



## Technical Planning Committee

January 14, 2020 10:00 a.m.  
Lake Michigan Room  
6100 Southport Road, Portage

### Annotated Agenda

#### 1.0 Call to Order by Chairman, Opening and Announcements

- 1.1 Pledge of Allegiance; Introductions
- 1.2 Minutes of the October 8, 2019 meeting (pp. 1-2)  
ACTION REQUESTED: Approval

#### 2.0 Public Comment on Agenda Items

This is an opportunity for comments from members of the audience. The amount of time available to speak will be limited to 3 minutes. Commenters must indicate their wish to comment on the sign in sheet.

#### 3.0 Planning

- 3.1 Living Streets Presentation (pp. 3-8)  
INFORMATIONAL
- 3.2 Technical Amendments
  - 3.1.1 Resolution #20-03, NWI 2050 Plan Technical Amendment #1 (pp. 9-11)  
*Staff will present on the draft changes included in amendment #1 to the NWI 2050 Plan.*  
ACTION REQUESTED: Vote to recommend
  - 3.1.2 Resolution #20-04, Transportation Improvement Programs Technical Amendment #1 (pp. 12-14)  
*Staff will present the draft changes included in technical amendment #1 to the Transportation Improvement Program.*  
ACTION REQUESTED: Vote to recommend

#### 4.0 Programming

- 4.1 Transportation Improvement Program Amendment #3 FY 2020-2024
  - 4.1.1 Transportation Improvement Program Amendment #3 Public Comment Report (pp. 15-17)  
*Staff will present the public comment report on amendment #3 to the Transportation Improvement Program.*
  - 4.1.2 Resolution #20-02, Transportation Improvement Program Amendment #3 (pp. 18-51)  
*Staff will present the draft changes included in amendment #3 to the Transportation Improvement Program.*  
ACTION REQUESTED: Vote to recommend

## **5.0 Topical Committee Reports**

Various committees are invited to report out on their meetings.

- 5.1 Environmental Management Policy Committee (EMPC)
- 5.2 Ped, Pedal & Paddle Committee (3PC)
- 5.3 Land Use Committee (LUC)
- 5.4 Surface Transportation Committee (STC)
- 5.5 Transportation Resource & Oversight Committee (TROC)

## **6.0 Reports from Planning Partners**

- 6.1 Federal Highway Administration & Federal Transit Administration
- 6.2 Neighboring Regional Planning Agencies
- 6.3 INDOT – Community Crossings Update

## **7.0 Other Business, Staff Announcements and Upcoming Meetings**

- 7.1 Other Business
- 7.2 Staff Announcements
- 7.3 NIRPC Meetings/Events
  - The Finance & Personnel Committee will meet on Thursday, January 16, 2020 at 8:00 a.m. in the DUNE Room at NIRPC.
  - The NIRPC Full Commission will meet on Thursday, January 16, 2020 at 9 a.m. in the Lake Michigan Room at NIRPC.
  - The Environmental Management Policy Committee will meet on March 5, 2020 at 9:00 a.m. in the Lake Michigan Room at NIRPC

## **8.0 Next Meeting**

The next Technical Planning Committee meeting is scheduled for Tuesday, February 11, 2020 at 10:00 a.m. in the Lake Michigan Room at the NIRPC office.

## **9.0 Adjournment**

Requests for alternate formats, please contact [nirpc@nirpc.org](mailto:nirpc@nirpc.org) at least 72 hours prior to the meeting. Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

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

**Technical Planning Committee**  
NIRPC Lake Michigan Room, Portage, IN  
October 8, 2019  
Minutes

Kevin Breitzke called the meeting to order at 10:03 a.m. with the Pledge of Allegiance and Self-introductions. Committee members present were Kevin Breitzke, Tom MacLennan, Blossom Mabon, Will Farrellbegg, Tyler Kent, Mark O'Dell, Dean Button, Jessica Miller, David Wright, and Kelly Wenger.

Others present were Lauri Keagle, Sandy Kolb, John Cannon, John Harrison, Amanda Geary, Christopher Murphy, Jerry Siska, Claudia Taylor, Ismail Attalia, Steve King, Nick Bellar, Bob Casanyi, Jeff Huet, and Bruce Linder.

Staff present were Trey Wadsworth, Mitch Barloga, Kathy Luther, Peter Kimball, Charles Bradsky, James Winters, Kevin Polette, Eman Ibrahim, and Candice Eklund.

There were no requests for public comment.

The minutes of the August 13, 2019 meeting were approved on a motion by Will Farrellbegg and second by Dean Button.

Mitch Barloga presented on the Living Streets policy. NIRPC adopted the Complete Streets policy in 2010 and is now moving forward with the Living Streets policy due to the significant increase in green infrastructure planning over the last 10 years. The objective is to merge the Complete Streets and Green Streets policies into the Living Streets policy. To accomplish this objective, NIRPC will create a Living Streets workshop to review the draft document in detail. The first meeting is scheduled for November 13, 2019, at 1:30 p.m. in the Lake Michigan Room at NIRPC. The final draft document will be discussed at the topical committees before being presented to the TPC and Full Commission meetings.

Charles Bradsky reported on the one public comment received during the public comment period for the Transportation Improvement Program (TIP) Amendment #2 FY 2020-2024. Charles and James Winters responded to the comment, which was also included in the meeting packet. On a motion by Will Farrellbegg and second by John Cannon, the Technical Planning Committee voted to recommend Resolution #19-26, the Transportation Improvement Program Amendment #2 FY 2020-2024, to the Executive Board at the meeting scheduled on October 17, 2019.

Charles Bradsky provided an update on the TIP continuous Improvement working group. The working group created a 2020-2024 NOFA evaluation survey that will be sent to the Commissioners, Transit Operators and the Employee in Responsible Charge (ERCs). The survey takes approximately 30 minutes to complete and will be used to potentially refine programs, scoring criteria, funding targets, and project applications. The responses will be compiled and reviewed by the working group before being presented to the TPC group. Kevin Breitzke encouraged the committee to respond to the survey, as the input will greatly help to efficiently distribute the funding in the 2020 NOFA.

## Topical Committee Reports

- Kathy Luther said the EMPC group met with NIRPC's federal partner, Urban Waters, to present the Living Streets policy. This policy could be beneficial if the new MS4 rules acquire additional implementation. EMPC will work on the Transportation Infrastructure Vulnerability Assessment when the Living Streets working group meetings conclude.
- Mitch Barloga said he presented the Living Streets policy at the 3PC meeting on October 3. Mitch also shared his experiences at the Association of Pedestrian and Bicycle Professionals conference in Portland. The Next Level Trails applications are due November 1, 2019. Contact Mitch with any questions. TPC will be hosting a Trails Town workshop at NIRPC on October 31, 2019.
- James Winters said the 2019 FTA grants have been approved. One of NIRPC's projects includes an ADA bus shelter inventory of every bus stop in the region. The completed inventory will be shared with TPC and the municipalities. James also discussed the nature of the Transit Operators Roundtable (TOR) meetings. TOR is currently a private meeting because each operator is required to hold public board meetings. TOR meetings at NIRPC typically discuss topics outside of what should be discussed publicly. Therefore, there will no longer be official TOR Committee meetings, but rather technical working group meetings that will still report to the TPC.
- Eman Ibrahim said LUC met on October 3 and also presented the Living Streets policy. Eman discussed the three projects derived from the 2050 plan that she is working on; E-Commerce, Sensible Tools and Transit-Oriented Development (TOD).
- Peter Kimball reported for Scott Weber. The Living Streets policy was presented at the STC meeting on October 1. The CUFC working group will meet again on October 15 at 9:00 a.m. to discuss the criteria for corridors to be submitted. They will also meet with the FHWA to discuss NIRPC's new Economic Development Designation since NIRPC is the first in the state to submit a designation.
- Charles Bradsky said the Transportation Resource & Oversight Committees will not meet again until November 26, 2019.

Jessica Miller, with INDOT, shared it is anticipated that the Governor's announcement for the Community Crossings award notifications will be released by the end of the week.

Lauri Keagle reported the IDEM VW Committee is hosting an electric vehicle working group in Indianapolis today. Carl Lisek, Executive Director with SSCC, had IDEM Commissioner Bruno Pigott on his 'Green Fleet Radio' show last week to discuss the VW Mitigation Trust Fund. To listen to the radio shows and see a listing of upcoming free Green Fleet training events, visit SSCC's website at [southshorecleancities.org](http://southshorecleancities.org). Contact Lauri Keagle at 219-644-3690.

John Cannon requested support to move funding from Designation #1382010, Samuelson Road project to Designation #1173430, Central Avenue project. Kevin Breitzke suggested Mr. Cannon present his funding allocation request at the next TROC meeting on November 26. If the request is approved at TROC, it would then be presented at the following TPC meeting.

The next meeting of the Technical Planning Committee will be held on November 12, 2019, at 10:00 a.m.

Hearing no other business, Kevin Breitzke adjourned the meeting at 10:46 a.m.

# **DRAFT 12-11-19**

## **RESOLUTION 20-XX**

### **A RESOLUTION IMPLEMENTING LIVING STREETS GUIDELINES FOR NIRPC-PROGRAMMED TRANSPORTATION PROJECTS**

WHEREAS, the Northwestern Indiana Regional Planning Commission (NIRPC) promotes an equitable and effective multimodal, regional land use/transportation system that is safe, as well as energy, environmentally and fiscally efficient, maximizes regional connectivity, serves the mobility needs of all citizens, utilizes stormwater runoff mitigation best practices, improves the health of the general public, and is environmentally sensitive; and

WHEREAS,, NIRPC promotes sustainable transportation that encourages walking, rolling, bicycling and transit use while promoting safe operations for all users, while improving the natural and built environment via the integration of more energy efficient and ecologically friendly management practices, as increased walking, rolling and cycling offers the potential for better air quality, reduces motor traffic, curbs fossil fuel reliance, fosters a more efficient right-of-way, promotes greater health of the local population and manages stormwater runoff while allowing for the implementation of permeable surfaces, referred to commonly as “Green Streets” concepts; and

WHEREAS, "Complete Streets" are roadways that accommodate safe, efficient and equitable access for all users by law including pedestrians, bicyclists, motorists and transit riders of all ages and abilities; and

WHEREAS, Complete Streets are achieved when transportation agencies routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for all users of the roadway, and adopt methods that increase the longevity, accessibility, and efficiency of the roadway in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, increasing active and sustainable transportation (e.g., walking, rolling, bicycling, using public transportation and low-emission vehicles) offers the potential for improved public health, economic development, a cleaner environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and

WHEREAS, Complete Streets principles have been, and continue to be, adopted nationwide at state, regional, and municipal levels in the interest of adherence to federal regulations that promote multimodal transportation options and accessibility for all users, including NIRPC's 2010 *Complete Streets Policy & Guidelines*; and

WHEREAS, "Green Streets" represent a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks); and

WHEREAS, NIRPC seeks to combine both Complete and Green Streets principles into a unified policy called "Living Streets;" and

WHEREAS, Living Streets provide for the development of pedestrian, rolling, bicycle, transit and electric vehicle charging infrastructure, green stormwater infrastructure, and ecological revitalization which offers long term cost savings, public health improvements, pollution reduction, water quality and habitat improvement, increases green space while reducing fossil fuel demands, and creates safe opportunities for convenient active transportation; and

WHEREAS, Living Streets improvements follow Universal Design principles that include, but are not limited to, marked bicycle lanes on the roadway, paved shoulders, signed bike routes, safe access to bus stops, shared use paths, sidewalks, bicycle parking facilities, marked or raised street crossings (including over- and under passes), pedestrian signals, signs and auditory cues, multi-purpose spaces, vegetated swales, green gutters, rain gardens, stormwater curb extensions, pervious paving, stormwater planters, increased green space, and urban street trees; and

WHEREAS, providing access for people with disabilities is a civil rights mandate that is not subject to limitation by project costs, levels of use, or "exceptional circumstances" where the Americans with Disabilities Act requires pedestrian facilities that, when newly constructed or altered, be accessible; and

WHEREAS, NIRPC is responsible for planning and programming transportation projects that utilize federal grants which adhere to goals and objectives from previously adopted documents such as the *NWI 2050 Plan*, *Creating Livable Communities, Greenways+Blueways 2020 Plan*, *the Marquette Action Plan*, and other applicable documents; and

WHEREAS, it is NIRPC's vision to undertake bold planning initiatives that positively impact Northwestern Indiana's future to create a strong, accessible, safe, sustainable, climate-resilient, clean and high-quality environment in which to live, work and play.

NOW, THEREFORE, BE IT RESOLVED that NIRPC supports the concept of Living Streets and hereby establish the attached Guidelines to incorporate Living Streets facilities to the most practicable extent as proposed by the project sponsor in all transportation projects using NIRPC-attributable federal funds;

BE IT FURTHER RESOLVED that Living Streets Guidelines are hereby established wherein project sponsors need to provide in the written request for federal funding documentation providing for the inclusion of Living Streets facilities in the proposed project seeking NIRPC-attributable funds and application materials must include a description of the facilities;

BE IT FURTHER RESOLVED that sponsors using other local, state, or non-NIRPC attributable federal funds be encouraged to accommodate practicable Living Streets facilities, in the planning and design of all proposed transportation projects;

BE IT FURTHER RESOLVED that NIRPC-based stakeholder committees responsible for various funding priorities utilize these Living Street Guidelines and review proposed project descriptions to account for Living Streets adherence, and providing

exemptions to projects where deemed appropriate.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this historic day somewhere in the near future.

## **NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

### **Living Streets Planning & Design Guidelines**

Below are planning and design guidelines to assist project sponsors in the accommodation of all users (bicyclists, pedestrians, transit users, motorists and people with disabilities, hereafter referred to as “Living Streets” facilities). Project sponsors shall use these guidelines in planning for and designing their projects. The Guidelines will be used by NIRPC staff and relevant committees as the proposed project is processed through current project selection and planning review.

1. Living Streets facilities shall be established on rehabilitation, restoration, and resurfacing (3R), partial 3R, and new construction and reconstruction (4R) projects unless one or more of the following conditions are met (entities will be required to provide evidence for justification of exemption(s):

a. Where non-motorized users are prohibited by law from using the roadway.

In this instance, the applicant should accommodate Living Streets facilities as practicable within the right of way or within the same transportation corridor. Such projects shall still be inclined to incorporate green infrastructure improvements referenced in the above document.

b. The cost of establishing Living Streets facilities that meet applicable standards would exceed 15% of the cost of the larger transportation project. Eligible costs may include additional right-of-way acquisition, utility relocation, utility replacement by way of natural infrastructure, vegetative additions, and other construction costs with the establishment of said facilities.

c. Where the project consists of minor maintenance or repair (reconstruction is not included). Minor projects include, but are not limited to, emergency and periodic/preventative maintenance.



- d. Where the project consists primarily of the installation of traffic control or safety devices and little or no additional right-of-way is to be acquired.
- e. There are topographic or natural resource constraints.
- f. Where factors indicate an absence of need.
- g. Where existing Living Streets facilities currently exists or are scheduled for construction within or near the corridor.

2. On proposed 3R and 4R projects that do not increase vehicular capacity, Living Streets facilities shall be incorporated where applicable and as proposed by the project sponsor including in the following ways:

- a. Resurfacing including striping for additional shoulder width and/or crosswalks, as well as bike lanes where feasible in urban settings.
- b. Signalization including installation of pedestrian activated signals, and/or review of proper operation and timing of pedestrian phases.
- c. Restriping sufficiently wide pavements and bridge decks for additional shoulder width in accordance with applicable federal guidelines.
- d. Bridge deck replacement with extension of bridge deck (or other means) to accommodate all users.
- e. In cases where an adopted regional or local plan proposes a bikeway, rolling or pedestrian way that would pass under or over a bridge that is to be reconstructed, the bridge shall be reconstructed to accommodate intended users.
- f. Intersection upgrades including crosswalks and pedestrian actuated signals.
- g. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day (ADT). Shoulders with a minimum of five-foot paved asphalt width preferred, accompanied by bicycle-friendly rumble strips. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.
- h. Addresses right-of-way flooding.
- i. In stormwater runoff areas generated from human land uses.
- j. In places where additional vegetation can lead to improved pollinator habitat,

heating/cooling cost savings, and increased public health.

3. The design and development of the transportation infrastructure shall improve conditions for all users by:

a. Planning projects for the long-term. The design and construction of new transportation facilities should presume demand for all users, aim to improve health and increase ecological resilience, and not preclude the provision of future improvements. In particular, where development is projected to change the character of an area from rural to suburban to urban over the long-term, it is encouraged that adequate right-of-way and infrastructure be established as part of a near-term project to accommodate future facilities where applicable. Every project should be planned and designed with the ultimate, long-term goal of creating, over time, Living Streets facilities.

b. Connecting Living Streets facilities across jurisdictional boundaries. As the metropolitan planning organization, NIRPC has a vantage point from which to recommend to the jurisdictions the connection and continuity of facilities for all users for the purpose of qualifying for federal funding. One way which NIRPC does this is through the *Comprehensive Regional Plan* which is updated every five years.

c. Designing context-appropriate facilities to the best currently available standards and guidelines. The design of said facilities shall be in accordance with applicable federal guidelines.

d. Addressing the need for bicyclists, rollers and pedestrians to cross corridors as well as travel along them. Even where bicyclists, rollers and pedestrians may not commonly travel along a corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. For instance, a roadway project that does not contain a bike facility (interstate highway) should address bridge crossings that are hostile for bicycles, rollers and pedestrians. Therefore, the design of intersections and interchanges shall accommodate cyclists, rollers and pedestrians in a manner that is safe, accessible and convenient.

e. Creating a more connected, renewed, united and vibrant Northwest Indiana. Living Streets projects support NIRPC's planning initiatives including those that address climate change and its potential impacts.



## RESOLUTION 20-03

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AMENDING THE NWI 2050 PLAN FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA TECHNICAL AMENDMENT NO. 1

January 16, 2020

**WHEREAS**, Northwest Indiana's citizens require a safe, efficient, effective, resource-conserving regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in Northwest Indiana; and

**WHEREAS**, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "the Commission", being designated the Metropolitan Planning Organization (MPO) for the Lake, Porter and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

**WHEREAS**, the Commission performs the above activities to satisfy requirements of the Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

**WHEREAS**, the NWI 2050 Plan is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors; and

**WHEREAS**, the FAST Act of 2015 requires the Commission to adopt annual safety performance measure targets; and

**WHEREAS**, the FAST Act of 2015 requires, within 180 days of the state department of transportation adopting targets, metropolitan planning organizations (MPOs) to either adopt the targets of the state department of transportation or develop their own targets; and

**WHEREAS**, the Indiana Department of Transportation adopted its safety performance measure targets on August 31, 2019, and the Commission finds that the Commission should support the Indiana Department of Transportation's targets; and

**WHEREAS**, the *NWI 2050* Plan must be amended to reflect the updated safety performance measure targets; and

**WHEREAS**, the changes to the *NWI 2050* Plan brought about by this amendment fit the criteria of a technical amendment according to the *Engage NWI* plan; and

**WHEREAS**, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission make these changes to the *NWI 2050* Plan.

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby amends the *NWI 2050* Plan as a technical amendment by making the following changes to the *NWI 2050* Plan as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this sixteenth day of January, 2020.

---

Chairperson

ATTEST:

---

Secretary

**Changes to the NWI 2050 Plan:**

<b>Page Number</b>	<b>Performance Measure</b>	<b>Original Text</b>	<b>Amended Text</b>
175	Number of fatalities	“98 in 2019 in order to support the state target of 889.6”	“100 in 2020 in order to support the state target of 907.7”
176	Rate of fatalities per 100 million vehicle miles traveled	“0.838 in 2019 in order to support the state target of 1.087”	“0.846 in 2020 in order to support the state target of 1.097”
176	Number of serious injuries	“445 in 2019 in order to support the state target of 3,501.9”	“441 in 2020 in order to support the state target of 3,467.4”
177	Rate of serious injuries per 100 million vehicle miles traveled	“3.808 in 2019 in order to support the state target of 4.234”	“3.758 in 2020 in order to support the state target of 4.178”
177	Non-motorized serious injuries and fatalities	“58 in 2019 in order to support the state target of 393.6”	“60 in 2020 in order to support the state target of 405.9”



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

## RESOLUTION 20-04

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AMENDING THE FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAMS FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA TECHNICAL AMENDMENT NO. 1 January 16, 2020

**WHEREAS**, Northwest Indiana’s citizens require a safe, efficient, effective, resource-conserving regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in Northwest Indiana; and

**WHEREAS**, the Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission”, being designated the Metropolitan Planning Organization (MPO) for the Lake, Porter and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

**WHEREAS**, the Commission performs the above activities to satisfy requirements of the Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

**WHEREAS**, the FY 2020-2024 Transportation Improvement Programs are a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *NWI 2050 Plan*; and

**WHEREAS**, the FAST Act of 2015 requires the Commission to adopt annual safety performance measure targets; and

**WHEREAS**, the FAST Act of 2015 requires, within 180 days of the state department of transportation adopting targets, metropolitan planning organizations (MPOs) to either adopt the targets of the state department of transportation or develop their own targets; and

**WHEREAS**, the Indiana Department of Transportation adopted its safety performance measure targets on August 31, 2019, and the Commission finds that the Commission should support the Indiana Department of Transportation’s targets; and

**WHEREAS**, the FY 2020-2024 Transportation Improvement Programs must be amended to reflect the updated safety performance measure targets and be consistent with the *NWI 2050 Plan*; and

**WHEREAS**, the changes to the FY 2020-2024 Transportation Improvement Programs brought about by this amendment fit the criteria of a technical amendment according to the *Engage NWI* public participation plan; and

**WHEREAS**, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission make these changes to the FY 2020-2024 Transportation Improvement Programs.

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby amends the FY 2020-2024 Transportation Improvement Programs as a technical amendment by making the following changes to the FY 2020-2024 Transportation Improvement Program as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this sixteenth day of January, 2020.

\_\_\_\_\_  
Chairperson

ATTEST:

\_\_\_\_\_  
Secretary











6100 Southport Road  
Portage, Indiana 46368  
(219) 763-6060  
[www.nirpc.org](http://www.nirpc.org)

January 6, 2020

**NEWS FROM NIRPC - FOR IMMEDIATE RELEASE – December 13, 2019**

**Contact: Charles Bradsky  
219-763-6060; [cbradsky@nirpc.org](mailto:cbradsky@nirpc.org)**

**NIRPC to hold public comment period on the draft changes to 2020-2024 Transportation Improvement Program**

The Northwestern Indiana Regional Planning Commission (NIRPC) will hold a 21-day public comment period on the draft changes to the 2020-2024 Transportation Improvement Program (TIP). The comment period begins today and will end January 3, 2020.

NIRPC's TIP is a short-range financial and spending plan for the utilization of federal transportation funding. These funds can be used for highway, transit, and non-motorized transportation projects. NIRPC's TIP is periodically updated and includes projects undertaken by municipalities, counties, transit operators, and the State of Indiana. Federal planning regulations guide the preparation and development of TIP documents.

Comments may be submitted until January 3, 2020 in the following ways:

- Email: [comments@nirpc.org](mailto:comments@nirpc.org)
- Phone: 219-763-6060
- United States Postal Service: NIRPC, 6100 Southport Road, Portage, IN 46368

All comments received during the 21-day public comment period will be compiled into a public comment report and responded to. This report will be made available to the public and distributed to the relevant NIRPC committees prior to any action on these items. It is anticipated that action will be taken at the January 14, 2020 meeting of the Technical Planning Committee, followed by the January 16, 2020 meeting of the NIRPC Commission Executive Board.

Documents and information will be available for review at NIRPC's website at [www.nirpc.org](http://www.nirpc.org). Requests for alternative formats may be directed to NIRPC by calling 219-763-6060, or by email at [nirpc@nirpc.org](mailto:nirpc@nirpc.org). TTY users may use the Relay Indiana service by calling 711 or 800-743-3333.

NIRPC is the Metropolitan Planning Organization and regional council of local governments for Northwest Indiana. NIRPC's purpose, as put forth in Indiana state statute, is to "provide a coordinative management process for Lake, Porter, and LaPorte Counties and to institute and maintain a comprehensive planning and programming process for transportation, economic development, and environmental policy.

**###**



## RESOLUTION 20-02

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AMENDING THE FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAMS FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA AMENDMENT NO. 3 January 16, 2020

**WHEREAS**, Northwest Indiana’s citizens require a safe, efficient, effective, resource-conserving regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in Northwest Indiana; and

**WHEREAS**, the Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission”, being designated the Metropolitan Planning Organization (MPO) for the Lake, Porter and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

**WHEREAS**, the Commission performs the above activities to satisfy requirements of the Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

**WHEREAS**, the FY 2020-2024 Transportation Improvement Programs are a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *NWI 2050 Plan*; and

**WHEREAS**, the FY 2020-2024 Transportation Improvement Program is an implementation of the *NWI 2050 Plan*, is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

**WHEREAS**, the FY 2020-2024 Transportation Improvement Programs are developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

**WHEREAS**, the changes to the FY 2020-2024 Transportation Improvement Programs brought about by this amendment were reviewed by the Air Quality Conformity Task Force’s Interagency Consultation Group (ICG); and

**WHEREAS**, the changes to the FY 2020-2024 Transportation Improvement Programs brought about by this amendment were subjected to public comment in the manner prescribed by the 2019 Public Participation Plan with no comments received; and

**WHEREAS**, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission make these changes to the FY 2020-2024 Transportation Improvement Programs.

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby amends the FY 2020-2024 Transportation Improvement Programs by adding the new projects and making other changes as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this sixteenth day of January 2020.

---

Diane Knoll  
Chairperson

ATTEST:

---

George Topoll  
Secretary

**1801757** (Ver 4) 20-05 STATUS Programmed **FEDERAL**

**Title:** Marquette Greenway Trail connector **Route:** N/A  
**Description:** Connector link to connect Burns Harbor to Trail  
**Project Type:** Bicycle Enhancement **AQ Exempt:** Exempt **District:** LaPorte  
**County:** Porter **Limits:** Not Location Specific

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	Local Fund	\$0	\$5,000	\$0	\$0	\$5,000
2020	Rec Trails Program	\$10,000	\$20,000	\$100,000	\$0	\$130,000
2021	Local Fund	\$0	\$0	\$32,000	\$0	\$32,000
2021	Rec Trails Program	\$0	\$0	\$128,000	\$0	\$128,000
<2020	Prior	\$15,000	\$25,000	\$0	\$0	\$40,000
<b>2020-2024 TOTAL</b>		<b>\$10,000</b>	<b>\$25,000</b>	<b>\$260,000</b>	<b>\$0</b>	<b>\$295,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$25,000</b>	<b>\$50,000</b>	<b>\$260,000</b>	<b>\$0</b>	<b>\$335,000</b>

**Region:** Northwestern MPO

**Lead Agency:** DNR

**Previously Approved Version**

**1801757** (Ver 3) 20-04.1

**Title:** Marquette Greenway Trail connector **Route:** N/A  
**Description:** Connector link to connect Burns Harbor to Trail  
**Project Type:** Bicycle Enhancement **AQ Exempt:** Exempt **District:** LaPorte  
**County:** Porter **Limits:** Not Location Specific

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	Local Fund	\$0	\$5,000	\$0	\$0	\$5,000
2020	Rec Trails Program	\$10,000	\$20,000	\$100,000	\$0	\$130,000
2021	Local Fund	\$0	\$0	\$32,000	\$0	\$32,000
2021	Rec Trails Program	\$0	\$0	\$128,000	\$0	\$128,000
<2020	Prior	\$15,000	\$25,000	\$0	\$0	\$40,000
<b>2020-2024 TOTAL</b>		<b>\$10,000</b>	<b>\$25,000</b>	<b>\$260,000</b>	<b>\$0</b>	<b>\$295,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$25,000</b>	<b>\$50,000</b>	<b>\$260,000</b>	<b>\$0</b>	<b>\$335,000</b>

**Region:** Northwestern MPO

**Lead Agency:** DNR

**1382659** (Ver 4) 20-05 STATUS Programmed **FEDERAL**

**Title:** Bike/Pedestrian Facilities at Marquette Trail **Route:** N/A  
**Description:** Interstate Connector (Lake Michigan to IN/IL State Line)  
**Project Type:** Bicycle Enhancement **AQ Exempt:** Exempt **District:** LaPorte  
**County:** Lake **Limits:** Marquette Trail from Lake Michigan to IN/IL state line of Distance (mile) 0.5

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	Local Fund	\$0	\$0	\$0	\$3,495	\$3,495
2020	TAP Chicago UZA	\$0	\$0	\$0	\$13,981	\$13,981
<2020	Prior	\$179,040	\$157,350	\$269,840	\$68,190	\$674,420
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,476</b>	<b>\$17,476</b>
<b>ALL YEARS TOTAL</b>		<b>\$179,040</b>	<b>\$157,350</b>	<b>\$269,840</b>	<b>\$85,666</b>	<b>\$691,896</b>

**Region:** Northwestern MPO

**Lead Agency:** Hammond



**Previously Approved Version**

1382659 (Ver 3) 18-16

**Title:** Bike/Pedestrian Facilities at Marquette Trail **Route:** N/A  
**Description:** Interstate Connector (Lake Michigan to IN/IL State Line)  
**Project Type:** Bicycle Enhancement **AQ Exempt:** Non-Exempt **District:** LaPorte  
**County:** Lake **Limits:** Marquette Trail from Lake Michigan to IN/IL state line of Distance (mile) 0.5

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2018	Local Fund	\$5,000	\$0	\$53,968	\$14,438	\$73,406
2018	TAP Chicago UZA	\$20,000	\$0	\$215,872	\$53,752	\$289,624
2019	Local Fund	\$0	\$0	\$0	\$3,495	\$3,495
2019	TAP Chicago UZA	\$0	\$0	\$0	\$13,981	\$13,981
<2018	Prior	\$154,040	\$157,350	\$0	\$0	\$311,390
<b>2018-2022 TOTAL</b>		<b>\$25,000</b>	<b>\$0</b>	<b>\$269,840</b>	<b>\$85,666</b>	<b>\$380,506</b>
<b>ALL YEARS TOTAL</b>		<b>\$179,040</b>	<b>\$157,350</b>	<b>\$269,840</b>	<b>\$85,666</b>	<b>\$691,896</b>

**Region:** Northwestern MPO

**Lead Agency:** Hammond

**1297017** (Ver 4) 20-05 STATUS Programmed **FEDERAL**

**Title:** Chicago Street Reconstruction **Route:** N/A  
**Description:** Calumet Ave to White Oak Ave, Phase 3  
**Project Type:** Roadway Reconstruction/Rehabilitation **AQ Exempt:** Non-Exempt **District:** LaPorte  
**County:** Lake **Limits:** From Calumet Ave to White Oak Ave of Distance (mile) 0.2

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	Local Fund	\$0	\$0	\$20,000	\$0	\$20,000
2020	STBG Chicago UZA	\$0	\$0	\$80,000	\$0	\$80,000
<2020	Prior	\$2,619,834	\$4,402,464	\$7,385,924	\$993,794	\$15,402,016
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$100,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$2,619,834</b>	<b>\$4,402,464</b>	<b>\$7,485,924</b>	<b>\$993,794</b>	<b>\$15,502,016</b>

**Region:** Northwestern MPO

**Lead Agency:** Hammond

**Previously Approved Version**

1297017 (Ver 3) 18-17

**Title:** Chicago Street Reconstruction **Route:** N/A  
**Description:** Calumet Ave to White Oak Ave, Phase 3  
**Project Type:** Roadway Reconstruction/Rehabilitation **AQ Exempt:** Non-Exempt **District:** LaPorte  
**County:** Lake **Limits:** From Calumet Ave to White Oak Ave of Distance (mile) 0.2

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2018	DEMO	\$0	\$0	\$181,364	\$0	\$181,364
2018	Local Fund	\$0	\$0	\$45,341	\$0	\$45,341
2019	DEMO	\$376,551	\$0	\$0	\$0	\$376,551
2019	Local Fund	\$94,138	\$0	\$0	\$7,004	\$101,142
2019	STBG Chicago UZA	\$0	\$0	\$0	\$28,018	\$28,018
<2018	Prior	\$2,149,145	\$4,402,464	\$7,159,219	\$958,772	\$14,669,600
<b>2018-2022 TOTAL</b>		<b>\$470,689</b>	<b>\$0</b>	<b>\$226,705</b>	<b>\$35,022</b>	<b>\$732,416</b>
<b>ALL YEARS TOTAL</b>		<b>\$2,619,834</b>	<b>\$4,402,464</b>	<b>\$7,385,924</b>	<b>\$993,794</b>	<b>\$15,402,016</b>

**Region:** Northwestern MPO

**Lead Agency:** Hammond

**1401034** (Ver 4) 20-05 STATUS **Programmed** **FEDERAL**

**Title:** Roadway Improvement Program / Line of Sight Corrections; Access Management at Colorado St **Route:** N/A  
**Description:** North of US 30  
**Project Type:** Safety Upgrade **AQ Exempt:** Non-Exempt **District:** LaPorte  
**County:** Lake **Limits:** From US 30 to 78th St of Distance (mile) 0.25

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	HSIP Chicago UZA	\$0	\$734,850	\$0	\$0	\$734,850
2020	Local Fund	\$0	\$81,650	\$0	\$0	\$81,650
<2020	Prior	\$391,190	\$62,500	\$0	\$0	\$453,690
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$816,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$816,500</b>
<b>ALL YEARS TOTAL</b>		<b>\$391,190</b>	<b>\$879,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,270,190</b>

**Region:** Northwestern MPO **Lead Agency:** Hobart

**Previously Approved Version**

**1401034** (Ver 3) 20-00

**Title:** Roadway Improvement Program / Line of Sight Corrections; Access Management at Colorado St **Route:** N/A  
**Description:** North of US 30  
**Project Type:** Safety Upgrade **AQ Exempt:** Non-Exempt **District:** LaPorte  
**County:** Lake **Limits:** From US 30 to 78th St of Distance (mile) 0.25

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	HSIP Chicago UZA	\$0	\$734,850	\$0	\$0	\$734,850
2020	Local Fund	\$0	\$81,650	\$0	\$0	\$81,650
<2020	Prior	\$391,190	\$62,500	\$0	\$0	\$453,690
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$816,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$816,500</b>
<b>ALL YEARS TOTAL</b>		<b>\$391,190</b>	<b>\$879,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,270,190</b>

**Region:** Northwestern MPO **Lead Agency:** Hobart























































