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**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
FULL COMMISSION MEETING**
April 15, 2021 9:00 A.M.

Zoom Information:

<https://zoom.us/j/93195367921?pwd=cHhpMkZtUnZXY1h4UzJjTXhCdjZpQT09>

Meeting ID: 931 9536 7921

Meeting Passcode: 567082

Call in: (312) 626-6799

Annotated Agenda

- 1.0 Call to Order and Pledge of Allegiance - George Topoll
- 2.0 New Appointments to the Commission - Attorney Dave Hollenbeck
- 3.0 Roll Call and approval of the Minutes of the March 18, 2021 Executive Board Meeting (pp. 1-3)
ACTION REQUESTED: Approval
- 4.0 Public Comment on Current Agenda Items
Members of the audience who have signed up to comment on agenda items will be recognized by the Chair. Time is limited to 3 minutes per commenter. Commenters must indicate on the sign-in sheet prior to the start of the meeting.
- 5.0 Report of the Chair - George Topoll
- 6.0 Report of the Executive Director - Ty Warner
 - 6.1 Staff Service Awards
- 7.0 Environmental Management Policy Committee – Bill Emerson (pp. 4-5)
- 8.0 Consent Agenda
 - 8.1 Finance and Personnel Committee - Greg Stinson (pp. 6-9)
 - 8.1.1 Resolution #21-05 [2021-2022 UPWP Amendment #4](#) (p. 9) available separately
ACTION REQUESTED: Approval
 - 8.2 Technical Planning Committee – Kevin Breitzke (pp. 10-24)
 - 8.1.2 Resolution #21-06 – State Performance Measures (pp. 12-14)
ACTION REQUESTED: Approval
 - 8.3 Public Comment Report on the FY 2020-2024 TIP Amendment #13 (p. 15)
ACTION REQUESTED: Informational
 - 8.4 Resolution #21-10– FY 2020-2024 TIP Amendment #13 (pp. 16-24)
ACTION REQUESTED: Approval

- 9.0 Technical Planning Committee Kevin Breitzke (pp. 25-40) - **Roll call required for each resolution below**
 - 9.1 Public Comment Report on the Air Quality Conformity (p. 25)
ACTION REQUESTED: Informational
 - 9.2 Resolution #21-07 – [Air Quality Conformity](#) (p. 26-27) available separately
ACTION REQUESTED: Approval
 - 9.3 Resolution #21-08 - Demonstration of Congestion Management Compliance (pp. 28-33)
ACTION REQUESTED: Approval
 - 9.4 Resolution #21-09 – NWI 2050 Amendment #2 (pp. 34-36)
ACTION REQUESTED: Approval
 - 9.5 Resolution #21-11 – [FY 2022-2026 TIP](#) (pp. 37-38) - available separately
ACTION REQUESTED: Adoption
 - 9.6 Presentation - Coronavirus Response and Relief Supplemental Appropriations Act (CRRSSA) - Charles Bradsky
- 10.0 NIRPC Economic Development District Report – Denarie Kane
- 11.0 INDOT, Matt Deitchley, La Porte District Deputy Commissioner
- 12.0 Other Business
- 13.0 Announcements
- 14.0 Adjournment

NIRPC Full Commission Meeting

Electronic Meeting via Zoom

March 18, 2021 Minutes

Call to Order

Chairman, George Topoll, called the meeting to order at 9:00 a.m. with the Pledge of Allegiance.

This meeting was convened as an *electronic meeting*, pursuant to Governor Holcomb's Executive Order 21-05 on February 25, 2021 extending the declaration of emergency, allowing such meetings pursuant to IC 5-14-1.5-3.6 for the duration of the COVID-19 public health emergency. All persons were meeting remotely on a Zoom platform that allowed for real time interaction and supported the public's ability to observe and record the proceedings. When the agenda item provided for public comment, this was supported as well.

New Appointments to the Commission

Ty Warner stated there were no new appointments to the Commission, but he formally welcomed Jim Pressel as the appointed Representative that Governor Holcomb made official in his announcements.

Roll call - Taken by Candice Eklund.

Present

The 18 Commissioners present included Geof Benson (Beverly Shores), Jim Biggs (Porter Cty Commissioner), Kevin Breitzke (Porter County Surveyor), Robert Carnahan (Cedar Lake), Bill Carroll (Lake Station), Tom Dermody (LaPorte), Daina Dumbrys (Michiana Shores), Bill Emerson (Lake Cty Surveyor), Richard Hardaway (Merrillville), Justin Kiel (La Crosse), Sue Lynch (Portage), Wendy Mis (Munster), Jerome Prince (Gary), Tom Schmitt (Schererville), Steve Spebar (Whiting), Greg Stinson (Porter), James Ton (Chesterton), and George Topoll (Union Township). Also present was Matt Deitchley representing INDOT.

Absent

The 32 Commissioners absent included Kyle Allen (Lake Cty Commissioner), Duane Arndt (Kingsford Heights), Jeannette Bapst (Dune Acres), Janet Beck (Pottawattomie Park), Charlie Brown (Lake Cty Council), Anthony Copeland (East Chicago), Joshleen Denham (Trail Creek), Jon Derwinski (Winfield), Denise Ebert (Wanatah), Robert Forster (Kouts), Michael Griffin (Highland), Tony Hendricks (LaPorte County), Eric Hull (Burns Harbor), Jack Jeralds (Schneider), Andrew Kyres (Crown Point), Robert Lemay (Long Beach), Sheila Matias (LaPorte Cty Commissioner), Tom McDermott (Hammond), Lori Mercer (Westville), Edward Morales (Porter Township), Matt Murphy (Valparaiso), Duane Parry (Michigan City), David Peeler (Hebron), Bob Poparad (Porter Cty Council), Jim Pressel (Governor Appointee), Michael Rosenbaum (LaPorte Cty Council), Rick Ryfa (Griffith), Brian Snedecor (Hobart), Gerald Swets (St. John), (Whiting), Sharon Szwedo (New Chicago), Mary Tanis (Dyer), and John Yelkich (Lowell).

Kingsbury, Ogden Dunes, and The Pines have appointed no representatives to NIRPC.

Staff present included Ty Warner, Kathy Luther, Charles Bradsky, Mitch Barloga, Flor Baum, Eman Ibrahim, Scott Weber, Meredith Stilwell, Denarie Kane, Kevin Polette, Candice Eklund, and attorney Dave Hollenbeck.

Approval of Minutes

Under General Consent, George Topoll declared the minutes of the January 21, 2021 Full Commission meeting minutes were adopted. There were no objections.

Public Comment - There were no public comments.

Report of the Chair - George Topoll

George Topoll asked Ty Warner to introduce the new NIRPC staff members. Denarie Kane was hired as the Economic Development Specialist and Lucas Eklund-Baker was hired as the Communications Specialist. Ty also noted the position for Director of Transportation has been posted and two Planning positions will be

posted in the near future. The Grants and Programming Assistant position has been posted on NIRPC's website.

Report of the Executive Director - Ty Warner

Mr. Warner congratulated the communities in Northwest Indiana who received funding from the Next Level Trails program and noted that Mitch Barloga will present a summary on this program during the report of the Technical Planning Committee (TPC). Denarie Kane will present on the two items being presented during the Finance and Personnel (F&P) report for the existing Revolving Loan Fund (RLF) for LaPorte County that NIRPC administers and the new Regional RLF for Lake, Porter and LaPorte Counties that is under the CARES Act funding that NIRPC received. These revisions will provide additional opportunities for small businesses.

Ty discussed the notification that was sent to the Commissioners this week for the EDA Bootcamp scheduled on April 22. NIRPC's former staff member James Winters, who is now working for the EDA, will be giving a presentation on what makes a successful application for a competitive submission. The Commissioners were encouraged to submit the names of individuals in their communities they would like to receive invitations to the event. Ty noted that under the recently adopted American Rescue Plan, there was \$30 billion allocated to the EDA to sustain activities for economic recovery through the pandemic, and as these funds will provide additional competitive grants for economic development, it will be important for NIRPC's communities to be prepared to submit good, competitive grant applications.

Environmental Management Policy Committee (EMPC) - Kathy Luther

Kathy Luther provided an update on the Environmental Resilience applications that were submitted to Indiana University. There were 14 jurisdictions that submitted applications, including 11 cities and towns from Lake, Porter, and LaPorte Counties. NIRPC will send a letter of congratulations to the communities who applied and include an invoice for just under \$1,200 to fund NIRPC's responsibilities for the intern. A webinar is scheduled for May 6, 2021 at 9:00 a.m. for participating communities to receive further details.

Finance & Personnel Committee (F & P) - Greg Stinson

Greg Stinson reported the F & P Committee met this morning to review the financial reports and claims registers for January and February, as well as the preliminary year-end report for December 2020. The F&P Committee recommended the two action items below to the Commission.

Denarie Kane presented Resolution #21-03, Amend the Management Plan for the LaPorte County RLF, stating the plan is part of the required five-year update and includes the changes requested from EDA. Denarie also presented Resolution #21-04, Amend the Regional RLF Management Plan, as it relates to changes to the application collection fee. The total fee of \$1,000 is not changing, but the initial collection fee of \$200 will increase to \$450 to cover costs related to the preparation of the credit memo and credit reports. The remaining fee of \$550 is collected at the time of the closing.

By virtue of the Executive Board's General Consent to allow these items to be Consent Agenda matters, George Topoll asked for a vote on the two matters below:

- Approval of Resolution #21-03, Updating the Management Plan for the LaPorte County RLF
- Approval of Resolution #21-04, Regional RLF Management Plan Amendment

Hearing no objections, a motion was received by Richard Hardaway and seconded by Greg Stinson to adopt the matters on the consent agenda. Roll call was taken by Candice Eklund for the two matters. With Tom Dermody, Bill Emerson, Richard Hardaway, Justin Kiel, Sue Lynch, Wendy Mis, Greg Stinson, Jim Ton, and George Topoll voting in the affirmative, and no one voting in the negative, the motion passed.

Technical Planning Committee (TPC) - Kevin Breitzke

The TPC met virtually on March 9, 2021. Kevin Breitzke informed the Commissioners that 30-day public comment periods were underway for the FY 2020-2024 Transportation Improvement Program (TIP), Amendment #13, the *NWI 2050 Plan*, Amendment #2, the 2022-2026 TIP adoption, and the Air Quality Conformity Determination Report. The comment period runs from March 9 thru April 8, 2021. There are no

TPC action items today, but the following updates were provided on action plans that will be presented at the Full Commission meeting on April 15, 2021.

Scott Weber provided the following updates:

- *NWI 2050 Plan* - There are four changes in Amendment #2 that affect Northwest Indiana. Two changes are being made to existing projects and two projects were deemed regionally specific from the discussions that occurred from the 2020 Notice of Funding Applications (NOFA).
- Air Quality Conformity Determination Report - This report is required because Northwest Indiana is in a nonattainment area as determined by the Environmental Protection Agency for ozone in our region.

Charles Bradsky provided the following updates:

- FY 2022-2026 TIP - Depicts how the new TIP will be utilized going forward. INDOT is currently reviewing this TIP and NIRPC is awaiting their recommendations and approval.
- FY 2020-2024 TIP, Amendment #13 - Three projects in FY 2021 will have funding added to each project in excess of \$100,000, constituting an amendment to the TIP.

Mitch Barloga provided a brief summary on the second round of the Next Level Trails program stating there was \$29.6 million in available funding. The three projects that were funded within Northwest Indiana are the Pennsy Greenway in Crown Point, Marquette Greenway in Portage, and Vale Park West in Valparaiso. Applications for round 3 of the program can be submitted starting November 1, 2021 for 30 days. There will be \$35 million in available funding this round, totaling \$90 million for all three rounds.

INDOT - Matt Deitchley

Matt Deitchley, La Porte District Deputy Commissioner, reported their winter operations are nearing completion and they are in the process of planning their maintenance work plan for FY 2022. Due to INDOT's preservation practices, there has been a 27% reduction in potholes from last year. Matt discussed the meetings that he and Adam Parkhouse are having with the County Commissioners throughout their district in an effort to establish lines of communication. Jim Ton noted ongoing concerns with issues on Route 49 in Chesterton.

Other Business

There was no other business discussed.

Announcements

Bob Carnahan informed the Commissioners that the United States Census data will be released in May.

Adjournment

Hearing no other business, George Topoll adjourned the meeting at 9:43 a.m.

The livestream video recording of this meeting is available on NIRPC's YouTube Channel at <https://www.youtube.com/watch?v=zE33gS761DoS761Do>

Environmental Management Policy Committee

NIRPC – Virtual Meeting

January 7, 2021

Minutes

This meeting was convened as an electronic meeting, pursuant to Governor Holcomb's Executive Order 20-04 and 20-09, extended by Executive Order 20-50. All persons were meeting remotely on a Google Meet platform that allowed for real time interaction and supported the public's ability to observe and record the proceedings. When the agenda item was provided for public comment, this was supported as well. A roll call was taken to motion and approve the agenda items.

Bill Emerson called the meeting to order at 9:05 a.m. with the Pledge of Allegiance and roll call.

In attendance were Katie Vallis (IDNR), Katie Hobgood (Save the Dunes), Jennifer Birchfield (Purdue Northwest), Chandramouli Chandramo (Purdue Northwest), Brenda Scott-Henry (Gary), Kris Krouse (Shirley Heinze), Jennifer Gadzela (Chesterton), Reggie Korthals (BFS), Jan Bapst (Dune Acres), Lauri Keagle (SSCC), Geof Benson (Beverly Shores), Jenny Orsburn (LMCP), Kay Nelson (Forum), Susan MiHalo (Nature Conservancy), George Topoll (Union Township), and Bill Emerson (Lake County).

NIRPC staff present were Kathy Luther, Meredith Stilwell, Candice Eklund, Joe Exl, Kevin Polette, and Flor Baum.

The meeting minutes of November 5, 2020 were approved on motion by Reggie Korthals and second by Jan Bapst. A roll call was taken, and the committee voted unanimously to approve.

There were no public comments.

Kathy Luther presented on the proposed 2021 EMPC schedule and planning. EMPC acts as one of several formal stakeholder advisory groups that NIRPC staffs and coordinates. Environmental responsibilities assigned to NIRPC are for Lake, LaPorte, and Porter counties. EMPC recognizes the value and interdependence of Northwest Indiana's natural resources and economic strengths and encourages the use of those resources to meet current needs while ensuring adequate resources are available for future generations.

The committee focused on the following goals: To educate and inform about environmental issues, and to form coalitions to pursue cooperative approaches to environmental issues of mutual concern. Topics of interest for the 2021 EMPC meetings were discussed. Committee members will champion topics listed:

- Brenda Scott-Henry - Lead in Drinking Water, Water Equity, and Cost of Water.
- Joe Exl - Urban Forestry.
- NIRPC staff and Jennifer Birchfield - follow up on EPA Emergency Response Planning.
- Bill Emerson and Chandra Chandramo - Flooding/River Corridor, Wetland Initiative, the Deep River Dam, LCRBC and KRBYRBC updates.
- Lauri Keagle (SSCC) - Air Quality, Transportation, New EPA Asthma topics.
- NIRPC staff and South Shore Clean Cities - Model Ordinances and Sustainability.
- NIRPC staff and Jenny Orsburn – Shoreline Erosion, ACOE study, and WRDA bill.
- Reggie Korthals - New MS4/Stormwater NPDES Rules.

- Bill Emerson and Reggie Korthals - Solid Waste Management.
- To be determined by NIRPC staff - Agriculture and NRCS.
- To be determined by NIRPC staff - Climate Change and Greenhouse Gas.
- To be determined by NIRPC staff - Public Access, Urban Waters, Waterway Accessibility and Equity.

The EMPC meetings will continue to be held quarterly and are slated for April 1, July 1, and October 7. Workshops will be held in between the quarterly meetings and are slated for the following dates: February 4, March 4, May 6, June 3, August 5, September 2, November 4, and December 2.

There were no announcements.

The next EMPC meeting is scheduled for April 1, 2021 at 9:00 a.m. in the NIRPC offices.

Hearing no further business, the meeting adjourned at 10:24 a.m.

NORTHWESTERN INDIANA REGIONAL PLANNING
COMMISSION FINANCE AND PERSONNEL COMMITTEE
January 21, 2021 / Zoom Virtual Meeting – 8:00 a.m.

Members Present

Richard Hardaway, Bob Carnahan, Justin Kiel, George Topoll

Staff and Others Present

Ty Warner, Talaya Jones, Kathy Luther, Lisa Todd, Stephanie Kuziela, Meredith Stilwell, Greg Stinson, Wendy Mis, John Yelkich, David Hollenbeck

Call to Order

Richard Hardaway called the meeting to order with the Pledge of Allegiance.

Approval of Minutes

The minutes of the November 19, 2020 meeting were presented. Bob Carnahan made motion and Richard Hardaway seconded to approve the minutes. A roll call vote was taken with Bob Carnahan, Richard Hardaway and Justin Kiel voting in the affirmative, and no one voting in the negative. Motion passed 3-0.

Review of Financial Status – November 2020

Talaya Jones presented the November 2020 bank reconciliations for the NIRPC general account and the Revolving Loan Fund (RLF) account. The general account beginning balance from 11/1/2020 was \$1,068,601.49 with a closing balance of \$1,195,830.97 as of 11/30/2020. The RLF account beginning balance from 11/1/2020 was \$149,906.07 with a closing balance of \$155,093.25 as of 11/30/2020.

Talaya presented the financial status report for category expenditures year to date, November 2020. \$1,105,540 has been expended of the \$1,293,260 Salaries budget. \$427,008 has been expended of the \$509,690 Fringe Benefits budget. \$248,527 has been expended of the \$280,297 Occupancy budget. \$55,654 has been expended of the \$78,840 Maintenance budget. \$80,839 has been expended of the \$196,750 Departmental budget. \$359,668 has been expended of the \$884,465 Contractual budget. \$6,736 has been expended of the \$100,000 Capital Outlays budget. Total General Fund expenditures totaled \$2,283,972 of the \$3,343,302 budgeted. \$400 has been expended of the \$85,000 LaPorte Revolving Loan Fund budget. \$2,614,854 has been expended of the \$2,440,988 Transit Capital Fund budget. \$1,688,483 has been expended of the \$4,389.036 2019 Transit Operating Fund budget. Year to date, total expenditures of \$6,587,709 of the \$10,258,326 budgeted, \$3,670,617 under budget.

Talaya presented the year-to-date November 2020 expended by category chart. 48% of the expended budget was salaries, 19% fringe benefits, 16% contractual, 11% occupancy, 4% departmental and 2% maintenance.

Talaya presented the year-to-date November 2020 budget vs. actual revenue report. \$366,669 of the \$540,271 county appropriations budget has been collected. \$189,348 of the \$539,733 federal agencies budget has been collected. \$1,414,667 of the \$1,935,395 state agencies budget has been collected. \$24,286 of the \$44,694 local agencies budget has been collected. \$11,288 of the \$135,318 non-governmental funds budget has been collected. \$13,288 of the \$70,000 Economic Development District budget has been collected. \$9,299 of the \$9,682 interest income budget has been collected.

Talaya presented the year-to-date revenue by funding source chart as of November 30. 70% of collected revenue has been from state agencies, 18% from county appropriations, 9% from federal agencies, 1% from local agencies, 1% from Economic Development District, and 1% from interest income.

Talaya presented the Coronavirus Aid, Relief and Economic Securities (CARES) Act budget to actual expenditures year to date, November 2020. \$60,756 of the \$236,733 has been expended of the Salaries budget. \$0 of \$5,000 contractual, RLF Services budget has been expended. \$15,572 of the \$25,000 departmental, PPE Supplies, budget has been expended. \$2,544 of the \$165,000 Capital Outlays, Furniture and Equipment, budget has been expended. Total NIRPC CARES Fund Expenditures of \$78,870 had been

expended from the \$431,733 budget. \$0 of the \$583,000 CARES Revolving Loan Fund budget has been expended. \$137,057 of the \$1,219,972 CARES Transit Capital Fund budget has been expended. \$2,171,324 of the \$4,314,322 CARES Agency Fund has been expended. Total expenditures were \$2,387,253 of the \$6,549,027 budgeted.

Talaya presented the Coronavirus Aid, Relief and Economic Securities (CARES) Act budget to actual revenue year to date, November 2020. All revenue is federal and is classified as Economic Development District or FTA. \$268,895 has been collected of the \$604,229 total CARES Act revenue budget.

Approval of Claims Register – November 2020

Talaya first presented the November 2020 regular claims register totaling \$237,913.16 to the Committee for approval. Bob Carnahan made motion and Justin Kiel seconded to approve the November 2020 regular claims register. A roll call vote was taken with Bob Carnahan, Richard Hardaway, Justin Kiel and George Topoll voting in the affirmative, and no negative votes. Motion passed 4-0. The CARES Act expenditures register of claims totaling \$1,181,387.07 was then presented for approval. Bob Carnahan made motion and Justin Kiel seconded to approve the November 2020 CARES Act claims register. A roll call vote was taken with Bob Carnahan, Richard Hardaway, Justin Kiel and George Topoll voting in the affirmative, and no negative votes. Motion passed 4-0.

December 2020 Bank Statement Reconciliation

Talaya Jones presented the December 2020 bank reconciliations for the NIRPC general account and the Revolving Loan Fund (RLF) account. The general account beginning balance from 12/1/2020 was \$1,195,830.97 with a closing balance of \$1,572,482.28 as of 12/31/2020. The RLF account beginning balance from 12/1/2020 was \$155,093.25 with a closing balance of \$160,280.91 as of 12/31/2020.

Approval of Claims Register – December 2020

Talaya first presented the December 2020 regular claims register totaling \$245,009.72 to the Committee for approval. Bob Carnahan made motion and Justin Kiel seconded to approve the November 2020 regular claims register. A roll call vote was taken with Bob Carnahan, Richard Hardaway, Justin Kiel and George Topoll voting in the affirmative, and no negative votes. Motion passed 4-0. The CARES Act expenditures register of claims totaling \$15,832.77 was then presented for approval. Bob Carnahan made motion and Justin Kiel seconded to approve the December 2020 CARES Act claims register. A roll call vote was taken with Bob Carnahan, Richard Hardaway, Justin Kiel and George Topoll voting in the affirmative, and no negative votes. Motion passed 4-0. Talaya stated the preliminary financial reports for December will be brought to the next meeting.

Procurement Recommendation 21-01

Lisa Todd presented procurement recommendation 21-01 for the purchase of 2 replacement BOC vehicles for LaPorte TransPorte. 80% of the purchase will be paid with Federal Transit Administration Funds with 20% paid with LaPorte TransPorte local share, not to exceed \$118,400 in federal funds. Justin Kiel made motion and Bob Carnahan seconded to approve Procurement Recommendation 21-01. A roll call vote was taken with Bob Carnahan, Richard Hardaway, Justin Kiel and George Topoll voting in the affirmative, and no negative votes. Motion passed 4-0.

CARES RLF Loan Committee Member Appointments

NIRPC's Economic Development District Coordinator, Gabrielle Biciunas, presented a memorandum to the committee to request approval of the appointment of CARES Regional Revolving Loan Fund Loan Committee Members. The Finance and Personnel Committee is responsible for appoint Loan Committee Members, who are required to represent a balanced mix of Economic Development, Chamber of Commerce, banks/commercial lenders, non-commercial lenders, business, lawyers, and others, for Lake, Porte, and LaPorte Counties. Gabrielle presented six items in the memorandum and the proposed Committee Members for approval by the Committee. Justin Kiel made motion and Richard Hardaway seconded to approve Procurement Recommendation 21-01. A roll call vote was taken with Bob Carnahan, Richard Hardaway, Justin Kiel and George Topoll voting in the affirmative, and no negative votes. Motion passed 4-0.

Kankakee River Basin and Yellow River Basin Development Commission (KRBYRBDC) Support Agreement
For informational purposes, Kathy Luther presented the new support agreement between NIRPC and the KRBYRBDC for general services from January 1 through December 31, 2021. The new agreements provides for a lesser monthly cost but allows for more hours to be spent for services.

Personnel updates

Meredith Stilwell reported that most staff are continuing to work remotely.

Other Business

Bob Carnahan pointed out that the agenda indicated the next meeting would be held March 18, 2020 and should be March 18, 2021.

Adjournment

There being no further business, the meeting was adjourned.



RESOLUTION 21-05

A RESOLUTION OF THE NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION TO ADOPT AMENDMENT #4
2021-2022 UNIFIED PLANNING WORK PROGRAM 2022 Update
FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA

April 15, 2021

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission,” being designated as the Metropolitan Planning Organization (MPO) for the Lake, Porter, and LaPorte County area, has established a comprehensive, cooperative, and continuing transportation planning process to develop the FY 2021 – 2022 Unified Planning Work Program (UPWP); and

WHEREAS, the preparation of a UPWP is a necessary and required part of the metropolitan area transportation planning process as specified in 23 CFR 450.308; and by its State statutory authority, the Commission is charged with regional planning responsibility for the environment, economic development, and transportation; and

WHEREAS, the work tasks and budgets described within the Commission’s UPWP are in conjunction with the programs and planning emphasis areas of the Federal Highway and Transit Administrations, and significant planning projects in the region by other agencies; and

WHEREAS, federal transportation fund expenses contracted to NIRPC must be adopted into the current UPWP in order to be reimbursed; and

WHEREAS, the PL/5307 federal funding allocation for the Commission for State Fiscal Year (SFY) 2022 was revised to total one million, four hundred and twenty eight thousand, eight hundred and ten dollars (\$1,428,810); and

WHEREAS, the Finance & Personnel Committee has recommended that the Commission approve the content of UPWP 2021-2022 Amendment #4, 2022 Update;

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the FY 2021 – 2022 UPWP Amendment #4, 2022 Update and the Commission is authorized to enter into such agreements and contracts as may be required with the funding and administrative agencies for the execution of this UPWP.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this fifteenth day of April, 2021.

George Topoll
Chairperson

ATTEST:

Richard Hardaway
Secretary

Technical Planning Committee

Tuesday, March 9, 2021

Minutes

This meeting was convened as an electronic meeting, pursuant to Governor Holcomb's extended Executive Order 21-03. All persons were meeting remotely on a Zoom platform that allowed for real time interaction and supported the public's ability to observe and record the proceedings. When the agenda item was provided for public comment, this was supported as well. A roll call was taken to motion and approve the agenda items.

Kevin Breitzke called the meeting to order at 10:03 a.m. with the Pledge of Allegiance.

Committee members present were Bryan Blazak (St. John), Kevin Breitzke (Porter County), Jeff Huet (Schererville), Tom Schmitt (Schererville), Tim Hollandsworth (INDOT), Frank Rivera (E. Chicago), Carl Lisek (SSCC), Anne Maloberti, Terry Martin, George Topoll (Union Township), Kay Nelson (FORUM), Don Oliphant (CBBEL), Timothy Werner (CIORBA), Nick Bellar (Winfield), Duane Alverson (Lake County), Dean Button (Hammond), Mark O'Dell (Chesterton), David Wright (GPTC), Blossom Mabon, Beth West, Mike Jabo (Valparaiso), Beth Shrader (Valparaiso), and Kelly Wenger (NICTD).

Staff present were Mitch Barloga, Meredith Stilwell, Lucas Ecklund-Baker, Eman Ibrahim, Kathy Luther, Scott Weber, Kevin Polette, Candice Ecklund, Denarie Kane, Charles Bradsky, Peter Kimball, and Flor Baum.

The February 9, 2021 and February 18, 2021 meeting minutes will include Kay Nelson in committee members present. Both sets of minutes were approved on motion by Kay Nelson and second by David Wright.

Public Comments

No public comments to announce.

Planning

Scott Weber presented on an update for the second amendment and conformity analysis to the *NWI 2050 Plan*, including the launch of the public comment period. *NWI 2050* is our Region's long-range plan that was adopted in May 2019. The amendment is needed to fulfill federal requirements because of the latest NOFA that adds regionally significant projects. The four projects being affected by amendment 2 are as follows:

- INDOT project on US 41 is an existing project. The scope was never intended to go as far south to Lowell. The southern terminus that is in the *NWI 2050 Plan* is being edited up to approximately 135th Place in the Cedar Lake area instead of State Road 2 in the Lowell area. There is no cost affected.
- Main St extension project along the Munster/Dyer border into the Village of Linwood, IL is an existing project. The project was originally slated to be completed by the year 2030 in the *NWI 2050 Plan*. However, that will change to 2040.
- The Town of St. John's Cline Avenue gap project between 93rd Ave and 101st Ave is a new project that will be added to the *NWI 2050 Plan*.
- Porter County's Willow Creek extension project is also being added. This is an extension of an existing project in Porter County. The scopes southern terminus is being changed from State Road 130 to US 30. We are proposing to add CN funds in FY-26.

These changes will be released for public comment today and through April 8 for a 30-day period.

Scott also presented on Air Quality Conformity. This is required because NIRPC is a non-attainment area designated by the Environmental Protection Agency (EPA) for ozone. The four projects mentioned are among others that are in the document. The Conformity Report document will also be circulated for public comment from March 9 through April 8.

Programming

Charles Bradsky presented on the recommendation for Group 1 transit projects in the 2022-2026 Transportation Improvement Program (TIP). A three percent annual increase in funding was proposed that is compounded annually. This gave us nearly \$2M in 2025 and \$2.5M in 2026. 2026 is not something that Federal Transit looks at, as their focus is on the four-year TIP. Only the year 2025 was balanced (2026 was not balanced). It was agreed on at the Transit Operators meeting that we would look at all received operating assistance and preventative maintenance in 2021 and start programming those numbers. In some cases, preventative maintenance was less in 2025 than in 2021. Also, in balancing the budget for 2025, the lesser amount was chosen. What is being proposed is just under \$1.5M over the \$14.4M that we have planned for 2025. If Federal Highway opposes the budget, GPTC's \$2.26M budget for new busses will be adjusted. It would continue to be a line item in the TIP. There was discussion on the Volkswagen funding towards busses. David Wright (GPTC) clarified that the funding is going busses that are currently in order, and not for 2025. There was discussion on the three percent increase. Kathy Luther stated there is Highway money that can be moved over to the Transit side as another possibility. The \$8 pilot operations and facility improvements line item is a potential CMAQ project. The \$8 is a placeholder for a continued plan on implementation of the project that will start this year with Federal funding. However, the \$8 line item will be moved to CMAQ. Beth Shrader (Valparaiso) stated that the assumption to choose the lesser amount to budget the Valpo bus lines is not ideal. By 2025 Valpo's expectation is that all the 80/20 (CMAQ/Fed) funding for the lines that will have been in service for three years will have been depleted. This does not allow them to maintain service levels. Charles advised that amendments can always be made starting in August. Another Transit Operators meeting will be held to explain the individual changes in the budget. Charles will also send the list of all transit projects to INDOT's review. The TIP adoption will also be out for public comment starting today.

On motion by David Wright and second by George Topoll the Technical Planning Committee accepted the transit program of projects as presented to go to public comment beginning today.

Topical Committee Reports

Mitch Barloga reported on DNR Next Level Trails Program; Round Two Awardees. Three of the awards were given to northwest Indiana communities. There is \$29.6M available and is combined with \$21.9M of local match. This is all administered by the Dept. of Natural Resources (DNR). 18 projects were funded out of the 93 applications submitted. The longest awarded project is 14.5 mi; the shortest awarded is .88 mi. Three of these projects are within the NIRPC area: Crown Point's Pennsy Greenway regional project, Portage's Marquette Greenway regional project, and Valparaiso's Vale Park West local project.

Eman Ibrahim reported on the Land Use Committee. The last committee meeting was held on January 7. There was discussion of roadway expansion and planning projects.

Scott Weber reported that the Surface Transportation Committee (STC) will meet in April instead of May to discuss final prerequisites for some of the projects that were agreed to.

Reports and Planning Partners

Announcements and upcoming dates were shared with the committee.

Next Meeting

The next Technical Planning Committee (TPC) meeting is slated for Tuesday, May 11, 2021 at 10:00 a.m. at the NIRPC offices.

The meeting concluded at 11:06 a.m.



RESOLUTION 21-06

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADJUSTING PAVEMENT CONDITION, BRIDGE CONDITION, AND FREIGHT PERFORMANCE MEASURE TARGETS FOR 2021

April 15, 2021

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* and FY 2020-2024 Transportation Improvement Program are products 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 2-year and 4-year pavement condition, bridge condition, and freight performance measure targets; and

WHEREAS, the FAST Act of 2015 requires, within 180 days of the state department of transportation adopting or adjusting 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 adjusted its pavement condition, bridge condition, and freight performance measure targets in October 2020, and the Commission finds that the Commission should support the Indiana Department of Transportation's targets; and

WHEREAS, the *NWI 2050 Plan* and FY 2020-2024 Transportation Improvement Program must be amended to reflect the adjusted pavement condition, bridge condition, and freight performance measure targets; and

WHEREAS, the changes to the *NWI 2050 Plan* and FY 2020-2024 Transportation Improvement Program 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* and FY 2020-2024 Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adjusts pavement condition, bridge condition, and freight performance measure targets for 2021 by making the following changes to the *NWI 2050 Plan* and FY 2020-2024 Transportation Improvement Program in a manner consistent with the definitions of a technical amendment as defined in *Engage NWI* and as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of April, 2021.

George Topoll
Chairperson

ATTEST:

Richard Hardaway
Secretary

Changes to the *NWI 2050* Plan:

Page Number	Performance Measure	Original Text	Amended Text
190	Percent of Interstate pavements in good condition	“At least 84.24% by 2019 and at least 84.24% by 2021 (statewide targets)”	“At least 84.24% by 2019 and at least 50% by 2021 (statewide targets)”
191	Percent of non-Interstate National Highway System (NHS) pavements in good condition	“At least 78.71% by 2019 and at least 78.71% by 2021 (statewide targets)”	“At least 78.71% by 2019 and at least 40% by 2021 (statewide targets)”
192	Percent of National Highway System (NHS) bridge area in good condition	“At least 48.32% by 2019 and at least 48.32% by 2021 (statewide targets)”	“At least 48.32% by 2019 and at least 47.2% by 2021 (statewide targets)”
192	Percent of National Highway System (NHS) bridge area in poor condition	“No more than 2.63% by 2019 and no more than 2.63% by 2021 (statewide targets)”	“No more than 2.63% by 2019 and no more than 3.1% by 2021 (statewide targets)”
215	Truck Travel Time Reliability Index (TTTRI)	“1.27 by 2019 and 1.24 by 2021 (statewide targets)”	“1.27 by 2019 and 1.30 by 2021 (statewide targets)”

Changes to the FY 2020-2024 Transportation Improvement Program:

Page Number(s)	Performance Measure	Original Target/Desired Trend	Amended Target/Desired Trend
30	Percent of Interstate pavements in good condition	“at least 84.24% in 2019 and 84.24% in 2021”	“at least 84.24% in 2019 and 50% in 2021”
30	Percent of non-Interstate NHS pavements in good condition	“at least 78.71% in 2019 and 78.71% in 2021”	“at least 78.71% in 2019 and 40% in 2021”
30-31	Percent of NHS bridge area in good condition	“at least 48.32% in 2019 and 48.32% in 2021”	“at least 48.32% in 2019 and 47.2% in 2021”
31	Percent of NHS bridge area in poor condition	“no more than 2.63% in 2019 and 2.63% in 2021”	“no more than 2.63% in 2019 and 3.1% in 2021”
32	Truck Travel Time Reliability Index (TTTRI)	“no more than 1.27 in 2019 and 1.24 in 2021”	“no more than 1.27 in 2019 and 1.30 in 2021”



Public Comment Report

Amendment #13 to the 2020-2024 Transportation Improvement Program (TIP)

Adoption of the 2022-2026 Transportation Improvement Program (TIP)

Northwestern Indiana Regional Planning Commission

Executive Board/Full Commission Meeting

April 15, 2021

Amendment #13 of the 2020-2024 Transportation Improvement Program was released for a 30-day public comment period which began on March 9, 2021 and ended April 8, 2021. The amendments were made available at www.nirpc.org. No comments from the public were received during this comment period on the proposed amendment.

NIRPC did not receive technical comments from the Interagency Consultation Group (ICG).

Approval by the IGC were given of this amendment #13 on March 9, 2021.

Adoption of the 2022-2026 Transportation Improvement Program was released for a 30-day public comment period which began on March 9, 2020 and ended April 8, 2021. The TIP was made available at www.nirpc.org. No comments from the public were received during this comment period on the proposed amendments.

NIRPC did not received technical comments from INDOT or FHWA.

1902815 (Ver 2) 20-14 STATUS Programmed LOCAL

Title: 00.60 S CR 1300 S Bridge Replacement **Route:** N/A
Description: Bridge Replacement
Project Type: Bridge Replacement, Other Construction **AQ Exempt:** Exempt **District:** LaPorte
County: Laporte **Limits:**

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2021	Local Bridge	\$198,880	\$0	\$0	\$0	\$198,880
2021	Local Fund	\$49,720	\$0	\$0	\$0	\$49,720
2023	Local Bridge	\$0	\$12,000	\$0	\$0	\$12,000
2023	Local Fund	\$0	\$3,000	\$0	\$0	\$3,000
>2024	Beyond	\$0	\$0	\$770,000	\$96,250	\$866,250
2020-2024 TOTAL		\$248,600	\$15,000	\$0	\$0	\$263,600
ALL YEARS TOTAL		\$248,600	\$15,000	\$770,000	\$96,250	\$1,129,850

Region: Northwestern MPO

Lead Agency: LaPorte County

Previously Approved Version

1902815 (Ver 1) 20-10.3

Title: 00.60 S CR 1300 S Bridge Replacement **Route:** N/A
Description: Bridge Replacement
Project Type: Bridge Replacement, Other Construction **AQ Exempt:** Exempt **District:** LaPorte
County: Laporte **Limits:**

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2021	Local Bridge	\$95,000	\$0	\$0	\$0	\$95,000
2021	Local Fund	\$23,750	\$0	\$0	\$0	\$23,750
2023	Local Bridge	\$0	\$12,000	\$0	\$0	\$12,000
2023	Local Fund	\$0	\$3,000	\$0	\$0	\$3,000
>2024	Beyond	\$0	\$0	\$770,000	\$96,250	\$866,250
2020-2024 TOTAL		\$118,750	\$15,000	\$0	\$0	\$133,750
ALL YEARS TOTAL		\$118,750	\$15,000	\$770,000	\$96,250	\$1,000,000

Region: Northwestern MPO

Lead Agency: LaPorte County

9980080 (Ver 8) 20-14 STATUS Programmed **FEDERAL**

Title: Added Travel Lanes at 45th Ave **Route:** N/A
Description: Colfax to Whitcomb St. This project will improve the road and infrastructure along this road.
Project Type: Existing Roadway Capacity Improver **AQ Exempt:** Non-Exempt **District:** LaPorte
County: Lake **Limits:** From Colfax to Whitcomb St of Distance (mile) 1.5

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2021	DEMO	\$0	\$7,542	\$0	\$0	\$7,542
2021	Local Fund	\$0	\$1,886	\$0	\$0	\$1,886
2021	STBG Chicago UZA	\$0	\$1,200,000	\$0	\$0	\$1,200,000
2022	Local Fund	\$0	\$0	\$1,916,400	\$0	\$1,916,400
2022	STBG Chicago UZA	\$0	\$0	\$7,665,600	\$0	\$7,665,600
<2020	Prior	\$0	\$1,287,500	\$0	\$0	\$1,287,500
2020-2024 TOTAL		\$0	\$1,209,428	\$9,582,000	\$0	\$10,791,428
ALL YEARS TOTAL		\$0	\$2,496,928	\$9,582,000	\$0	\$12,078,928

Region: Northwestern MPO

Lead Agency: Lake County

Previously Approved Version

9980080 (Ver 7) 20-12

Title: Added Travel Lanes at 45th Ave **Route:** N/A
Description: Colfax to Whitcomb St. This project will improve the road and infrastructure along this road.
Project Type: Existing Roadway Capacity Improvemer **AQ Exempt:** Non-Exempt **District:** LaPorte
County: Lake **Limits:** From Colfax to Whitcomb St of Distance (mile) 1.5

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2021	DEMO	\$0	\$7,542	\$0	\$0	\$7,542
2021	Local Fund	\$0	\$1,886	\$0	\$0	\$1,886
2021	STBG Chicago UZA	\$0	\$500,000	\$0	\$0	\$500,000
2022	Local Fund	\$0	\$0	\$1,916,400	\$0	\$1,916,400
2022	STBG Chicago UZA	\$0	\$0	\$7,665,600	\$0	\$7,665,600
<2020	Prior	\$0	\$1,137,500	\$0	\$0	\$1,137,500
2020-2024 TOTAL		\$0	\$509,428	\$9,582,000	\$0	\$10,091,428
ALL YEARS TOTAL		\$0	\$1,646,928	\$9,582,000	\$0	\$11,228,928

Region: Northwestern MPO

Lead Agency: Lake County

1902692 (Ver 3) 20-14 STATUS Deleted **FEDERAL**

Title: Pavement Rehab/Reconstruct Ohio St **Route:** N/A
Description: 3R/4R pavement project on Ohio St. will be phased construction
Project Type: Roadway Reconstruction/Rehabilitation **AQ Exempt:** Exempt **District:** LaPorte
County: Laporte **Limits:**

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
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Region: Northwestern MPO

Lead Agency: Michigan City

Previously Approved Version

1902692 (Ver 2) 20-04.3

Title: Pavement Rehab/Reconstruct Ohio St **Route:** N/A
Description: 3R/4R pavement project on Ohio St. will be phased construction
Project Type: Roadway Reconstruction/Rehabilitation **AQ Exempt:** Exempt **District:** LaPorte
County: Laporte **Limits:**

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2023	Local Fund	\$57,500	\$0	\$0	\$0	\$57,500
2023	STBG Mich City UZA	\$230,000	\$0	\$0	\$0	\$230,000
2020-2024 TOTAL		\$287,500	\$0	\$0	\$0	\$287,500
ALL YEARS TOTAL		\$287,500	\$0	\$0	\$0	\$287,500

Region: Northwestern MPO

Lead Agency: Michigan City

1902685		(Ver 3) 20-14	STATUS Deleted				FEDERAL
Title:	Beauty Creek Stormwater Management					Route:	N/A
Description:	Beauty Creek Stormwater improvements/ control/ runoff prevention/ erosion control, wetland preservation, and ecological enhancements						
Project Type:	Other	AQ Exempt:	Exempt			District:	LaPorte
County:	Porter	Limits:					

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
Region: Northwestern MPO						
Lead Agency: Valparaiso						

Previously Approved Version							
1902685		(Ver 2) 20-04.3					
Title:	Beauty Creek Stormwater Management					Route:	N/A
Description:	Beauty Creek Stormwater improvements/ control/ runoff prevention/ erosion control, wetland preservation, and ecological enhancements						
Project Type:	Other	AQ Exempt:	Exempt			District:	LaPorte
County:	Porter	Limits:					

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2022	Local Fund	\$0	\$5,250	\$0	\$0	\$5,250
2022	TAP Chicago UZA	\$0	\$21,000	\$0	\$0	\$21,000
2023	Local Fund	\$0	\$0	\$70,000	\$0	\$70,000
2023	TAP Chicago UZA	\$0	\$0	\$280,000	\$0	\$280,000
2020-2024 TOTAL		\$0	\$26,250	\$350,000	\$0	\$376,250
ALL YEARS TOTAL		\$0	\$26,250	\$350,000	\$0	\$376,250

Region: Northwestern MPO						
Lead Agency: Valparaiso						

Northwestern MPO TIP SUMMARY BY LEAD AGENCY

	Prior	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Beyond	Total
LaPorte County	\$0	\$0	\$367,350	\$0	\$30,000	\$0	\$1,732,500	\$1,732,500	\$2,129,850
Lake County	\$2,425,000	\$0	\$1,718,856	\$19,164,000	\$0	\$0	\$0	\$0	\$23,307,856
Michigan City	\$0	\$0	\$0	\$0	\$287,500	\$0	\$0	\$0	\$287,500
Valparaiso	\$0	\$0	\$0	\$26,250	\$350,000	\$0	\$0	\$0	\$376,250
TOTAL	\$2,425,000	\$0	\$2,086,206	\$19,190,250	\$667,500	\$0	\$1,732,500	\$1,732,500	\$26,101,456





RESOLUTION 21-10

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. 13 April 15, 2021

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 fifteenth day of April, 2021.

George Topoll
Chairperson

ATTEST:

Richard Hardaway
Secretary



Public Comment Report

**Air Quality Conformity Determination Report for Amendment #2 to *NWI 2050*
and 2022-2026 Transportation Improvement Program (TIP)**

Amendment #2 to *NWI 2050*

Northwestern Indiana Regional Planning Commission

Executive Board/Full Commission Meeting

April 15, 2021

The Air Quality Conformity Determination Report for Amendment #2 to the *NWI 2050* plan and the 2022-2026 Transportation Improvement Program and Amendment #2 to the *NWI 2050* plan itself were released for a 30-day public comment period which began on March 9, 2021 and ended April 8, 2021. The documents were made available at www.nirpc.org. No comments from the public were received during this comment period on the documents. NIRPC has not received technical comments from INDOT or FHWA for these documents.



RESOLUTION 21-07

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION MAKING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE NWI 2050 PLAN AMENDMENT #2 AND THE 2022 TO 2026 TRANSPORTATION IMPROVEMENT PROGRAM WITH RESPECT TO OZONE

April 15, 2021

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 implementation of the Clean Air Act Amendments of 1990 has established National Ambient Air Quality Standards for ozone; and

WHEREAS, Lake and Porter Counties have been designated as a nonattainment area with respect to the 2008 “8-hour” standard for ozone; and LaPorte County has been designated as a maintenance area with respect to the 1997 “8-hour” standard for ozone; and

WHEREAS, the United States Environmental Protection Agency’s Transportation Conformity Rule in 40 CFR Parts 51 and 93 requires all Transportation Conformity non-exempt and regionally significant projects included in a Metropolitan Planning Organization’s transportation improvement program to be referenced to that Metropolitan Planning Organization’s transportation plan; and

WHEREAS, the *NWI 2050 Plan* is the Metropolitan Planning Organization's transportation plan and the 2022 to 2026 Transportation Improvement Program is the Metropolitan Planning Organization's transportation improvement program; and

WHEREAS, the Commission's Interagency Consultation Group on Air Quality comprised of the Commission, the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the Indiana Department of Environmental Management, and the Indiana Department of Transportation reviewed the Air Quality Conformity Determination Report and recommended its adoption by the Commission; and

WHEREAS, the Commission has solicited public comment on the Air Quality Conformity Determination Report between March 9, 2021 and April 8, 2021; and

WHEREAS, the Commission's Technical Planning Committee recommended Resolution 21-06 to the Commission for adoption;

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the Air Quality Conformity Determination for the *NWI 2050 Plan Amendment #2* and the 2022 to 2026 Transportation Improvement Program Amendment with respect to ozone.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of April, 2021.

George Topoll
Chairperson

ATTEST:

Richard Hardaway
Secretary



RESOLUTION 21-08

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION DETERMINING ADHERENCE OF *NWI 2050* AMENDMENT #2 AND 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM TO *MOVE NWI* CONGESTION MANAGEMENT PROCESS

April 15, 2021

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 Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission,” is designated as a Transportation Management Area (TMA) according to the United States Department of Transportation (USDOT) by being a Metropolitan Planning Organization (MPO) with a Metropolitan Planning Area (MPA) of over 200,000 population in Lake, Porter and LaPorte Counties; 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 and 2022-2026 Transportation Improvement Program are products of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors; and

WHEREAS, *MOVE NWI* is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socioeconomic and demographic factors used to inform *NWI 2050, as amended*, and the 2022-2026 Transportation Improvement Program; and

WHEREAS, *MOVE NWI* is an implementation of the *NWI 2050* Plan, *as amended*, and satisfies Title 23 Code of Federal Regulations (CFR) Part 450.322 requiring a TMA to apply a Congestion Management Process for any project(s) adding capacity to the transportation network; and

WHEREAS, the determination of adherence of the *NWI 2050 Plan*, as amended, and 2022-2026 Transportation Improvement Program to *MOVE NWI* fit the criteria of a technical document required to fulfill federal requirements according to the *Engage NWI* plan; and

WHEREAS, the Technical Policy Committee (TPC) has recommended that the *NWI 2050 Plan*, as amended, and 2022-2026 Transportation Improvement Program be determined to adhere to the *MOVE NWI* Congestion Management Process.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby determines that the *NWI 2050 Plan Amendment #2* and 2022-2026 Transportation Improvement Program adhere to the *MOVE NWI* Congestion Management Process and as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of April, 2021.

George Topoll
Chairperson

ATTEST:

Richard Hardaway
Secretary

MOVE NWI (Congestion Management Process) Adherence for NWI 2050 Amendment #2 and FY 2022-2026 Transportation Improvement Program

Background:

In accordance with *MOVE NWI*, the federally required Congestion Management Process for the Northwestern Indiana Transportation Management Area (TMA), NIRPC is required to demonstrate that projects included in *NWI 2050 Amendment #2* and the *FY 2022-2026 Transportation Improvement Program (TIP)* subject to *MOVE NWI* adherence as defined in the Evaluating Projects section of *MOVE NWI* adhere to *MOVE NWI*. NIRPC staff determined that there are only two projects in *NWI 2050 Amendment #2* and the *FY 2022-2026 TIP* that meet the criteria and need to demonstrate *MOVE NWI* adherence: the Town of St. John's Cline Ave gap project and Porter County's Willowcreek Rd extension project Phases 3 and 4. This analysis documents *MOVE NWI* adherence for these two projects.

Project Evaluation:

Town of St. John Cline Ave Gap Project:

The Town of St. John's Cline Ave gap project is a project that would construct a new road segment between 93rd Ave and 101st Ave in the Town of St. John near its boundaries with unincorporated Lake County and the Town of Schererville. The project was identified in the *Northwest Indiana Regional Corridors Study* published by NIRPC in 2016 as a corridor of regional significance. Figure 1 below shows a map of the project.

Figure 1: Town of St. John's Cline Ave Gap Project Map



This project has not yet been included in the fiscally constrained *NWI 2050* plan nor in any Transportation Improvement Program (TIP). Therefore, before including the project in any Metropolitan Transportation Plan or TIP, as a new roadway it is required to demonstrate adherence to *MOVE NWI* according to the Evaluating Projects section under the New Roadways Program. Table 19 in *MOVE NWI* lists the 15-step process for determining *MOVE NWI* adherence for the New Roadways Program. Step 11 states that if NIRPC runs the Travel Demand Model and determines that vehicle hours traveled (VHT) are projected to be reduced by 5% or more on road segments within 2 miles of the project area, then the project is found to adhere to *MOVE NWI*.

regardless of the outcome of the other steps. NIRPC staff ran the Travel Demand Model, looking closely at the results of the prevailing traffic pattern of using 93rd Ave and 101st Ave in order to access Blaine St being allowed to stay on Cline Ave instead as a result of this project. Blaine St is clearly within 2 miles of the project area, so a Travel Demand Model analysis of its traffic patterns as well as the improvements on 93rd Ave and 101st Ave to access Blaine St is clearly within the scope of *MOVE NWI*. Table 1 below summarizes the results of this analysis.

Table 1: Travel Demand Model Analysis of Town of St. John Cline Ave Gap Project Area

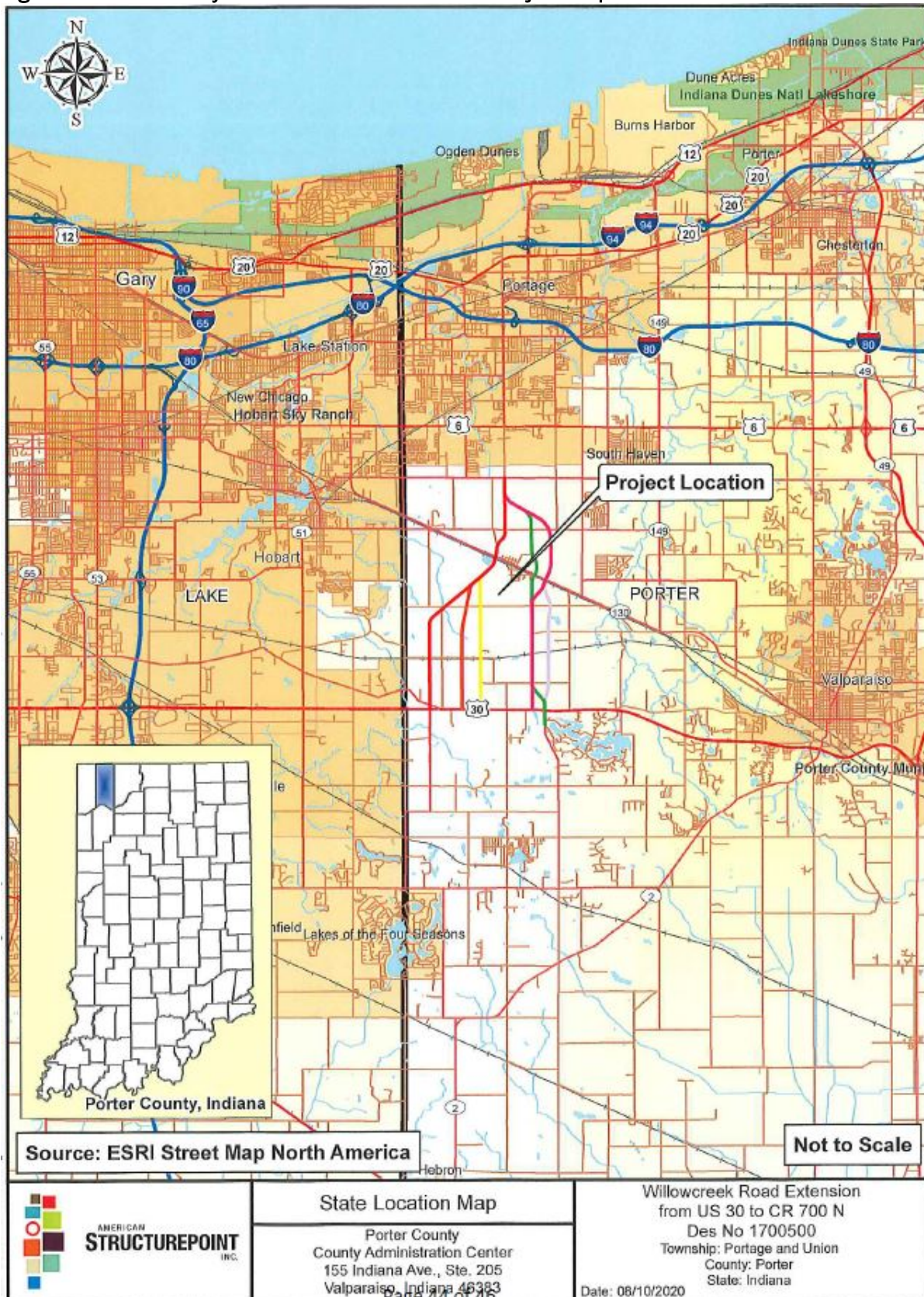
Scenario	No-Build Vehicle Hours Traveled (VHT) on Blaine St and 93rd/101st Ave between Cline Ave and Blaine St	No-Build Vehicle Hours Traveled (VHT) on Blaine St and 93rd/101st Ave between Cline Ave and Blaine St	Percent Reduction in Vehicle Hours Traveled (VHT) Resulting from Project
2030 Cline Ave Gap Project (93rd Ave to 101st Ave)	296.95	278.10	6.3%

Since the Vehicle Hours Traveled (VHT) reduction according to Table 1 above is greater than 5%, the Town of St. John’s Cline Ave Gap project is found to adhere to *MOVE NWI*.

Porter County Willowcreek Rd Extension Project:

The Porter County Willowcreek Rd extension project is a project that consists of 4 phases. Phases 1 and 2 involve the portion from 700 N (northern terminus) to SR 130 (southern terminus). These 2 phases are already included in the fiscally constrained *NWI 2050* plan, and funding for them has been partially included in the Fiscal Year 2020-2024 Transportation Improvement Program. Phases 3 and 4 involve the bridge over the Norfolk Southern Railroad Right-of-Way and the segment from SR 130 (northern terminus) to US 30 (southern terminus). See Figure 2 below for a map of the project area.

Figure 2: Porter County's Willowcreek Rd Extension Project Map



These phases have heretofore not been included in the fiscally constrained NWI 2050 plan, nor has funding for them been included in any TIP. As such, MOVE NWI adherence is required per the Evaluating Projects section under the New Roadways Program. Table 19 in MOVE NWI lists the 15-step process for determining

MOVE NWI adherence for the New Roadways Program. Step 11 states that if NIRPC runs the Travel Demand Model and determines that vehicle hours traveled (VHT) are projected to be reduced by 5% or more on road segments within 2 miles of the project area, then the project is found to adhere to MOVE NWI regardless of the outcome of the other steps. The *Northwest Indiana Regional Corridors Study* published by NIRPC in 2016 clearly shows in Appendix B on page 56 shows that VHT are projected to be reduced by 219.78% on corridors within 5 miles of the alignment and 79.74% on 475 W (between SR 130 and US 30) alone, a corridor clearly within 2 miles of the Willowcreek Rd Phase 4 alignment, regardless of which alternative is chosen. Table 2 below shows the Travel Demand Model analysis for the Willowcreek Rd corridor during the Regional Corridors Study analysis when NIRPC staff looked at corridors within 2 miles of the alignment as now prescribed in MOVE NWI.

Table 2: Travel Demand Model Analysis for Willowcreek Rd Extension Project from *Northwest Regional Corridors Study*

Willowcreek Rd (700 N to US 30)						
Congested Corridor	Beginning Point	End Point	LOS	Before VHT	After VHT	Pct. Change VHT
475 W	SR-130	US-30	F	1383.6	280.3	-79.74%
450 W	600 N	SR-130	E	711.8	184	-74.15%
SR-130	County Line Rd	250 W	E	3010.4	2355.7	-21.75%
SR-49	I-94	US-30	D	7981.4	6791	-14.91%
I-65	I-80/94	US-30	C	15107.7	13679.3	-9.45%
I-94	Toll Rd	US-20	F	13751.4	13457.1	-2.14%
						-202.51%

It is clear from Table 2 above that the Vehicles Hours Traveled (VHT) reductions as a result of the Porter County Willowcreek Rd Extension project well exceed 5%. Thus, Porter County’s Willowcreek Rd extension project is demonstrated to adhere to MOVE NWI.

Conclusion:

The Project Evaluation section above demonstrates that both the Town of St. John’s Cline Ave gap project and Porter County’s Willowcreek Rd extension project phases 3&4 adhere to MOVE NWI according to a travel demand model analysis. Thus, NIRPC staff recommends a finding of adherence to MOVE NWI to be determined by the NIRPC Executive Board/Full Commission after recommendations by the Surface Transportation Committee and Technical Planning Committees.



RESOLUTION 21-09

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AMENDING *NWI 2050* AMENDMENT NO. 2 April 15, 2021

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, *NWI 2050* 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, *NWI 2050* is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

WHEREAS, *NWI 2050* is 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 *NWI 2050* brought about by this amendment were reviewed by the Air Quality Conformity Task Force's Interagency Consultation Group (ICG); and

WHEREAS, the changes to *NWI 2050* brought about by this amendment were subjected to public comment in the manner prescribed by the 2019 Public Participation Plan, and comments were responded to in accordance with the 2019 Public Participation Plan; and

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

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

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of April, 2021.

George Topoll
Chairperson

ATTEST:

Richard Hardaway
Secretary

NWI 2050 Plan Amendment

Changes to the *NWI 2050* Plan:

Page Number	Original Text/Location	Amended Text/Location
159	US 41 Added Center Lane Turn Lane: End Point: SR2	<u>REVISE</u> US 41 Added Center Lane Turn Lane: End Point: 135 th PI
159	Main St. Extension - <i>Complete by 2030</i>	<u>MOVE</u> to Page 160 - <i>Complete by 2040</i>
159	Not shown	<u>ADD</u> Cline Avenue Gap Extension from 93 rd Ave to 101 st Ave in St. John; 2028 Federal Cost \$8,100,000 - <i>Complete by 2030</i>
160	Not shown	<u>ADD</u> Willowcreek Road Extension from SR 130 to US 30; 2032 Federal Cost \$39,900,000 - <i>Complete by 2040</i>



RESOLUTION 21-11

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE FY 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAMS FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA April 15, 2021

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 2022-2026 Transportation Improvement Program is 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 2022-2026 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 2022-2026 Transportation Improvement Program is 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 draft of FY 2022-2026 Transportation Improvement Program was reviewed by the Air Quality Conformity Task Force’s Interagency Consultation Group (ICG); and

WHEREAS, the adoption of the FY 2022-20264 Transportation Improvement Program is 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 to adopt the FY 2022-2026 Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the FY 2022-2026 Transportation Improvement Program by adding the new program as an attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteen day of April, 2021.

George Topoll
Chairperson

ATTEST:

Richard Hardaway
Secretary