Planning Staff

New NIRPC Committee Descriptions, Page 5

Rail Vision Workgroup/Freight

What does it do?

- Explore topics, policies, programs, and regulations relevant to freight transportation planning, rail, freight related economic development, high speed rail, and rail crossing safety.
- Advise NIRPC on freight transportation needs and freight related economic development and policies to implement freight elements of the regional transportation plan.
- Act as convener for local communities and stakeholders pertaining to rail and highway interactions and issues.

Who is on it?

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)
- Regional Industries
- Railroads
- Port of Indiana
- Economic Development?
- Local planners

Transit Operators Roundtable

Note: The Transit Operators Roundtable is composed of operators of public transit (see below) and does not currently have Commissioner representation. Nevertheless, it has been included in the Committee Preference survey in order to gauge Commissioner interest in it.

What does it do?

- Negotiate allocation of federal transit funding between operators
- Select and recommend transit projects for funding

Who is on it?

- Transit Operators
 - NICTD
 - Gary Public Transportation Corp
 - East Chicago Public Transit
 - North Township Dial A Ride
 - Opportunity Enterprises
 - Porter County Aging Community Services
 - City of LaPorte Transit
 - Michigan City Transit
 - City of Valparaiso V-line & ChicaGo Dash
 - South Lake County Community Services
- NIRPC Transit Planner and Transit oversight staff

New NIRPC Committee Descriptions, Page 6

Surface Transportation Committee ****NEW****

What does it do?

- Explore topics, policies, programs, and regulations relevant to street and highway transportation.
- Oversees development of Regional Transportation Plan elements relating to requirements including:
 - Congestion Management
 - Intelligent Transportation System
 - Highway Safety Improvement Program
 - Pavement Management System
 - Performance Based Planning
- Advise NIRPC on policies to implement the plan elements listed above.
- Establish selection criteria and recommend transportation projects for STP and HSIP funding.

Who is on it?

- Commissioners (voluntary and no limit); Quorum of majority of attendees with no less than 3 in attendance (if needed)
- Municipal Planners and/or Engineers
- INDOT
- NIRPC Transportation Planners

Note that the following new committee is open to all City/Town/County Commissioners at any time, and therefore is not surveyed for a specific committee preference:

Transportation Resource & Oversight Committees (Group I & Group II)

(Newly Formalized**)**

What does it do?

- Submits project and subsequent funding requests for CMAQ, STP, TAP, HSIP
- Groups I & II meet respectively to create consensus on division of projects and funding amongst stakeholders present
- Meet quarter to provide oversight of project progress for projects successfully added to the TIP

New NIRPC Committee Descriptions, Page 7

Who is on it?

- Stakeholder Commissioners for respective groups (Group I/Lake & Porter Counties or Group II/La Porte County); Quorum is majority of Commissioners in attendance
- Town/City/County Planners, Town/City/County Engineers or other staff as applicable; non-voting members unless representing a Stakeholder Commissioner
- Appropriate NIRPC Staff

Combined MPO & COG Committee Function:**Outreach Committee**

Newly Proposed! Advises and receives direction from TPC

What will it do?

- Oversees the Public Participation Plan
- Assists NIRPC staff with local and regional outreach

Who should be on it?

- Commissioners (voluntary and no limit); Quorum made up of majority of attendees but no less than 3 in attendance (including Chair)
- May include Stakeholders

General NIRPC Operations:**Finance and Personnel Committee****What does it do?**

- Oversees routine NIRPC operations such as budget preparation, claims, HR functions, contracts, etc.

Who is on it?

- NIRPC Treasurer (Chair)
- 9 Commissioners - Voluntary membership; Quorum made up of majority of attendees, but no less than 3 in attendance (including Chair)
- NIRPC Executive Director, Finance and Administration Staff
- NIRPC Attorney

New NIRPC Committee Descriptions, Page 8

2. SUMMARY OF THE FHWA AND FTA 2013 CERTIFICATION REVIEW

REVIEW TEAM

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a certification review of the transportation planning process carried out by the Northwestern Indiana Regional Planning Commission (NIRPC), Indiana Department of Transportation (INDOT), Northern Indiana Commuter Transportation District (NICTD), Gary Public Transportation Corporation (GPTC), and other planning partners. The review included a desk audit of NIRPC's planning documents and an on-site visit on June 18-19, 2013.

Subject to addressing the corrective action and reporting the progress in implementing the recommendations cited in this report, the Federal Highway Administration and Federal Transit Administration find NIRPC, INDOT, GPTC and NICTD are following a transportation planning process which complies with the federal planning requirements in 23 U.S.C. 134(k)(5) and 49 U.S.C. 5303(k)(5).

- **Corrective Action:** NIRPC must update the Intelligent Transportation Systems (ITS) Architecture per 23 CFR 940.9 within one year of the date of this report. An updated ITS Architecture is needed to guide the deployment of ITS in the region. An updated plan will serve as input for the next Transportation Plan update and individual project systems engineering analysis.
- **Recommendation 1:** NIRPC is encouraged to consider how it may meet the provision in Moving Ahead for Progress in the 21st Century (MAP-21) that requires representation by providers of public transportation on the MPO Board.
- **Recommendation 2:** The planning agreement between NIRPC, Indiana Department of Transportation (INDOT) and the public transit operators should be updated to include procedures for the annual listing of obligated projects, how INDOT and NIRPC self-certify their planning process, and timelines for review and approval processes. The partners are encouraged to consider in the agreement the provisions of MAP-21 regarding establishing performance measures and targets in the planning process.
- **Recommendation 3:** In accordance with 23 CFR 350.322(f)(10), it is recommended that NIRPC include the following in the next update of the metropolitan transportation plan (MTP): local and state revenue estimates by source for transit,

and; more thorough rationale of the inflation rate used for revenue and cost estimates to reflect year of expenditure dollars.

- **Recommendation 4:** It is recommended that NIRPC coordinate with INDOT and the transit operators to identify, collect data, and set targets for comprehensive, multi-modal performance measures pursuant to the planning factors in the next update of its MTP.
- **Recommendation 5:** The FHWA/FTA federal review team recommends NIRPC develop a five-year model improvement plan that outlines a short and mid-term technical process that will maintain –and enhance - the agency’s technical methods and modeling capabilities. The document should establish a strategic direction for the agency as it considers resource constraints, training needs, and partnerships with peer agencies as a means of leveraging existing modeling resources. This plan could then be used to help inform an optimal allocation of resources in the UPWP.
- **Recommendation 6:** It is recommended that NIRPC work more closely with the State to identify and address freight concerns. Interstates 65 and 80 are nationally significant freight corridors and the MPO and State can help to improve freight safety and mobility by working together to understand and identify priorities with local freight stakeholders.
- **Recommendation 7:** It is recommended that NIRPC improve transparency to the public in the transportation improvement program (TIP) and annual agreements with the Chicago Regional Transportation Authority (RTA) to demonstrate how transit-funding sub-allocations at both the state and operator levels are determined pursuant to the planning requirements. The methodologies and performance measures should be clearly identified based on the MTP goals/objectives and planning factors identified at 23 CFR 450.306.
- **Recommendation 8:** It is recommended that NIRPC update the coordinated public transit-human services transportation plan by re-evaluating transit gaps, needs, priorities, and the project selection process as the Regional Bus Authority is no longer in existence and the MPO is now a designated recipient for Section 5310 funds.
- **Recommendation 9:** It is recommended that NIRPC promptly post complete TIP documents on its web site to improve transparency. Additionally, NIRPC should work with INDOT to learn how to enter the MPO’s transportation improvement

program (TIP) information into INDOT’s new electronic state transportation improvement program (STIP) format. NIRPC will use this process in the near future to enter amendments. In the next TIP, NIRPC must insert a column into its TIP showing the estimated cost left to complete projects.

- **Recommendation 10:** In accordance with the *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*, NIRPC is encouraged to expand its collection of data on non-motorized travel, set mode share targets, and measure performance.
- **Recommendation 11:** NIRPC should consider the following actions to help improve the transparency of its public involvement process. A peer exchange with another Indiana MPO to acquire “best practices” for possible implementation may also be helpful.
 1. The updated public participation plan should identify the process for soliciting involvement, suggestions and recommendations received during its development, and clarify how input was considered for the final product.
 2. Annual reporting should include actions taken by the MPO to obtain public comments about the planning process. This should include a summary of the individual activities and comments received, and an analysis of the impact of the input on decision-making.

BEST PLANNING PRACTICES ARE RECOGNIZED IN THE COMMENDATIONS BELOW:

- **Commendation 1:** NIRPC is commended for receiving the American Planning Association’s 2013 Daniel Burnham Award for its 2040 Comprehensive Regional Plan (CRP). The CRP serves as a model for other MPOs in conducting scenario planning in addition to coordinating land use and transportation planning. NIRPC’s efforts demonstrate that an MTP can guide sustainable development through proactive planning using assumptions that differ from previous growth patterns.
- **Commendation 2:** NIRPC is praised for its collaborative planning efforts that have led to construction of recreational trails in addition to integration of bicycle and pedestrian elements into roadway projects.

- **Commendation 3:** NIRPC is praised for its Environmental Justice analysis in the 2040 CRP. The methodology comparing accessibility and travel times to determine disproportionate benefits and burdens on protected populations is exemplary and a model for other MPOs.
- **Commendation 4:** The federal review team compliments the MPO for its efforts to work cooperatively with both the State DOT and Federal Highway Administration to better understand Americans with Disabilities Act (ADA) requirements. By helping both INDOT and FHWA to ensure communities develop and have ADA transition plans, the MPO has demonstrated a commitment to improving the current status of ADA compliance in the region. It also provides a tangible example of how the MPO operates to support its Nondiscrimination Self-Certification associated with their TIP.

3. PLANNING AGREEMENTS

PLANNING AGREEMENT BETWEEN NIRPC, INDOT AND TRANSIT OPERATORS

MEMORANDUM OF AGREEMENT

By and Between

THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

THE INDIANA DEPARTMENT OF TRANSPORTATION

OPERATORS OF PUBLIC TRANSPORTATION

This Memorandum of Agreement (MOA) is made by and between the "Northwestern Indiana Regional Planning Commission" here in after referred to as (NIRPC), the Indiana Department of Transportation herein after referred to as (INDOT), and the "Operators of Public Transportation, including: the Gary Public Transportation, (GPTC); the Northern Indiana Commuter Transportation District (NICTD); East Chicago Transit; South Lake County Community Services; Porter County Aging and Community Services; Opportunity Enterprises; Valparaiso V-Line and ChicaGo Dash; TransPorte in LaPorte; and Michigan City Transit, all of whom are here in after referred to as Operators of Public Transportation.

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) requires the establishment of Agreements among certain agencies involved in the transportation planning process; and

WHEREAS, the transportation planning process for NIRPC includes the above listed agencies; and

WHEREAS, MAP-21 requires the establishment of agreements between the State, the Metropolitan Planning Organization (MPO) and the operators of public transportation; and

WHEREAS, NIRPC is the designated MPO for Northwest Indiana which includes its member Counties of Lake, LaPorte and Porter; and

WHEREAS, NIRPC, NICTD, GPTC and Michigan City are the designated recipients for Section 5307 in the two Urbanized Areas for Northwest Indiana; and

WHEREAS, NIRPC has established various advisory groups which provide input and direction, as well as assist and advise it on transportation planning and programming considerations. Membership in these technical, advisory and citizen groups include persons representing the forty-one cities and towns and three counties, public and private transportation providers, and others not listed in this agreement;

Now therefore, be it resolved that NIRPC, INDOT, and the Operators of Public Transportation mutually agree as follows:

RESPONSIBILITIES OF NIRPC

Structure

1. For transportation planning and programming, NIRPC's organizational structure consists of the Policy Board, which is the Full Commission and Executive Board, the Transportation Policy Committee (TPC), the Transit Operators Roundtable, and various advisory committees and subcommittees.

The Policy Board, members of which are set by State statutory authority, includes the following voting members:

See Attachment #1

The Transportation Policy Committee includes the following voting members:

See Attachment #2

2. NIRPC has several Advisory Committees, which include members from the general public, transit consumers and operators, representatives from other transportation modes, environmental interests, bicycle advocates, various technical staff, and other interested parties.
3. The Policy Board generally meets at 9:00 a.m. monthly, on the third Thursday of every month, and the Transportation Policy Committee generally meets at 9:00 a.m. monthly on the second Tuesday of the month. The other committees as well as the Operators Roundtable meet on an as needed basis.
4. NIRPC will concur with the planning regulations for Self Certification to INDOT, the FHWA and FTA regarding NIRPC's ability and intention to provide and fulfill the transportation planning requirement for the Metropolitan Planning Area (MPA). This will be made available as part of the Transportation Improvement Program (TIP) process.

Transportation Plan

5. NIRPC will develop and maintain a Transportation Plan (TP) and corresponding Conformity Analysis ("if required") in cooperation with INDOT, its operators of public transportation and other agency partners at least every 4 years as required by law.
6. NIRPC will utilize the MAP-21 planning factors in the development of the Transportation Plan.
7. NIRPC is responsible for developing a fiscally constrained Transportation Plan in consultation with INDOT, its operators of public transportation and the FHWA and FTA in compliance with current federal planning regulations.
8. NIRPC will include a financial plan that demonstrates the consistency of the TIP and Transportation Plan with available and projected sources of revenue.
9. NIRPC approves the Transportation Plan and its periodic updates.
10. All proposed TIP amendments must include a project description, project cost, phase, ready for letting (RFL) date, federal, state, local and total dollar amount. There are two types of amendments. An administrative modification and an amendment.
 - Administrative Modification: a change or revision to include project cost increase(s) or decrease(s) (regardless of amount) Des number changes or modifications, changes in the year or scope of non-regionally significant projects.
 - Amendments: new project added, new project phase, change in year or scope of a non-regionally significant project.
11. A Conformity Determination shall be completed for each Transportation Improvement Program (TIP) and Transportation Plan developed by NIRPC, which indicates that the plans maintain the area's air quality standard as identified by the Interagency Consultation Group Procedures. This ensures plans, programs and projects maintain proper air quality conformity for the Northwest Indiana region.

Public Participation and Involvement

12. NIRPC will maintain a federally-compliant Public Participation Plan that is adopted by the NIRPC Policy Board. The plan will include coordination with the INDOT participation process. This process is followed during the development of the Transportation Plan and the Transportation Improvement Program. **NIRPC's TIP participation process will serve to meet public participation requirements for the TIP for the operators of public transit.**
13. NIRPC will comply with all appropriate federal assurances and circulars regarding Disadvantaged Business Enterprise, Title VI of the Civil Rights Act, the Americans With Disabilities Act and procurement requirements.

Transportation Improvement Program (TIP)

14. NIRPC will complete a fiscally-constrained TIP in cooperation and coordination with the partners identified in this agreement. NIRPC will submit an approved TIP to INDOT in a timely manner to coincide with the State Transportation Improvement Program (STIP) development.
15. All federal aid funded projects, regardless of funding category, will be included in the fiscally constrained TIP.
16. The NIRPC Policy Board approves the TIP followed by approval by the INDOT Commissioner on behalf of the Governor. INDOT will then include the TIP in the STIP by reference or amendment. The STIP is approved by the Federal Highway and Federal Transit Administrations along with the new TIP and any amendments.
17. During the TIP update NIRPC will conduct a call for projects. NIRPC will solicit, review and rank requests for new project funding and current project cost increases, using its project selection process. Using its public participation process, NIRPC will solicit comments. The comments received from the participation process will be considered,

responded to and documented. After reviewing the public comments, NIRPC will make a decision regarding the TIP update.

18. All TIP modifications and amendments will be processed in accordance with the Interagency Consultation Group (ICG) and approved air quality conformity procedures.
19. NIRPC will provide and maintain a website that provides TIP and associated amendments for interested parties, public and agency consumption.
20. The Congestion Management Process (CMP) will be used in identifying and selecting projects during TP and TIP updates, including those projects located on the State's highway network.

Travel Demand Forecasting

21. NIRPC is responsible for developing and maintaining a travel demand forecasting model for the Metropolitan Planning Area (MPA) for Northwest Indiana.

Unified Planning Work Program

22. A Unified Planning Work Program (UPWP) will be prepared by NIRPC in cooperation and consultation with INDOT, FHWA, FTA, the operators of public transportation and other stakeholders.
23. NIRPC will include the planning emphasis areas (PEA's) identified by FHWA and FTA in the preparation of the UPWP. Emphasis areas should be received from the federal agencies in a timely manner so they can receive proper consideration.
24. NIRPC will serve as the lead agency for the development of the "Coordinated Public Transit Human Services Transportation Plan".
25. NIRPC will develop a financial plan that demonstrates the consistency of the TIP and Transportation Plan with available and projected sources of revenue.

26. NIRPC will complete its Cost Allocation Plan and UPWP draft by the middle of March each year. However, NIRPC's ability to meet this timeline is affected by INDOT providing timely PL Distribution numbers. Should PL funding information be delayed for some reason, NIRPC may flat-line the estimated funding based upon the prior year and then adjust the PL funding when final figures are obtained. The INDOT Central Office Asset Management, Program Engineering and Road Inventory Division will take the lead in this effort in cooperation with the MPO Council and the INDOT Central Office Project Finance Division and the INDOT Transit Office.
27. NIRPC will submit to INDOT Central Office Asset Planning and Management Division a final Unified Planning Work Program in a timely manner that allows for final review and recommendation for approval to FHWA and FTA. The UPWP will be available on NIRPC's website.

Management Systems

28. The development and implementation of a congestion management process (CMP), where needed, for the NIRPC Metropolitan Planning Area will be the responsibility of NIRPC in cooperation with INDOT, FTA and FHWA. The lead INDOT division will be the Asset Management, Program Engineering and Road Inventory Division.
29. NIRPC will work cooperatively with the INDOT Central Office Asset Management, Program Engineering and Road Inventory Division as the lead and other relevant INDOT Divisions and other public agencies in the development of the other specified management systems as appropriate.
30. NIRPC will maintain a Congestion Management Process in cooperation with the INDOT Central Office Asset Management, Program Engineering and Road Inventory Division. The Congestion Management Process shall be coordinated with the development of the Transportation Plan.

RESPONSIBILITIES OF THE INDIANA DEPARTMENT OF TRANSPORTATION (In cooperation with NIRPC, and the Operators of Public Transportation:

1. INDOT Central Office Asset Management, Program Engineering and Road Inventory Division will provide staff liaisons to coordinate with the MPOs. Said staff will regularly attend MPO Council meetings, which are held in Indianapolis. INDOT will regularly send staff liaisons to NIRPC's Transportation Policy Committee meetings. The District Capital programs Director will attend the meetings and have non-voting representation for INDOT. The District Deputy Commissioner will attend the NIRPC Policy Board meetings as a non-voting representative for INDOT.

Transportation Plan and TIP

1. The Statewide Transportation Plan shall be developed in cooperation with NIRPC's Transportation Plan.
2. The INDOT Central Office Asset Management, Program Engineering and Road Inventory Division will develop a list of planned improvements on State jurisdiction highways developed in conjunction and in cooperation with NIRPC for the Metropolitan Planning Area of NIRPC. These projects will be consistent with the INDOT Asset Planning and Management Process. This is necessary in order to provide the data NIRPC needs to develop a Transportation Plan that is consistent with available funding sources and project revenues.
3. The INDOT Central Office Project Finance Division will provide NIRPC in a timely manner with estimates of available federal and state funding as necessary for the development of the financial plans demonstrating the fiscal constraint of NIRPC's Transportation Plan and TIP. Should funding information be delayed for some reason, NIRPC may then flat-line funding based on past information.
4. The INDOT Central Office LPA and Grants Administration Division will develop the Indiana Statewide Transportation Improvement Program (STIP) in cooperation with NIRPC's transportation planning process and incorporate NIRPC's approved TIP by reference or amendment in its entirety.

5. The INDOT Central Office LPA and Grant Administration Division in cooperation with the Asset Management, Program Engineering and Road Inventory Division and District staff, for the area that includes NIRPC, will provide timely lists of INDOT projects within NIRPC's jurisdiction in sufficient detail and accuracy to allow for the development of a TIP for the NIRPC region.
6. INDOT Central Office LPA and Grant Administration Division will develop a Statewide Transportation Improvement Program (STIP) that includes the review and written approval of NIRPC's TIP in a timely manner. This will be done in cooperation with the Asset Planning and Management Division.
7. INDOT Central Office Asset Planning and Management Division working with the LPA and Grant Administration Division will provide in a timely manner lists of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. This will allow NIRPC to develop an Annual List of Obligated Projects (ALOP).
8. INDOT will provide Central and District Office coordination for NIRPC on all matters including the TP and TIP. The Asset Management, Program Engineering and Road Inventory Division will be the lead in cooperation with the LPA and Grant Administration Division and the appropriate District Office(s) for the area containing NIRPC.
9. INDOT Central and District Offices will collect and share transportation system information with NIRPC to facilitate a cooperative transportation planning process and will conduct training sessions and workshops on pertinent topics. The Asset Management, Program Engineering and Road Inventory Division will be the lead in this effort.

UPWP Coordination Activities

10. INDOT will provide a staff liaison (MPO Coordinator/Specialist) from the Asset Management, Program Engineering and Road Inventory Division to participate in

8

transportation planning activities related to the UPWP (such as review of the document, preparation of contracts following its approval, review of billings submitted by NIRPC, etc.) and also to assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.

11. INDOT Central Office Asset Planning and Management Division will provide updated consolidated PL figures based on the current PL Distribution formula approved by the FHWA, INDOT and NIRPC Council. INDOT will provide these figures in a timely manner each year to allow for development of the UPWP.
12. NIRPC will prepare a UPWP for the Fiscal Year that will take effect beginning on July 1 of the same year. NIRPC has the option to prepare a two-year UPWP and will update it as necessary.
13. INDOT Central Office Asset Planning and Management Division will review and provide approval of the UPWP and concurrence with the Cost Allocation Plan in a timely manner, and begin development of the required contracts and purchase orders. INDOT will strive for a timely notice-to-proceed, a signed contract and a purchase order.
14. INDOT Central Office Asset Management, Program Engineering and Road Inventory Division will review progress reports through NIRPC coordinator/specialist and initiate the reimbursement of invoices in a timely manner pursuant to applicable Federal Regulations and Indiana Code 5-17-5, Public Purchases.

RESPONSIBILITIES OF THE OPERATORS OF PUBLIC TRANSPORTATION:

1. The operators of public transportation will provide data, including financial planning information, to NIRPC upon request and participate in the development of the NIRPC Transportation Plan, TIP and their updates.
2. The operators of public transportation will provide staff liaisons to attend and be voting members of the NIRPC Transportation Policy Committee.
3. The operators of public transportation will participate on the Transit Operators Roundtable.

4. The operators of public transportation will participate in the development of the Coordinated Public Transit Human Services Transportation Plan.
5. The operators of public transportation will provide a Financial Capacity Analysis showing a 5 year Financial Plan as part of the TIP development process. This will be reviewed by NIRPC as the MPO and the INDOT Transit Office within the Multimodal Division.
6. The operators of public transportation will provide a four year capital project and operating plan (program of projects) for inclusion in the TIP to NIRPC. The program of projects and the Financial Capacity Analysis will be updated every two years. They will be reviewed by the INDOT Transit Office within the Multimodal Division.
7. The operators of public transportation will provide amendment requests to NIRPC in a timely manner prior to the next scheduled meeting of the NIRPC Transportation Policy Committee. All amendment requests will be in writing.
8. The operators of public transportation will provide a copy (PDF file preferred) to NIRPC of each final grant request to the Federal Transit Administration and provide a copy of each grant award acceptance. NIRPC as the direct recipient of grants will provide the same for its subgrantees.
9. The operators of public transportation will provide on an annual basis, no later than 45 calendar days following the end of the program year, a list of transit projects for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. NIRPC will provide this information for its sub-grantees.
10. The operators of public transportation will be responsible for their Capital Improvement Plan and its ADA Compliance Plan and other activities directly related to the operation of public transit services in the NIRPC Metropolitan Planning Area.

11. The operators of public transportation will be required to provide the necessary local matching funds (unless otherwise agreed to) and will be responsible for maintaining all necessary records in support of the expenditure of those funds.

12. The operators of public transportation agree that it will be in compliance with all applicable federal regulations and circulars.

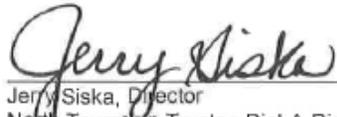
In witness thereof, the undersigned executive staff members of NIRPC, the operators of public transportation and INDOT have executed this Memorandum of Agreement on the dates indicated.

-- END --

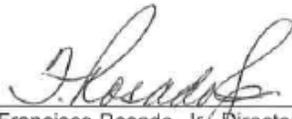
Signature Page Follows



Ty Warner, Executive Director
Northwestern Indiana Regional
Planning Commission



Jerry Siska, Director
North Township Trustee Dial-A-Ride



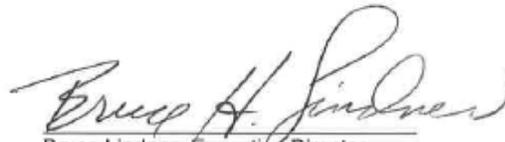
Francisco Rosado, Jr., Director
East Chicago Transit



Claudia Taylor, Transit Manager
Opportunity Enterprises



Clay Cates, Interim General Manager
Gary Public Transportation Corporation



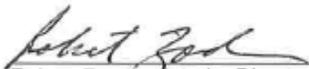
Bruce Lindner, Executive Director
Porter County Aging and Community
Services, Inc.



Tom MacLennan, Director
TransPorte – LaPorte



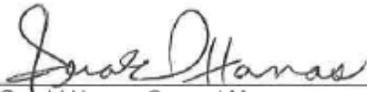
Margot Sabato, Executive Director
South Lake County Community Services



Robert Zondor, Interim Director
Michigan City Transit



Tyler Kent, Director of Planning
Valparaiso V-Line, ChicaGO Dash



Gerald Hanas, General Manager
Northern Indiana Commuter
Transportation District (NICTD)

Karl Browning, Commissioner
Indiana Department of Transportation

 PLANNING AGREEMENT BETWEEN INDOT, IDOT, NIRPC AND CMAP

**Chicago Metropolitan Agency for Planning
Northwestern Indiana Regional Planning Commission
Illinois Department of Transportation
Indiana Department of Transportation**

**Cooperative Agreement for Coordination of Land Use-Transportation Planning in
the Chicago/Gary/Lake County, IL-IN Urbanized Area**

This Cooperative Agreement is made and entered into this 29TH day of April, 2016, by and among the Chicago Metropolitan Agency for Planning (CMAP), Northwestern Indiana Regional Planning Commission (NIRPC), Illinois Department of Transportation (IDOT) and Indiana Department of Transportation (INDOT).

Whereas, CMAP and the Metropolitan Planning Organization (MPO) Policy Committee carry out a continuous, cooperative and comprehensive planning program for Northeastern Illinois and the MPO Policy Committee is designated by the Governor and Northeastern Illinois officials as being responsible, together with IDOT, for carrying out the provisions of 23 U.S. Code 134 and 49 U.S. Code 5303-06 for seven counties in Northeastern Illinois and parts of Grundy and DeKalb Counties; and

Whereas, NIRPC, a governmental body created pursuant to the provisions of Indiana Code Title 36, Article VII, Chapter 7 of the *Indiana Statutes*, carries out a comprehensive and cooperative areawide land use-transportation planning process, and is the MPO for Northwestern Indiana as designated by the Governor and Northwestern Indiana officials as being responsible, together with INDOT, for carrying out the provision of 23 U.S. Code 134 and 49 U.S. Code 5303-06 for three counties in Northwestern Indiana; and

Whereas, CMAP, NIRPC, IDOT and INDOT actively coordinate land use and transportation planning along the border between the States of Illinois and Indiana in their respective jurisdictions; and

Whereas, CMAP, NIRPC, IDOT and INDOT coordinate planning activities and carry out such activities cooperatively so that principal metropolitan area planning products reflect consistency with best practices and with broader bi-state goals; and

Whereas, the U.S. Bureau of the Census has identified a bi-state urbanized area of over 200,000 population that incorporates portions of the existing planning jurisdictions of CMAP and NIRPC, and has identified such area as the "Chicago, IL-IN Urbanized Area" (Chicago Area); and

Whereas, Will and Cook Counties are included in the Chicago Metropolitan Planning Area for the purpose of achieving coordinated land use, transportation and air quality management planning in the State of Illinois; and

of CMAP, the Executive Director of NIRPC, the District Engineer of IDOT District 1 and the La Porte District Deputy Director of INDOT.

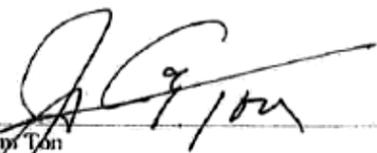
In Witness whereof, the hereto have caused this agreement to be executed by their proper officers and representatives.



Aaron Lawlor
Vice Chairman, CMAP MPO Policy Committee

3-16-16

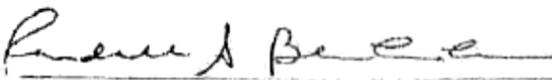
Date



Jim Ton
Chairman, Northwestern Indiana Regional Planning Commission

4-21-2016

Date



Randy Blankenhorn
Secretary, Illinois Department of Transportation

3-10-16

Date



Brandye Hendrickson
Commissioner, Indiana Department of Transportation

4-29-16

Date

4. FHWA PLANNING EMPHASIS AREAS LETTER



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

January 27, 2016

575 N. Pennsylvania St, Room 254
Indianapolis, IN 46204
317-226-7475
317-226-7341

In Reply Refer To:
HDA-IN

Dear Indiana MPO Directors and INDOT:

The Indiana Division Office of Federal Highways Administration (FHWA) and Federal Transit Administration Region V (FTA) are issuing its annual planning emphasis areas (PEAs) for the FY 2017 to be addressed in the metropolitan planning organizations' (MPOs') and the Indiana Department of Transportation's (INDOT's) future work programs. The purpose of the PEAs is to focus our efforts on implementing the programs and reforms of Moving Ahead for Progress in 21st Century Act (MAP-21). We anticipate information will be rolled out on Fixing America's Surface Transportation Act (FAST Act).

The FY 2017 PEAs are:

- Title VI Program Management
- Performance-based planning measures and targets
- Ladders of Opportunity
- Program Highway Safety Improvement Program (HSIP) funds for safety planning activities and/or identify low cost systemic use of HSIP funds

Title VI Program Management – When considering federal-aid highway funding for a local transportation project, the MPOs need to be able to ensure the Local Public Agencies (LPAs) complies with their Title VI nondiscrimination requirements. MPOs should survey local governments and determine if they have a current Title VI Plan that identifies a person responsible for Title VI, Notification of Nondiscrimination, a complaint process and steps used to collect and evaluate data on impacts from the LPA's programs and projects. If a plan is not in place with the project sponsor (a city, town, or county) steps should be taken to provide technical assistance for the development and implementation of such a plan. Please contact FHWA or INDOT for any training needs. This will have the effect of better ensuring that programs and projects adhere to the principles of nondiscrimination, as well as making the MPO's nondiscrimination self-certifications accurate. The FHWA expects INDOT and the MPOs to monitor Title VI plan implementation and begin moving toward limiting funding to those entities that are not meeting their requirements as federal-aid recipients.

Performance base planning measures and targets – MAP-21 requires INDOT and the MPO to implement performance-based plans and programs, as well as the formal use of performance measures. Several final rulemakings are anticipated in 2016. INDOT and the MPOs should work cooperatively together to set performance measures and targets.

Ladders of Opportunity – As part of the planning process, we continue to encourage INDOT and MPOs to create better connected communities to centers of employment, education, and healthcare services, especially for non-drivers in distressed areas. There is a need to identify criteria for underserved populations and essential services and map connectivity and identify if gaps exist. Underserved populations are low income, minorities, elderly, Limited English Proficient (LEP) individuals, persons with disabilities. Transportation services, such as transit, bicycle routes, etc., should be overlaid for the underserved populations to essential services such as, health care facilities, schools, supermarkets, employment centers, voting/polling places, courthouses, recreational areas, bureau of motor vehicles, etc. Finally, analyze the existing facilities and identify where there are planned projects or identify opportunities for potential projects.

Program HSIP funds for safety planning activities and/or identify low cost systemic use of HSIP funds – FHWA and INDOT have provided guidance and will continue to expand guidance on options for use of HSIP to MPOs and local agencies that will result in eligible safety projects. FHWA reminds MPOs that up to 15% of the HSIP funds can be programmed for planning purposes for activities like Road Safety Audits and safety data collection and analysis.

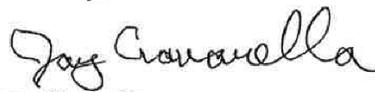
If you have any questions, please contact either me or your FHWA Planning and Environmental Specialist.

Sincerely,



Joyce E. Newland
Planning Program Manager
FHWA Indiana Division

Sincerely,



Jay Ciavarella
Director, Office of Planning & Program Development
FTA Region V

cc:

Indiana MPO Council
Roy Nunnally, INDOT

5. FAST ACT FOR METROPOLITAN PLANNING ORGANIZATIONS



U.S. Department of Transportation
Federal Highway Administration

METROPOLITAN PLANNING

Fiscal year	2016	2017	2018	2019	2020
Estimated funding*	\$329 M	\$336 M	\$343 M	\$350 M	\$359 M

*Calculated (sum of estimated individual State Metropolitan Planning apportionments)

Program purpose

The FAST Act continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.

Statutory citation: FAST Act § 1201; 23 U.S.C. 134

Funding features

Type of budget authority

Funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

Apportionment of funds

The FAST Act continues the MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is calculated, funding is set aside for the State's Metropolitan Planning program from:

- the State's base apportionment [23 U.S.C. 104(b)(6)]; and
- the State's apportionment for the National Highway Freight Program [23 U.S.C. 104(b)(5)(D)].

(See "Apportionment" fact sheet for a description of this calculation.)

Transferability to other Federal-aid apportioned programs

The Fast Act continues to prohibit transfer of Metropolitan Planning Program funds to other apportioned programs. [23 U.S.C. 126(b)(1)]

Federal share: In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.)

Program Features

Except as specified above or below, the FAST Act continues all of the metropolitan planning requirements that were in effect under MAP-21.

Support for intercity bus and commuter vanpools

The FAST Act continues to require metropolitan transportation plans and transportation improvement programs (TIPs) to provide for facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities. It adds to this list other facilities that support intercity transportation (including intercity buses, intercity bus facilities, and commuter vanpool providers). The FAST Act also requires that the metropolitan long-range plan include identification of public transportation facilities and intercity bus facilities. [23 U.S.C. 134(c)(2) & (i)(2)]

Selection of MPO officials

The FAST Act clarifies that metropolitan planning organization (MPO) representation is selected by an MPO according to its bylaws/enabling statute. It also changes the selection criteria for MPO officials to—

- grant a representative of a transit provider authority equal to that of other MPO officials; and
- allow a representative of a transit provider to also represent a local community.

[23 U.S.C. 134(d)(3)]

Consultation with other planning officials

The FAST Act continues to encourage MPOs to consult with officials responsible for other types of planning activities. It adds to the list of such activities tourism and the reduction of risk of natural disasters. [23 U.S.C. 134(g)(3)(A)]

Scope of planning process

The FAST Act expands the scope of consideration of the metropolitan planning process to include—

- improving transportation system resiliency and reliability;
- reducing (or mitigating) the stormwater impacts of surface transportation; and
- enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)]

Capital investment and other strategies

The FAST Act continues to require a metropolitan transportation plan to include strategies to meet current and projected transportation infrastructure needs. [23 U.S.C. 134(i)(2)(G)]

Resilience and environmental mitigation activities

The FAST Act expands the focus on the resiliency of the transportation system as well as activities to reduce stormwater runoff from transportation infrastructure. In addition, it newly requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters.

[23 U.S.C. 134(d)(3) & (i)(2)(G)]

Transportation and transit enhancement activities

The FAST Act continues to require a metropolitan transportation plan to include transportation and transit enhancement activities. When proposing these activities, the plan must now include—

- consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner; and
- strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated. [23 U.S.C. 134(i)(2)(H)]

Participation by interested parties in the planning process

The FAST Act explicitly adds public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs to the list of interested parties that an MPO must provide with reasonable opportunity to comment on the transportation plan.

[23 U.S.C. 134(i)(6)(A)]

Congestion management

The FAST Act adds examples of travel demand reduction strategies for congestion management in a transportation management area (TMA). While retaining the requirement for a congestion management process for MPOs that serve a TMA, the law also allows an MPO that serves a TMA to develop a congestion management plan (distinct from the congestion management process) that will be considered in the MPO's transportation improvement program. Any such plan must include regional goals for reducing peak hour vehicle miles traveled and improving transportation connections must identify existing services and programs that support access to jobs in the region, and must identify proposed projects and programs to reduce congestion and increase job access opportunities. The FAST Act specifies certain consultation requirements MPOs must use in developing the plan. [23 U.S.C. 134(k)(3)]

Treatment of Lake Tahoe region

For the purpose of 23 U.S.C., the FAST Act treats the Lake Tahoe Region of California and Nevada as—

- a metropolitan planning organization;
- a TMA; and
- an urbanized area comprised of a population of 145,000 in California and 65,000 in Nevada.

[23 U.S.C. 134(r)]



Northwestern Indiana Regional Planning Commission
6100 Southport Road
Portage, IN 46368
Tel: 219-763-6060
Fax: 219-762-1653