

NIRPC 2015 Year in Review

The Northwestern Indiana Regional Planning Commission was formed in 1965 and held its first meeting in 1966, marking 50 years of regional collaboration in Northwest Indiana as the region enters 2016. Mayor Blair Milo of La Porte served as Chair of NIRPC in 2015, taking NIRPC solidly into the next 50 years of collaboration for regional planning under the next generation of leadership.

Indiana State Code establishes NIRPC as the Council of Governments for Northwestern Indiana, scoping its functions along the three planning headings of **transportation**, **economic development**, and **environment**.

Transportation

Northwest Indiana's Council of Governments is the Federally-designated Metropolitan Planning Organization (MPO) for regional transportation planning in the region. As such, these activities make up the bulk of NIRPC's efforts and the primary source of its operating budget.

Promoting Public Transit

In response to interest from the biking community in Northwest Indiana, NIRPC secured a planning grant from FTA to fund a **study on the feasibility of allowing bicycles on the NICTD commuter rail cars**. The local match was provided by a partnership consisting of Arce-lorMittal, Greenways Foundation, National Parks Conservation Association, NICTD, NIPSCO, and Porter and LaPorte Counties. A consultant was chosen by an advisory committee of funders and the study was completed in the fall. While the study found that the existing NICTD passenger cars could not accommodate bikes as currently constructed, NICTD took the next step and modified two cars as a demonstration project. A trial run has been conducted to overwhelming success and NICTD plans to proceed with modifying additional cars for a longer trial service period in the spring of 2016.

The long planned-for **Triangle Transit Service in LaPorte County** started operating in February. Linking



Blair Milo, 2015 NIRPC Chair

Michigan City, La Porte, and Purdue North Central in Westville, the service is operated with a CMAQ demonstration grant, with Michigan City Transit serving as the lead agency. The local match for the service is provided through a partnership among the two cities, the county, and Purdue North Central. Staff continues to attend the quarterly meetings of the oversight board to provide technical assistance.

The cities of Hobart and Portage opted to conduct **transit feasibility studies** for each of their communities in response to support from their residents. NIRPC secured two planning grants from FTA and the local match was provided by each city. Both cities appointed committees to select a consultant to conduct the planning process. Transit surveys for each city were recently completed, and the studies will be completed by the fall of 2016.

Improving Livability

The **Creating Livable Communities (CLC)** program, funded by Federal highway Surface Transportation Program funds, supports community-based transportation and land use efforts that bring vitality to downtown areas, neighborhoods, transit station areas, commercial cores, and transit corridors. It funds development and redevelopment plans that promote development patterns linking transportation, housing, jobs and services, and it helps maximize the development potential of existing infrastructure and regional facilities.

The seven communities that were awarded a collective \$402,500 in planning grants (\$495,500 with added local match) continued to make progress. Chesterton, Gary, Highland, and Winfield neared completion of their livable centers recommendations for implementation, while Crown Point, East Chicago, and Porter continued to move forward in planning to strengthen their livable centers.

NIRPC coordinated with the U.S. Department of Transportation and the City of Gary on a nationwide **pedestrian and bicycle assessment** project. A work day was held in April at a number of sites in the city to assess a variety of physical elements along specified corridors in the City.

In April, NIRPC partnered with Val-

paraiso University Law School, Purdue University Extension to host the Valparaiso **Local Food Summit**. The Summit is a next-step in advancing Local Food recommendations from the *2040 Comprehensive Regional Plan* and from NIRPC's *Local Food Systems Study*. It convened to establish relationships between farmers, producers, buyers and consumers, with a goal to form a food council and help expand access to fresh, local, healthy food across the region.

Increasing Mobility in the Region

NIRPC staff reviewed the **Congestion Management Process (CMP)** for applicability and usefulness as part of the *2040 Comprehensive Regional Plan Update*. Staff found the CMP to adequately address how capacity-building projects should only be added to NIRPC's planning and programming if other alternatives are insufficient to reduce congestion. Staff acquired in-vehicle, probe-based data in order to make more informed decisions regarding traffic congestion.

The **Regional Corridor Study** got fully underway with the goal of improving major transportation network connectivity. This will contribute to reducing congestion and travel time on major roadways. The study does this by identifying gaps between regionally significant highways and limited-access local arterial roadways.

Currently there are 14 interchanges within 45 miles on Interstates 80/94. Only six of these are regionally connected by way of major arterials to U.S. 30, the region's major east-west connector.

Phase One of the Regional Corridor Study was completed in June of 2015. The scope of Phase One included defining techniques and best practices for regional corridors, evaluating major transportation corridors, surveying roadway users, defining the regionally significant corridors network, creating a network map and identifying

gaps, and examining congestion using transportation modeling. In Phase Two, begun in July, NIRPC staff worked closely with local jurisdictions to identify, refine, and prioritize regionally significant network gaps to serve in their best interest.

NIRPC increased its traffic data-gathering ability through the purchase of new **traffic counting equipment**. The machines are more sophisticated than older machines and the data downloads more efficiently, resulting in more effective use of information for NIRPC travel modeling and other purposes.

NIRPC also participated in a wholesale updating of the region's **Functional Road Classification System**, ensuring that the roads across the region are properly classified based on function. Functional Classification plays a role in determining the distribution of federal funds to road projects. This update to the Northwest Indiana Functional Classification system is the result of close collaboration between NIRPC staff and the local counties and municipalities, as well as the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT).

Developing Trail Networks

The **Regional Trail Signage** project was initiated to provide signage along both the Erie-Lackawanna and Prairie-Duneland Trails. Both systems are devoid of even the most basic of signage, and this project is to help alleviate this issue, with all communities along the trail working together on a unified design and installation plan. The major signage items include: street crossing signs; map signs at trailheads; community entrance signs; and mile markers. NIRPC has secured \$80,000, and is looking to raise the remaining \$20,000 from eleven entities along both trails. The amount is prorated to the number of miles in a community. The Town of Highland has agreed to be the fiduciary agent for the project, with NIRPC as manager. An initial task will be to hire

an engineer in early 2016, and then move into fabrication and installation of signs in mid-2016.



US Bicycle Route 36 is one of two that will go through the NIRPC region.

In October, the American Association of Highway Transportation Officials (AASHTO) approved three **new United States Bicycle Routes (USBR)** in Indiana. Two of these, USBR 35 and 36, traverse through the NIRPC region. Of these two, USBR 36 is located completely in the three-county NIRPC region, and thus was submitted for approval from NIRPC directly. USBR 35 is contained in LaPorte County and winds south throughout Indiana. The USBR is a national network of interstate routes that safely accommodates bicycle riders, much like our Interstate Highway System links automobiles to all parts of the country. The USBR is a growing network of routes that utilize both trails and roadways. USBR 36 spans 59 miles in Northwest Indiana alone (35 of them located on off-road trails), and links Michigan to Chicago. As more trails become developed, it is the desire of NIRPC to lobby AASHTO to re-route the system to take advantage of these new facilities. NIRPC expects to work with all entities along the
U S B R

network with signage in 2016.

NIRPC is developing an update to both the 2007 *Greenways and Blueways Plan* and the 2010 *Ped & Pedal Plan*, combining them into a single, unified planning document. **Greenways+Blueways 2020** will provide a one-stop plan for conservation, multi-use surface trails (greenways) and water trails (blueways) in Northwest Indiana. This is the first time that a plan of this type has been developed by NIRPC, and a draft is anticipated for public comment by mid-2016. To kick off the planning process, a series of listening sessions were held throughout the region in May and June to gain input from stakeholders and the general public to help guide the development of the plan. Included was an online and in-the-field survey to provide feedback about preferences regarding the environment, multi-use surface trails and water trails (or blueways).

Funding Surface Transportation

The new State Fiscal Year 2016-2019 **Transportation Improvement Program** (TIP) was adopted in May. The TIP, as adopted, contained 688 project phase listings that included 232 public transit and 456 other types of projects, including state and local highway, bicycle/pedestrian, alternative fuel, and other non-construction projects. The \$1.06 billion dollar value of these investments set a new record for a new TIP. By the end of the year the total dollar investment in the TIP had reached \$1.104 billion and the project count was

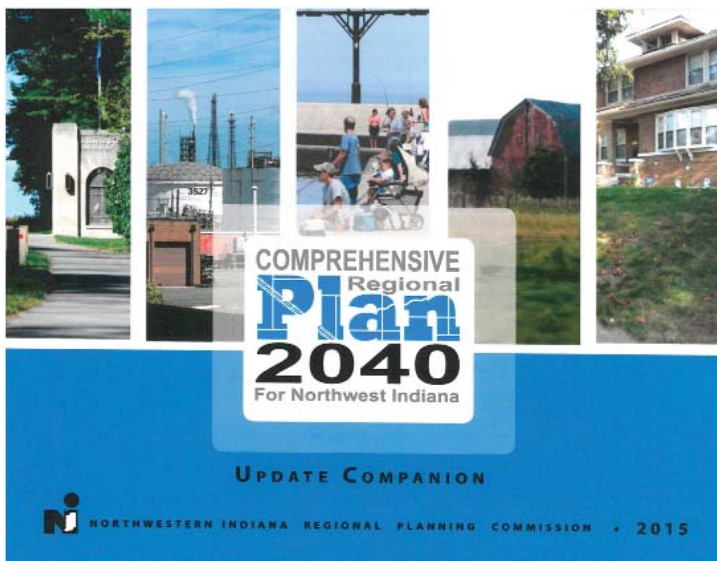
801 projects of all types.

Over \$20 million in **MPO-allocated Federal highway funds** for State Fiscal Year 2015 were fully expended. Spending in 2016 is expected to reach \$27 million. Both are record amounts for NIRPC. Public transit funds allo-



The NIRPC & MACOG staffs met and shared information in 2015.

cated by NIRPC to transit operators is about \$32 million per year. Altogether, NIRPC was responsible for allocating \$111 million in federal funds to local projects during the two-year period.



During the **quarterly tracking meetings** in 2015, NIRPC met with 22 communities and discussed 146 projects. The purpose of the monitoring effort is to keep federally-funded projects moving forward and to meet sched-

uled letting dates. Though on occasion some projects lag behind, the meetings are opportunities to identify problem areas and get projects back on track toward completion. These projects making their scheduled lettings are helping to make the region's transportation system function more effectively and safely in moving people and goods.

Planning for Tomorrow

By Federal law, the transportation component of the **2040 Comprehensive Regional Plan** must be reviewed and updated every four years. The purpose of the update is to revisit the goals and objectives outlined in the Regional Plan and gauge progress to date. Also included are any major planning initiatives that have been accomplished since the Regional Plan was adopted in 2011. In addition, the update provides the public another opportunity to provide critical input into the continued success of implementing the regional vision.

NIRPC held a series of public meetings both before and after the preparation of the final draft in order to maximize feedback regarding the update. The resulting document, the **2040 Comprehensive Regional Plan Companion Update**, was adopted in May.

Recognizing the importance of cross-regional dialogue, NIRPC staff hosted planning staff from the **Michiana Area Council of Governments (MACOG)**, NIRPC's counterpart in the South Bend region

to the east, in a first-ever joint sharing of information and practice between the two regional planning organizations. The success of the gathering led both agencies to commit to continue connecting staff on an ongoing basis.

Economic Development

NIRPC has continued to partner with the Northwest Indiana Forum as well as entities such as One Region, the Northwest Indiana Regional Development Authority, the Center for Workforce innovations, and area Economic Development Commissions in carrying out the Economic Development goals outlined in the 2040 Comprehensive Regional Plan.

Northwest Indiana Economic Development District

NIRPC continued to provide staffing and accounting services throughout the year for the Northwest Indiana Economic Development District (NWIEDD), a separate, nonprofit entity established through a partnership between NIRPC and the Northwest Indiana Forum. The NWIEDD was created to maintain a Comprehensive Economic Development Strategy and secure economic development-related grant opportunities from the Economic Development Administration (EDA), a bureau of the U.S. Department of Commerce.

The NWIEDD submitted its official application to the U.S. Economic Development Administration for designation as an Economic Development District, and as 2015 came to a close, hopes to receive an official response from the EDA in 2016. This designation would open the door to certain Federal funds for economic development on the part of NIRPC's member communities.

LaPorte County Revolving Loan Fund

The LaPorte County Revolving Loan Fund was revitalized in 2015. With the combined efforts of NIRPC staff and the Regional Development Company, two new loans were successfully issued. (Prior to this, it had been five years since this fund had issued a loan, lacking applications and interest from eligible businesses.) In addition, two existing loans were paid in full this year.

The LaPorte County Revolving Loan Fund Board has also experienced some



Regional Cities Initiative personnel during a tour of Northwest Indiana.

changes: After many retirements, the board had experienced a membership reduction; however, in 2015, the accepted appointments increased from six to eleven. In September, a new Management Plan was submitted to the U.S. Economic Development Administration for review and approval to replace the previous Management Plan that was approved in 2010.

Alliance for Regional Development

NIRPC has continued to be a lead par-

ticipant in the Alliance for Regional Development, a 23-county regional partnership of Northwest Indiana, Northeast Illinois, and Southeast Wisconsin, responding to the economic assessment and strategies for action outlined in the Organization for Economic Cooperation and Development's *Territorial Review of the Chicago Metropolitan Area*.

Upon a renewal of its grant from the U.S. Economic Development Administration, the Alliance expanded its board leadership from each of the three states, appointing the executive directors of NIRPC, the Chicago Metropolitan Agency for Planning (CMAP), and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) among its board members.

The Alliance's third Summit for Regional Competitiveness was held in October, and featured a panel discussion of all three regional organizations, including the new Executive Director of CMAP.

While existing independently of the Alliance, the executive directors of these three planning organizations and also the Executive Director of the Southwest Michigan Regional Planning Commission (SWMPC), continued

to meet and collaborate under the signed four-agency compact of the Wingspread Accord.

Regional Cities Initiative

In a tremendous show of regional collaboration and support, the regional entities of NIRPC, the Northwest Indiana Forum, the Regional Development Authority (RDA), and the Northern Indiana Commuter Transportation District

(NICTD), and One Region worked closely and extensively together to submit an application for a potential \$42 million of potential funding under the state's Regional Cities Initiative. NIRPC staff and commissioners participated in helping to draft the application, providing a tour of the region for RCI personnel, being interviewed for a video accompanying the application, and presenting to the RCI panel in Indianapolis on the benefits derived from Transit Oriented Development (TOD) and improved access to the Chicago market.

Although the inaugural Regional Cities awards went to proposals from Evansville, Fort Wayne, and South Bend, the region's application, focused on double-tracking the South Shore line, was extremely well-received, with commitments from the RCI panel to seek out other state sources of funding to help carry out the environmental study for the project.

One of the RCI's application requirements was the formulation of a regional development authority similar to Northwest Indiana's RDA, essentially replicating the region's RDA and holding it up as an effective model. The awards confirm the strength and benefit of the regional collaboration that has formally existed in the Northwest Indiana region for 50 years, and the Regional Cities Initiative is a welcome focus of the State of Indiana.

Coordination among Northwest Indiana Regional Entities

Working together more strongly than ever, representatives from NIRPC, the RDA, the Forum, and One Region met together mid-year to intentionally align organizational goals in order to help advance the region in an even more coordinated way. Learning more about each organization's function and better identifying roles in the region, all four regional entities committed to work at maintaining continual communication and cross-dialogue

as Northwest Indiana works together for its revitalization.

Environment



Air Programs

NIRPC's air quality public education program, **NWI Clean Air**, sponsored the Partners for Clean Air Asthma Awareness Game at the Gary Railcats, as well as the Boys and Girls Club of Porter County 5K. Reusable lunch totes were given out at events throughout the region to help promote anti-idling.

In partnership with the Lake Michigan Household Hazardous Waste District, four **gas can exchanges** took place in Lake, Porter, and LaPorte counties between April and October, exchanging 1,250 new environmentally-friendly gas cans for leaking older cans.



NIRPC representatives made seven appearances on the **"Green Commuter" radio program**. The Green Commuter highlights green activities around Northwest Indiana and the Chicago-land area, covering such topics as the

region's trail systems, road project funding, and air quality.

Ongoing CMAQ-funded **Green Fleets and Diesel Retrofit programs** continued to make progress. The City of Hobart was reimbursed for diesel oxidation catalyst retrofits on four of their commercial vehicles. The retrofits serve to reduce emissions from the grantees diesel powered vehicles. Through this grant program and BP Whiting Refinery's Cleaner Air through Diesel Emission Reductions grant program administered by South Shore Clean Cities, the City of Gary had six trucks in their diesel truck fleet retrofitted with diesel oxidation catalysts.

A **Green Fleet conference** was held in August at the Gary/Chicago International Airport. Presentations included an overview on the Green Fleet program, descriptions of funding opportunities for the State of Indiana, and a panel discussion on use of propane. Attendees were also given the opportunity to ride in and even drive propane vehicles.

Water Programs

NIRPC hosted four **water workshops** with the Northwest Indiana Partnership for Clean Water, focusing on illicit discharge detection and elimination, good housekeeping & pollution prevention, construction, and green infrastructure. These workshops served as an educational service provided for regional municipal separate storm sewer system (MS4) operators. The training for the workshops was provided by Christopher B. Burke Engineering, LLC, with the Green Infrastructure Workshop also targeting municipal decision-makers and elected officials in addition to the MS4 operators.

The U.S. Environmental Protection Agency (EPA) Urban Waters Small Grants program funded three **Hoo-sier Riverwatch training workshops** over the course of the year. Volunteer Monitoring Site Stations were estab-

lished and signed, with the U.S. Geological Survey (USGS) installing calibrated flow gauges at each location. Loaner water monitoring equipment is housed by NIRPC and is available for checkout for individuals as part of the Volunteer Monitoring program.

Energy and Sustainability Programs

In partnership with the National Association of Regional Councils (NARC), the Mid-America Regional Council in Kansas City, and the U.S. Department of Energy, four Northwest Indiana municipalities participated in the **Solarize NWI campaign**, producing 100 sign-ups and seven contracts for residential solar projects in the region. The Solarize projects overall resulted in 77 kW of solar electricity generation capacity being added to the regional grid. Additionally, NIRPC and South Shore Clean Cities hosted a **solar inspectors training workshop** at IBEW Local 697 in Merrillville. This event was well-attended, and other

ment Authority (RDA) received from the Indiana Department of Natural Resources (IDNR) Lake Michigan Coastal Program. This update documented progress on opening the Lake Michigan shoreline to the public and re-investing in the region's coast. This work subsequently led to a new Coastal Grant to develop the *Marquette Action Plan*, focusing on implementation strategies and identifying available land for future steps.

Brownfields

The **Northwest Indiana Brownfield Revolving Loan Fund** made its first project loan to the City of Gary Redevelopment Department, covering the cost



Solar inspectors training workshop at IBEW Local 697 in Merrillville.

General NIRPC Operations

NIRPC's administrative functions provide support to the statutory activities above. NIRPC also lends its expertise to its member communities, and as the Council of Governments, serves as a general facilitator and convener to the municipalities and counties that make up its membership.

New Office Space

The summer of 2015, and leading on into the fall, was a challenging time for NIRPC's staff operations. Construction began in late May to update and rebuild the office space that NIRPC had occupied for over two decades. The new configuration not only brings the NIRPC office into the new century, but saves on office rent by creating a more efficient footprint while simultaneously increasing opportunities for staff collaboration. It also provides more meeting space options for NIRPC to collaborate with its many partners. NIRPC and its private-sector partner, the Northwest Indiana Forum, now share the portion of the building once occupied by NIRPC alone and have enjoyed an even closer partnership.

During the months of construction, NIRPC staff were housed in



The NIRPC office under construction during the summer of 2015.

communities in the region have expressed interest in holding another training.

An interdepartmental team made up of environmental and planning department staff completed the **2015 Marquette Plan Update**, with funding that the Regional Develop-

of asbestos abatement in the Ambassador Apartment building with "Hardest Hit" funds prior to its demolition. NIRPC is the Assistant Project Manager for the Northwest Indiana Brownfield Coalition, together with the RDA and the Cities of Gary, Hammond, and East Chicago.



John Swanson was presented the Norman E. Tufford Award by Mayor Brian Snedecor, 2014 NIRPC Chair, Mayor Blair Milo, 2015 NIRPC Chair, and Ty Warner, NIRPC Executive Director.

the building's auditorium space and lobby, and were even embedded with the Northwest Indiana Forum's staff. NIRPC's Commission, larger committee meetings, and other more sizable forums were variously held during this time at the Woodland Park facility in Portage and at the Construction Advancement Foundation's Safety Training Center.

Staff moved into the newly-renovated office space in the fall, and the remaining phases, including the auditorium space and lobby, should be completed in the spring of 2016.

NIRPC would like to express its sincere gratitude to the Northwest Indiana Forum, the City of Portage Parks Department, and the Construction Advancement Foundation for their generous accommodation during this project, and for their ongoing partnership.

NIRPC Commission Meetings

With reduced meeting frequency due to the construction for office remodeling, the **Full Commission and Executive Board** combined met seven times in 2015. Among other important regional business, the Commis-

sion heard presentations on the Solarize Northwest Indiana campaign, NICTD's 20 Year Strategic Plan for commuter rail, the Greenways + Blueways 2020 concept, the "Indiana Crossroads: A Transit Choice" video, and a thorough briefing on the Urban Mobility Report focusing on traffic congestion in the region and planning solutions to address the issue.

The **Norman E. Tufford Award** was presented to John Swanson,

NIRPC's former Executive Director, not only for his outstanding leadership at NIRPC during his eight-year tenure, but also for his continued commitment to the region, as evidenced through his dedicated service on the boards of Catholic Charities and the Shirley Heinz Land Trust.

Committee Restructuring

The full NIRPC Commission adopted a **new committee structure** in May, following a process spearheaded by NIRPC Chair Blair Milo. The new composition is designed to provide even better transparency, streamline project review, and align NIRPC's overall decision-making even more closely with the goals of the 2040 Comprehensive Regional Plan. The new committee structure, including population of these committees, will be implemented during NIRPC's 50th Anniversary year in 2016.

NIRPC Staff Celebrations

A number of NIRPC's dedicated staff celebrated important **milestones** in 2015. Senior Water Resources Planner Joe Exl, Regional Planner/Public Involvement & Communications Coordinator Stephen Sostaric, Chief Accountant Kelly Wenger, and Adminis-

trative Assistant/Website Coordinator Meredith Stilwell were all recognized for 5 years of service to the organization. Receptionist Carolyn Brown and Compliance Manager Allen Hammond were each awarded for 10 years of service, and Accounts Payable Manager Connie Boos celebrated 25 years of service. Finally, Transit Planner Belinda Petroskey received a standing ovation from the Commission for 40 years of work helping to improve regional mobility and access and in Northwest Indiana.

NIRPC's **newest staff member**, James Winters, was hired in June from the Southwestern Wisconsin Regional Planning Commission. As the agency's Regional Planner & Policy Analyst, James serves as NIRPC's internal and external data resource and also engages in freight planning for Northwest Indiana.



New NIRPC staff member James Winters

NIRPC Enters "the Cloud"

Eliminating the need for email server maintenance and to ensure continuity of service during power outages, NIRPC moved to "the cloud" in 2015 by migrating to the Google apps platform. The switchover also allows NIRPC's operations to become more

mobile as the agency serves a large geographic region.

Budget & Accounts

In December, the Commission adopted the **FY 2016 annual budget** of \$10,131,728 of which \$3,833,395 is for operating costs -- an increase of 7% in funding from the previous year.

The **Comprehensive Annual Financial Report (CAFR)** was completed for the fiscal year ending December 31, 2014. The CAFR replaces the standard State Board of Accounts' audit report, and has additional financial and background information about NIRPC, providing an overview of the agency and conveying our commitment to openness and transparency in our operations. For the third straight year, NIRPC qualified for a Certificate of Achievement for Excellence in Financial Reporting, the highest form of recognition in governmental accounting and financial reporting, according to the Government Finance Officers Association (GFOA).

Legislative Issues

In order to ensure the most current population is used in a call for weighted voting on the NIRPC Commission, the State of Indiana legislature approved **House Bill 1164**, making a small adjustment to NIRPC's enabling statute in order to always draw from the most current Census. The bill was authored

by Rep. Bill Fine, co-authored by Rep. Ed Soliday, and sponsored by Senators Rick Niemeyer, Jim Arnold, and Lonnie

21) looming at the time, the delegation stressed the critical need for a new transportation bill and for sustainable transportation funding.

By the end of the year, Congress passed the **Fixing America's Surface Transportation (FAST) Act**, a five-year transportation bill addresses to varying extents three of the four adopted NIRPC positions on transportation funding. The challenge remains as outlined in NIRPC's fourth adopted position: for Congress to agree to a long-term source of sustainable transportation funding when the Highway Trust Fund resumes its depletion following the FAST Act's five years, as the need for



NIRPC delegation consisting of (l-r) Executive Director Ty Warner and NIRPC Commissioners Blair Milo (La Porte), Geof Benson (Beverly Shores), and Bob Schaefer (Long Beach) and Dave Shafer as Past President of NARC while visiting members of Congress in Washington, DC.

Randolph, and was strongly supported by the NIRPC Commission.

A NIRPC delegation comprised of Commissioners Blair Milo, Geof Benson, Bob Schaefer, and Dave Shafer as Past President of NARC, along with Executive Director Ty Warner, participated again in the National Association of Regional Council's annual **National Conference of Regions** in Washington, D.C. This Northwest Indiana delegation visited in person with Congressman Pete Visclosky, Congresswoman Jackie Walorski, and Senator Joe Donnelly, and with the staff of Senator Dan Coats. With the expiration of Moving Ahead for Progress in the 21st Century (MAP-

maintaining Northwest Indiana's infrastructure remains critical to the Crossroads of America.

2015 saw further streamlining and updating of NIRPC's operational structures in order to serve the region's communities and counties -- and all of their residents and businesses -- with even greater impact. With new office space, a new committee structure, and new programs underway to carry out the regional vision, NIRPC celebrates 50 years of regional collaboration by growing its collaborative framework to take the region into the next 50 years.