



6100 Southport Road Portage, Indiana 46368 219-763-6060

Upcoming TPC Deliverables	
<b>Greenways+Blueways 2020</b>	<i>March 2017</i>
<b>New TIP 2018-2021</b>	<i>May 2017</i>
<b>I-65 &amp; US 30 Plan</b>	<i>June 2017</i>
<b>Human Services Transit Plan</b>	<i>Spring-summer 2017</i>
<b>Super NOFA</b>	<i>Summer 2018</i>
<b>Next CRP Approval</b>	<i>May 2019</i>

### Technical Planning Committee

January 10, 2017 9:00 a.m.  
 Construction Advancement Foundation Training Center  
 6050 Southport Road, Portage

### AGENDA

#### 1. Call to Order by Chairman, Opening and Announcements

- a) Pledge of Allegiance; Introductions
- b) Meeting Participation Survey
- c) **Action** on the minutes of the December 6 TPC meeting (*Pages 1-2*)

#### 2. Presentation: *Pathways to 2040* – Mitch Barloga (*Pages 3-9, brochure*)

#### 3. Implementation Planning

- a) Regional Corridor Study Public Comment – Stephen Sostaric (*Pages 10-12*)
- b) **Action** on Regional Corridor Study – Eman Ibrahim (*Pages 13-15*)
- c) **Action** on 2040 CRP Companion Plan Update Amendment #3 – Mitch Barloga (*Page 16*)
- d) Deep River-Portage Burns Waterway Plan Implementation Meeting – Kathy Luther
- e) Quarterly Tracking – TROC Issue – Amanda Pollard

#### 4. Programming

- a) FY 2016-2019 Transportation Improvement Program Amendment #33 – *Amanda Pollard (Page 17)*.
- b) FFY 2018-2021 Transit Project Selection Update – James Winters

#### 5. Topical Committee Reports

- a) Environmental Management Policy Committee (EMPC)
- b) Ped, Pedal & Paddle Committee (3PC)
- c) Transit Operators Roundtable
- d) Land Use Committee
- e) Rail Vision/Freight Committee
- f) Surface Transportation Committee (STC)

## **6. Reports from Planning Partners**

- a) Chicago Metropolitan Agency for Planning (CMAP)
- b) South Suburban Mayors and Managers Association
- c) Southwestern Michigan Commission
- d) Federal Highway Administration & Federal Transit Administration

## **7. Public Comment on Agenda Items**

## **8. Emerging Trends Presentation**

## **9. Other Business, Staff Announcements and Upcoming Meetings**

- a) Other Business
- b) Staff Announcements
- c) NIRPC Meetings
  - The Land Use Committee will meet on Wednesday, January 18 at 10:00 a.m., location T/B/D.
  - Full Commission/Executive Board will meet on Thursday, January 19 at 9:00 a.m. in the Lake Michigan Room at the NIRPC office.
  - The Ped, Pedal & Paddle Committee will meet on Thursday, January 26 at 1:30 p.m.
  - The Environmental Management Policy Committee will meet on February 2 at 9:00 a.m. at NIRPC

The NIRPC Office will be closed on Monday, January 16 in observance of the Martin Luther King holiday.

The next Technical Planning Committee meeting will be held on February 14, 2017 at 9:00 a.m. in the Lake Michigan Room at the NIRPC office.

Requests for alternate formats, please contact Mary Thorne at NIRPC at least 48 hours prior at (219) 763-6060 extension 131 or at [mthorne@nirpc.org](mailto:mthorne@nirpc.org). Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

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## Technical Planning Committee Meeting

NIRPC Lake Michigan Room  
6100 Southport Road, Portage  
November 1, 2016  
MINUTES

Chairman Michael Griffin called the meeting to order at 9:00 a.m. with the Pledge of Allegiance and self-introductions. Members present included Michael Griffin, Kevin Breitzke, Geof Benson, William Emerson, Jr., George Topoll, Margot Sabato, David Wright, Rebecca "Sis" Williams, Lyndsay Quist, Tyler Kent, Mark O'Dell, Tom MacLennan, Robin Barzoni-Tillman, Nicole Barker, Beth Shrader and Kay Nelson. Others present included Mitch Bishop, Mike Yacullo, Ismail Attallah, Dean Button, Joe Crnkovich, Jack Eskin, Tom Schmitt, Jake Dammarell, Salvatore DiBernardo, Claudia Taylor, Jeff Huet, Randy Strasser, Don Oliphant, Chris Moore, Keith Kirkpatrick, Teri Dixon, Frank Rosado, Jr., James Mandon, Woody Dresden and Andrew Steele. Staff present included Mitch Barloga, Gary Evers, Kathy Luther, Stephen Sostaric, Scott Weber, James Winters, Gabrielle Biciunas, Eman Ibrahim, Amanda Pollard and Mary Thorne.

The minutes of the November 1, 2016 Technical Planning Committee meeting were approved by general consent.

Mitch Barloga presented the status of the Greenways + Blueways 2020 Plan Update. Approval has been delayed due to the receipt of several significant comments. The modifications will be made and another 30-day comment period will be held.

Stephen Sostaric reported that there were no significant comments received on the SR 249 Bridge project.

Eman Ibrahim presented FY 2017-2018 UPWP Amendment #2 for road safety audits for Hobart, Griffith, Valparaiso and Lake County using HSIP penalty funds obligated at 100% totaling \$440,000. On a motion by Kevin Breitzke and a second by Geof Benson, the FY 2017 UPWP Amendment #2 was recommended by the Committee to the Commission for adoption.

Mitch Barloga presented the modified B-List of projects as approved by this Committee in November. Gary Evers stated that there was no money available at this time. On a motion by Rebecca Williams and a second by David Wright, the Committee voted to recommend the modified B-List of projects.

Gary Evers described Amendment #32 to the FY 2016-2019 Transportation Improvement Program for new, existing and deleted project phases. The amendment received the required comment period and review by the Inter-Agency Consultation Group. Brief discussion followed. On a motion by Geof Benson

and a second by George Topoll, the Committee voted to recommend FY 2016-2019 Transportation Improvement Program Amendment #32 to the Commission for adoption.

Topical Committee reports were given for the Environmental Management Policy Committee, Ped Pedal & Paddle Committee, Transit Operators Roundtable, Rail Vision Workgroup/Freight and the Surface Transportation Committee.

Teri Dixon of Chicago Metropolitan Agency for Planning said their *On to 2050* process continues.

There were no requests for public comment.

James Winters showed a brief video on the benefits of transit-oriented development in other parts of the country.

Kay Nelson noted the Chanute Prize for Team Innovation Awarded to the Calumet River Partners in Restoration Team from the Society of Innovators showcased in the lobby.

Michael Griffin announced the upcoming meetings and office closings at NIRPC. The next Technical Planning Committee meeting will be on January 10, 2017 at 9:00 a.m. in the Lake Michigan Room at the NIRPC office. Hearing no other business, he adjourned the meeting at 10 a.m.

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

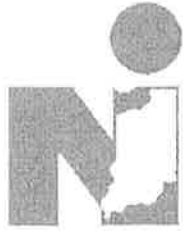
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# 2040 Comprehensive Regional Plan

**2040 CRP Goals & Objectives**

Northwestern Indiana Regional Planning Commission



# 2040 Comprehensive Regional Plan

2040 CRP Vision Statement / Goals & Objectives

Northwestern Indiana Regional Planning Commission

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## 2040 CRP Vision Statement

*Stretching from the treasured shores of Lake Michigan to the historic banks of the Kankakee River and committed to an ethic of sustainability:*

*A vibrant region – Our economy is thriving, our people are well educated, growth is planned and natural and rural areas are valued and protected;*

*A revitalized region – Urban areas are renewed and our environment is clean;*

*An accessible region – Our people are connected to each other and to equal opportunities for working, playing, living, and learning;*

*A united region – Celebrating our diversity, we work together as a community across racial, ethnic, political, and cultural lines for the good of the region.*



### 2040 CRP Goals and Objectives:

Vision Theme: *Vibrant Region – thriving economy*

**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

Vision Theme: *Vibrant Region – well-educated people*

**Goal: Expanded access to knowledge and educational opportunities**

Objectives:

- Develop a transportation system that provides safe and reliable access to educational facilities
- Maintain strategic partnerships with educational institutions
- Provide critical information to the public to enable meaningful public participation
- Educate leaders about best practices in urban and regional planning and public policy
- Improve infrastructure connectivity and access to the technology that supports distance education

Vision Theme: *Vibrant Region – protected natural and rural areas*

**Goal: Managed growth that protects farmland, environmentally sensitive areas and important ecosystems**

Objectives:

- Promote the development and preservation of regional greenways and blueways (water trails) and establish linkages between them
- Encourage the concentration of development around existing infrastructure
- Encourage redevelopment of infill sites within established centers
- Promote compact development and smart growth through techniques such as transit-oriented development, traditional neighborhood development and conservation design
- Foster the development of local food systems and a local food economy
- Preserve prime agricultural land and rural landscapes
- Encourage and plan for the protection and responsible use of shoreline areas
- Improve access to major regional parks and preserved open lands, including the Indiana Dunes



Vision Theme: *Vibrant Region: – planned growth*

Goal: **Livable urban, suburban and rural centers**

Objectives:

- Encourage the compact mixing of uses
- Encourage a diverse mix of housing types and affordability levels near job centers and transit routes
- Facilitate the remediation and redevelopment of abandoned and underutilized land including brownfields and greyfields
- Promote a safe and accessible pedestrian and bicycle environment
- Expand access to public transit and promote transit-supportive land use patterns
- Promote community green infrastructure and access to public open space
- Promote the preservation of historic and cultural resources
- Promote the integration of Context Sensitive Solutions into transportation planning and projects

Vision Theme: *Revitalized Region – renewed urban areas*

Goal: **Revitalized urban core**

Objectives:

- Rebuild and improve existing infrastructure systems including public transportation
- Improve the connectivity of and provide access to high tech infrastructure, including broadband, fiber and other technologies, to promote innovation and investment
- Foster the development of livable, mixed use downtowns
- Promote adaptive reuse, infill development and the remediation and reuse of underutilized properties, particularly brownfields
- Facilitate the rehabilitation of neighborhoods and maintenance of high quality and affordable housing
- Promote the preservation of historic and cultural resources
- Expand visual and physical access to Lake Michigan and other open space
- Partner to protect threatened natural remnants
- Enhance community design and aesthetics

Vision Theme: *Revitalized Region – clean environment*

Goal: **Improved air quality**

Objectives:

- Achieve national ambient air quality standards for all pollutants, including carbon monoxide, ozone and particulates
- Reduce air toxics, greenhouse gases and other harmful emissions
- Improve the aesthetics – noise, odor, discoloration – of air
- Reduce the disproportionate impact of industrial and transportation emissions on environmental justice populations
- Coordinate land use and transportation policies to reduce motor vehicle trips





Vision Theme: *Revitalized Region – clean environment*

Goal: **Reduced flooding risks and improved water quality**

Objectives:

- Achieve water quality standards and designated uses of our lakes and streams
- Complete, improve, and implement watershed management plans
- Promote stormwater best management practices including the development of green infrastructure and the reduction of impervious surfaces
- Facilitate regional planning for adequate collection and treatment of wastewater and the elimination of the inappropriate use of septic systems
- Promote the upgrading of aging water infrastructure
- Facilitate the development of a regional stormwater strategy
- Facilitate regional planning for water supply and demand
- Preserve flood plain and wetlands

Vision Theme: *Revitalized Region – clean environment*

Goal: **Clean land**

Objectives:

- Maximize the number of brownfields returned to productive use
- Facilitate a regional solid waste and landfill strategy
- Promote the acquisition and protection of greenspace
- Mitigate transportation and land use impacts

Vision Theme: *Accessible Region – connected people and opportunities*

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
- Support the development of regional preparedness and evacuation planning
- Improve the safety and security of transit facilities including stations, stops and vehicles
- Utilize technology, including Intelligent Transportation Systems and other strategies, to improve transportation safety

Vision Theme: *Accessible Region – connected people and opportunities*

Goal: **Increased mobility, accessibility and transportation options for people and 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
- Reduce congestion on major freight and passenger routes
- Improve the internal connectivity of the transportation network
- 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
- Increase access to and improve the reliability of public mass transit
- Improve the non-motorized transportation network by building Complete Streets that accommodate bicycles, pedestrians and transit users
- Enhance navigability through improved wayfinding and signage
- Encourage land use policy that supports access for disabled persons, efficient mass transit, and non-motorized travel.

Vision Theme: *Accessible Region – connected people and opportunities*

Goal: **Adequate transportation funding and efficient use of resources**

Objectives:

- Increase the level of federal and state funding flowing into the region and improve the ability to provide local matching funds
- Protect previous investments through maintenance and improvements to existing transportation infrastructure, operations and services
- Devote sufficient resources to address reconstruction and maintenance needs
- Utilize the Congestion Management Process to optimize the efficiency of the existing system
- Prioritize transportation investments that support land use and economic development goals
- Encourage investments that consider long range impacts of changing transportation systems and anticipate future technologies

Vision Theme: *Accessible Region – connected people and opportunities*

Goal: **A transportation system that supports the health of all people and places**

Objectives:

- 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



Vision Theme: *United Region – working together, good of the region*

Goal: **Environmental justice: shared benefits and burdens**

Objectives:

- Increase outreach in environmental justice communities and improve the public involvement process to eliminate barriers and engage minority, disabled, elderly, and low-income populations in regional decision-making
- Improve capacity to identify residential, employment, and transportation patterns of low-income and minority populations so that their needs may be identified and addressed, and the impacts of transportation can be fairly distributed
- Avoid disproportionately high and/or adverse impacts on minority, disabled, elderly and/or low-income populations.
- Minimize and/or mitigate unavoidable impacts on low-income and/or minority populations by providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods
- Increase awareness and understanding of environmental justice issues among decision makers
- Mitigate displacement of local residents and the loss of property investments when redeveloping the urban core

Vision Theme: *United Region –working together, good of the region*

Goal: **Efficient and coordinated local government**

Objectives:

- Facilitate the consolidation of redundant local government services
- Promote coordination of land use and corridor planning across jurisdictional boundaries
- Foster better communication, cooperation, and coordination to better leverage resources
- Promote the sharing of benefits, burdens and costs among governments

# **Public Comment Report**

## **Regional Corridors Study 30 Day Comment Period**

The Northwestern Indiana Regional Planning Commission (NIRPC) held a 30-day public comment period on the Regional Corridors Study. The public comment period began on November 17, 2016 and ended on December 16, 2016.

The Regional Corridors Study is a technical assessment of connectivity within Northwest Indiana's transportation network. The goal of the study is to improve mobility and connectivity by providing new connections to existing or future transportation routes across the region. It also seeks to contribute to reducing congestion and travel time on major roadways.

A draft of the plan was made available at [www.nirpc.org](http://www.nirpc.org), and stakeholders were made aware via email, a news release, and social media. The public was able to comment via email, telephone, and regular mail. No public meeting was required.

None of the comments received were deemed significant and none resulted in changes to the document.

Comment	Manner Considered by Staff	Significant?	Need to Modify?
<p>If Cline is connected between Main St. and Division and 93<sup>rd</sup> and 101<sup>st</sup>, you'd be able to go from Lake Michigan to Cedar Lake. How about 249 to 130? Forget the South Shore Extension, put that money to roads. It's a lose lose.</p>	<p><b>Comments received via Email</b></p> <p>Two segments are suggested for Cline Ave. to improve north and south travel. Please check the map in page 11 in the report and look for segments #4 and #5 that reflect your recommendation. Regarding SR249 and SR130, the Willowcreek connection (segment 14 in the map) should provide a direct connection to SR249.</p>	No	No
<p>I strongly agree with the Next Steps and the implementation. Yes, be sure that the segments are incorporated into local plans and into the long-range transportation element of the CRP. And work with the project sponsors to aggressively pursue funding.</p> <p>I think that a difficult project will be the connection of Main Street with Joe Orr Road, both because it's bi-state/ multi-jurisdictional and because not all local entities are supportive, yet. It will take a careful, strategic, sustained effort with Munster and Dyer to get that segment built. A design that is less intrusive to the neighborhood will be important and may help the political leaders and residents to better accept the project.</p> <p>Communicate with SSMMA staff about any Main Street progress, and include them in key, if not all coordination meetings. (I assume that SSMMA knows about the corridor study.) Stay informed from SSMMA about the progress of the extension of Joe Orr Road toward the state line. It's an important bi-state connection, not that all the others in the study are not also very important to a more connected regional highway system. Keep up the good work.</p>	<p>Thanks for your comment. NIRPC is in the process of organizing a meeting with all the involved entities of the IL proposed connections from Main St. and 109<sup>th</sup>.</p>	No	No

<p>Thanks for giving me an opportunity to suggest some ideas to help congestion in northwest Indiana.</p> <ol style="list-style-type: none"> <li>1. Kennedy Ave should be completed to Route 30 and increased to 5 lanes.</li> <li>2. Main Street should be completed to Burnham Ave in Illinois in the West and to Broadway on the East. Main should be 5 lanes wide.</li> <li>3. 45th street should be widened to 5 lanes wide and connect with Interstate 65.</li> <li>4. Cline Ave. should be widened to 5 lanes wide and connect from ridge road to lake shore drive in Cedar Lake.</li> <li>5. Calumet Ave and 109th Street should be 5 lanes wide to accommodate the new private Christian High School that will have the capacity for 1000 students.</li> <li>6. 109th Street from Main to go straight west to Highway 231.</li> </ol>	<ol style="list-style-type: none"> <li>1. Kennedy Ave to US 30 connection is considered in segment #3 on the map.</li> <li>2. Main St.'s proposed connection is reflected in segment #1.</li> <li>3. The recommendations in bullet points 3, 4, and 5 will be considered in the next phase that will include more detailed planning and engineering for all the suggested segments.</li> <li>4. For recommendation 6, it is staff's understanding the comment refers to E 109 Ave. that continues as North St. west of Broadway, then continues west of Main St. and stops before it connects with SR231/ W 109 Ave. It is a good suggestion for an additional segment and it will be considered and discussed with the City of Crown Point staff in the next update of the study.</li> </ol>	<p>No</p>	<p>No</p>
<p>Thank you for your comments!</p>			

# 1. REGIONAL CORRIDORS STUDY

Staff: Eman Ibrahim, Gabrielle Biciunas

## Objective:

The purpose and need of the Regional Corridors Study (RCS) in Northwest Indiana is to improve major transportation network connectivity. Improving mobility and connectivity across the region will contribute in reducing congestion and travel time on major roadways. The focus of the study is to functionally fill a gap between regionally significant highways and limited access local arterials. Currently there are 14 interchanges within almost 45 miles on interstate 80/94. Only 6 of them are regionally connected, through major arterials, to US 30 the major east-west connector in the region.

The main purpose of the RCS is to accomplish the 2040 Plan regional goals and objectives that are aiming to improve connectivity, and access to employment, major interstate highways, metro centers, and highly dense residential areas. The study will be addressed through the Update of the 2040 Plan/ Transportation Plan. Additional, traffic model forecasts will be used to test alternative road network plans. The RCS network will include state highways, state routes, major county roads and major municipal arterials. Development of the RCS network takes into consideration planned and programmed projects.

## Background/Basis:

- Goals and Objectives from the 2040 CRP
- Increased congestion and travel time
- Recommendations from CMP
- Poor local/regional north south connectivity and mobility
- Increased fuel costs
- Safety

## Work Elements/Methodology:

### FY2015

NIRPC will work closely with member jurisdictions to identify a Regionally Significant Corridors network to serve as input to the NIRPC regional planning process. However individual routes in the RCS network could become part of the long-range elements of the CRP and be programmed as projects to advance relative to available funding and regional priorities. The scope of this study will include:

1. Define study area
2. Research techniques and best practices for regional corridors
3. Evaluate existing, planned and proposed major transportation corridors in the region.
4. Utilize travel time data and identified congested areas from the CMP
5. Develop a list of stakeholders
6. Develop a survey and distribute it to stakeholders, transportation agencies, large organizations/ employers that rely on the existing transportation system within the region. The purpose of the survey is to rank potential priorities for the RCS network
7. Define with stakeholders the regionally significant corridors network
8. Create a map of the proposed network within the study area
9. Run the transportation travel model using the proposed network to examine the effect on travel in the identified congested areas
10. Summarize the research and survey results

#### FY2016

1. Collect data for the defined corridors network that could include and are not limited to:
  - a. Average daily traffic volumes
    - i. Average trip lengths
    - ii. Percentage of through traffic
    - iii. Percentage of truck traffic
  - b. Existing and proposed Land use
  - c. Right of way ownership
  - d. Flooding/ wetland
  - e. Intersection traffic control device
  - f. Railroads crossing
  - g. Typical section of roadway (number and width of travel lanes, shoulders, and turn lane(s))
  - h. Stormwater management
  - i. Utility information
  - j. Historical properties (state / national register)



- k. Access management features (medians, right in / right out, islands, etc.)
2. Identify the need to improve connectivity and mobility that could include adding new segments or roads
3. Develop recommendations to the proposed network

FY 2015/2016 End Products:

1. Regional Significant Corridors Network (RSCN) Map
2. Typology of the RSCN
3. Summary of recommendations

## 2040 Comprehensive Regional Plan Update Companion Amendment #3

Amendment #3 to the 2040 Comprehensive Regional Plan Update Companion will add a project to the Capacity Expansion Projects published on P II-62 of the Plan. The revised Capacity Expansion Projects table will include in the Open to Traffic by 2020 list:

- **SR-249 Additional Access Bridge to Port of Indiana-Burns Harbor** (adds a second bridge (one lane in each direction for a total of 2 lanes in each direction including the existing bridge) on SR-249 connecting to the Port of Indiana-Burns Harbor.

*Open-to-traffic date:* Before January 1, 2020

*Beginning Point:* SR-249 at Existing Port of Indiana-Burns Harbor Bridge

*End Point:* Port of Indiana-Burns Harbor

*Project Sponsor:* Indiana Department of Transportation (INDOT)

**2016-2019 Transportation Improvement Program for Lake, Porter, and LaPorte Counties, Indiana**  
 Amendment #33 January 2017

**New LPA Projects/Project Phases**

DES	Sponsor	Project	Action Requested	Federal		Year	Funds		
				Funds	Phase		Total	Non-Federal	
1601923	Portage	Bridge rehab/repair Willowcreek Rd bridge over I-80/90	Add Phase	Chicago	CN	2018	\$ 800,000	\$ 640,000	\$ 160,000
				STBG II	UA				

This project replaces 1173716, City of Portage city-wide traffic interconnect system. Executed agreement between City & INDOT assigned bridge maintenance responsibilities to City.