



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

## MEETING of the FULL COMMISSION NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

September 19, 2024 at 9:00 A.M.  
Lake Michigan Room, 6100 Southport Road, Portage, Indiana

- 1.0 Call to Order and Pledge of Allegiance – Tom Dermody, Mayor of La Porte
- 2.0 New Appointments to the Commission – Dave Hollenbeck, Attorney
- 3.0 Roll Call – Candice Eklund, Executive Assistance
- 4.0 Public Comment on Current Agenda Items  
*The Chair will recognize audience members who have signed up to comment on agenda items below.  
Time is limited to 3 minutes per commenter.*
- 5.0 Approval of the Minutes of the August 15, 2024, Executive Board Meeting (pp. 1-3)  
***ACTION REQUESTED: Approval***
- 6.0 **LEADERSHIP** – Tom Dermody, Mayor of La Porte
  - 6.1 Indiana State Board of Accounts: Follow-Up to NIRPC Resolution 24-07  
*Paul Joyce, Beth Kelley, Tammy White, Jennifer Gauger*
- 7.0 **TRANSPORTATION** – Kevin Breitzke, Porter County Surveyor (pp. 4-13)
  - 7.2 Draft CMAQ 2<sup>nd</sup> Performance Period Mid-Point Performance Plan, *Tom Vander Woude* (pp 7-11)  
***ACTION REQUESTED: Informational***
  - 7.3 Resolution #24-11: [Non-Profit Transportation Feasibility Study](#), *Stephen Hughes* (pp. 12-13)  
***ACTION REQUESTED: Adoption***
  - 7.4 INDOT, Matt Deitchley, La Porte District Deputy Commissioner
- 8.0 **ECONOMY & PLACE** – Denarie Kane, NIRPC Economic Development District Coordinator
  - 8.1 NIRPC Economic Development District Report
- 9.0 **ENVIRONMENT** – Bill Emerson, Lake County Surveyor
- 10.0 Other Business
- 11.0 Announcements
- 12.0 Adjournment

The next meeting on October 17, 2024, at 9:00 a.m. will be an Executive Board meeting.

NIRPC Executive Board Meeting  
6100 Southport Road, Portage, IN  
August 15, 2024 Minutes

**Call to Order**

Chair Tom Dermody called the meeting to order at 9:03 a.m. with the Pledge of Allegiance. The meeting was streamed live on YouTube.

**New Appointments to the Commission**

Dave Hollenbeck announced there were no new appointments to the Commission.

**Roll call** - Taken by Candice Eklund.

**Present**

The 8 Executive Board members present at the meeting included Kevin Breitzke (Porter County Surveyor), Tom Dermody (La Porte), Denise Ebert (Wanatah), Bill Emerson (Lake County Surveyor), Justin Kiel (La Porte County Council), Lisa Rosenkranz (LaCrosse), Tom Schmitt (Schererville), and Jim Ton (Chesterton).

The 10 other Commissioners present at the meeting included Austin Bonta (Portage), James Burge (Porter), Robert Carnahan (Cedar Lake), Daina Dumbrys (Michiana Shores), Eddie Melton (Gary), David Phelps (Beverly Shores), Sharon Szwedo (New Chicago), Mary Tanis (Dyer), George Topoll (Union Township), and Andy Vasquez (Porter County Council). Adam Parkhouse, representing INDOT, was also present.

**Absent**

The 2 Executive Board members absent from the meeting included Wendy Mis (Munster), and Jim Pressel (Governor Appointee).

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

The staff members present included Ty Warner, Tom Vander Woude, Stephen Hughes, Lisa Todd, Flor Baum, and Candice Eklund.

**Public Comment** – There were no public comments.

**Approval of Minutes**

The minutes of the June 20, 2024, Executive Board meeting were approved on motion by Kevin Breitzke and seconded by Jim Ton.

**Report of the Chair** – Tom Dermody

Tom Dermody reported he attended a conference call with the State Board of Accounts (SBOA) to discuss how much local governments must spend on audits and requested additional details on their invoices. Members from the SBOA will be invited to attend the Full Commission meeting on September 19 and to hold a meeting afterward with some of the Clerk-Treasurers. Ty asked if an elected body has adopted a similar resolution or if it is in the process of doing so to please forward a copy to NIRPC.

**Report of the Executive Director** - Ty Warner

Ty Warner welcomed Erica Tate from the Federal Highway Administration (FHWA) and said she would provide a report later in the meeting.

Warner discussed the Commission committee interest survey that will be sent out soon. This survey will also include questions regarding demographics because NIRPC needs these assessments for their Title VI and economic development district requirements. There will be a transition time when NIRPC's old committee structure will be converted to the new one, which will be comprised of four committees. The new structure is expected to be underway by October and will include the F&P committee (under the Leadership committee structure), which will have a new meeting date and time.

NIRPC's Chief Financial Officer, Talaya Jones, sent the information on the increased local appropriations to the financial departments at Lake, La Porte, and Porter Counties. The information included an invoice for the current year as well as for the next five years so budgets could be planned accordingly. Ty concluded his report by sharing that in addition to the Triennial audit review having no findings last month, NIRPC also had no findings on its financial audit.

#### **Environment Committee – Bill Emerson**

Bill Emerson reported the Environment Committee met on August 1 and heard a presentation on the Coastal Hazard Resiliency Assessment report from Jen Birchfield, NIRPC, and Joe Exl, DNR. The report's findings represented over 60% of the communities in NIRPC's area. Also, Kathy Luther provided the Environmental Committee with an update on the Chicago Metropolitan Planning Area's comprehensive climate action plan process. The next meeting is November 7.

#### **Finance & Personnel Committee (F & P) – Tom Dermody**

Tom Dermody reported the F&P Committee met this morning to review financial reports, bank reconciliations, and claim registers for June 2024. One action item for consideration was purchasing a vehicle for North Township Dial-A-Ride for an amount not exceeding \$64,176 in federal funding. On motion by Jim Ton and seconded by Kevin Breitzke, the Executive Board approved the procurement.

#### **Technical Planning Committee (TPC) - Kevin Breitzke**

Kevin Breitzke reported the TPC met on August 6, 2024. The TPC favorably recommended the four action items below. The next TPC meeting is scheduled for September 10, 2024

1. Cooperative Agreement for Coordination of Land Use: Transportation Planning in the Chicago Gary/Lake County, IL-IN Urbanized Area. Tom Vander Woude presented this agreement, stating that when an urban area crosses state lines for a Metropolitan Planning Organization (MPO), federal regulations require those two MPOs to have an agreement that outlines the shared responsibility for the urban area. On motion by Jim Ton and seconded by Tom Schmitt, the Executive Board adopted this agreement. The agreement will now be sent to INDOT for final signature.
2. Resolution #24-08: Transit Area Management (TAM) Group Plan for Small Providers. Stephen Hughes stated that the FTA requires all public transit operators or MPOs that serve as the direct recipient of FTA funds for subrecipient public transit operators to provide a comprehensive update to the TAM Plan every four years. On motion by Bill Emerson and seconded by Justin Kiel, the Executive Board adopted Resolution #24-08.
3. Resolution #24-09: Transportation Improvement Program (TIP) Amendment #24-02 & #24-02.5. Tom Vander Woude reported one comment was received during the 21-day public comment period from a resident in Schererville who requested a list of projects for the town, which was emailed. No further comments were received. Amendment 24.02 includes highway and trail projects, and amendment 24.02.5 includes transit projects. This TIP amendment consists of 72 projects, with 52 initiated by INDOT and 20 initiated by the municipalities. On motion by Tom Schmitt and seconded by Jim Ton, Resolution #24-09 was approved by the Executive Board.
4. Resolution #24-10: Endorsing the Use of Group 1 Chicago IL-IN Urban Area Funding and Group 2 Valparaiso-Shorewood Forrest Urban Area Funding for Projects in Either Urban Area. Tom Vander Woude stated that after the 2020 census, the formula for how urban areas were designated changed. As a result, a portion of the Chicago urban area including the City of Valparaiso and extending west to the unincorporated Shorewood Forrest community was removed from the Chicago IL-IN urban Area (Chicago UZA) and designated as a separate urban area called the Valparaiso-Shorewood Forrest urban area (Valpo UZA). In May, the Transportation Resource Oversight Committee (TROC) voted to recommend to the NIRPC Commission that NIRPC allow the highway funding from the Chicago UZA and the Valpo UZA to be programmed interchangeably for projects in either of the UZAs so the funding streams will be combined for the NIRPC project selection process. On motion by Justin Kiel and seconded by Jim Ton, Resolution #24-10 was approved by the Executive Board.

Adam Parkhouse reported that public meetings for the I-80/94 FlexRoad project are currently being held. It was also noted that the list of communities being awarded a Community Crossings matching grant should be announced in two weeks.

### **Other Business**

Erica Tate discussed FHWA's focus and initiatives regarding safety on our roadways. Erica reported there were 781 traffic fatalities in 2012, and that number increased by 20% in 2021 to 932. The share of urban fatalities in Indiana has now exceeded the number of rural fatalities and now represents more than 15% of the total fatal crashes in Indiana. There are more fatalities per vehicle miles traveled than at any other time in previous years, which is why this has become a bigger focus and commitment for the FHWA. The FHWA and LTAP are currently working on a grant-making workshop that may occur at the Purdue Road School Transportation & Expo next March.

### **Announcements**

Kevin Breitzke announced that the 2024 annual Indiana Association for Floodplain and Stormwater Management (INAFSM) conference will be in Michigan City from September 11 to 13.

### **Adjournment**

Hearing no other business, Tom Dermody adjourned the meeting at 10:07 a.m. The next meeting on September 19 will be a Full Commission meeting.

Technical Planning Committee  
NIRPC Lake Michigan Room  
YouTube Recording:  
[8/6/2024 Technical Planning Committee \(youtube.com\)](https://www.youtube.com/watch?v=8/6/2024-Technical-Planning-Committee)  
August 6, 2024  
Minutes

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

Kevin Breitzke (Porter County), George Topoll (Union Township), Lisa Shrader (INDOT), Kay Nelson (Forum), David Wright (GPTC), and Dean Button (Hammond) were present.

Also present were Ryan Lisek, Scott Weber, Brian Snedecor, Terry Martin, Scott Pruitt, and Alex Olesker.

NIRPC staff present were Tom Vander Woude, Grace Benninger, Stephen Hughes, Charles Bradsky, Candice Eklund, Meredith Stilwell, and Flor Baum.

On a motion by Kay Nelson, second by George Topoll, the Technical Planning Committee (TPC) approved the June 6, 2024, minutes, as presented.

There were no public comments.

#### Planning

Tom Vander Woude spoke on the Cooperative Agreement for Coordination of Land Use-Transportation Planning in the Chicago/Gary/Lake County, IL-IN Urbanized Area. Federal regulations require MPOs to establish relationships with the State and public transportation agencies and to carry out a comprehensive metropolitan planning process. Shared urbanized bi-state areas include IN-MI (SWMPC) and IN-IL (CMAP). The cooperative agreement with Illinois and CMAP requires updating. On June 13, 2024, the CMAP MPO Policy Committee approved the contract, which was presented to the TPC. On motion by George Topoll, second by Dean Button, the TPC approved the recommendation of the agreement between NIRPC, CPAP, INDOT, and IDOT.

Stephen Hughes spoke on Resolution 24-08, Adopting the Transit Asset Management Group Plan (TAM Plan) for Small Providers. The TAM Plan is a guiding document that NIRPC and the subrecipients use to prioritize investment in transit vehicles, technology, and facilities. The plan includes vehicle and facility reporting forms and asset inventory. The FTA requires an update every four years. NIRPC staff updated the background information, which covers vehicle availability and how NIRPC plans to handle transit operator needs. There were discussions with the transit operators regarding the decision criteria and prioritization methodology, which will not change from the 2020 plan criteria if vehicles and funds are available for purchase. Vehicle prioritization will consider the useful life in years, miles, condition, and if it's revenue or non-revenue. Other assets, such as a bus stop, garage, gate, or pavement, are only eligible for replacement if either of the following criteria are met:

- Federal interest is met via useful life.
- The operator is willing to reimburse the remaining federal interest.
- The condition is such that replacement is necessary for continued operation (natural disaster, extreme vandalism, etc.).

For more information, contact Stephen at [shughes@nirpc.org](mailto:shughes@nirpc.org).

On motion by David Wright, second by Kay Nelson, the TPC approved to recommend Res 24-08 to the Commission.

Charles Bradsky presented Resolution 24-09: TIP amendment 24-02, 24-02.5. Amendment 24-02, 24-02.5 was released for a 21-day public comment on July 19 and will end on August 9. One individual requested a list of projects being sponsored by Schererville, and the list was emailed. No further communication was received. No comments were received from the Interagency Consultation Group (ICG). Concurrence was given for the projects on this amendment by ICG members on July 25, 2024. The TIP amendments have 71 projects that are either new, carried over from the 22-26 TIP, or have significant changes in either cost or scope. A summary of the projects was provided. INDOT has 52 projects that include the following:

- 10 pavement/roadway rehabilitation: One project deletion, 7 adding significant funds, one carryover from the previous TIP, and one new project.
- 11 intersection modifications: Two carryovers from the previous TIP, and nine adding significant funds.
- Two pedestrian enhancements: Adding significant funds.
- 23 bridge projects
  - 19 bridge rehabilitation (rehab): Four carryovers from the previous TIP, 14 adding significant funds, and one adding a new phase.
  - Three new bridges: One adding significant funds and two carryovers from previous TIP.
  - One bridge removal: Adding significant funds
- Two Intelligent Transportation Systems (ITS) projects: One new project and one adding significant funds.
- 4 other types of projects: Three new projects and one carryover from the previous TIP.

20 locally sponsored projects included the following:

- Two intersection improvements adding significant funds.
- One pavement rehab adding significant funds.
- Seven bike/ped enhancements: Two adding significant funds, four carryovers from the previous TIP, and one new project.
- Five bridge projects: Two new bridge replacements and three bridge inspections.
- Four roadway expansions: Three carryovers from the previous TIP and one adding significant funds.
- One “other type” of project that will carry over from the previous TIP.

Amendment 24-02.5 consists of three transit projects adding significant funds for NICTD and Michigan City Transit.

For questions or more information, contact Charles at [cbradsky@nirpc.org](mailto:cbradsky@nirpc.org).

On motion by Dean Button, second by George Topoll, the TPC approved to recommend Res 24-09 to the Commission.

Tom Vander Woude spoke on Resolution 24-10: Endorsing the use of Group I Chicago IL-IN Urban Area (UA) funding and Group II Valparaiso-Shorewood Forest UA funding for projects in either UA. The U.S. Census Bureau designates UAs based on population and housing data collected in the most recent decennial census. After the 2020 census, a portion of the Chicago IL-IN UA was carved out and designated separately as the Valparaiso-Shorewood Forest UA. At the start of the State fiscal year 2024, NIRPC’s highway funding was divided between two UAs. NIRPC now receives a separate allocation of Group II funds associated with the Valpo UZA. NIRPC’s TROC voted to recommend that NIRPC allow highway funding from the Chicago UZA and the Valpo UZA to be programmed interchangeably for projects in either of the UZAs, enabling the funds to be combined for NIRPCs project selection process though identified separately in the TIP. MPOs do not exclusively use UA population or geography as the basis for transportation project selection. The State and the MPOs

determine the boundary of the area for their planning and programming activities. For more information, contact Tom at [tvanderwoude@nirpc.org](mailto:tvanderwoude@nirpc.org).

On motion by Dean Button, second by George Topoll, the TPC approved to recommend Res 24-10 to the Commission.

Staff Updates and Reports from Planning Partners

Staff updates and announcements were made. Drive Clean Indiana shared updates. For more information, visit [www.drivecleanindiana.org](http://www.drivecleanindiana.org).

Adjournment

Hearing no further business, the meeting adjourned at 11:15 a.m.

The next TPC meeting is slated for September 10, 2024, at 10:00 a.m. in the NIRPC building.



## MEMORANDUM

**To:** Technical Planning Committee

**From:** Tom Vander Woude, Director of Transportation

**Date:** August 29, 2024

**Re:** Draft CMAQ 2nd Performance Period Mid-Point Performance Plan

**Action Requested:** Informational

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Federal regulations 23 CFR Part 490 Parts G and H require that Metropolitan Planning Organizations with a Metropolitan Planning Area (MPA) that includes urbanized areas with a population over 1 million, that are, in all or part, designated as nonattainment or maintenance areas for ozone (O<sub>3</sub>), carbon monoxide (CO), or particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) National Ambient Air Quality Standards (NAAQS), to biennially prepare and submit a Congestion Mitigation and Air Quality Improvement Program (CMAQ) Performance Plan. NIRPC, as the MPO for Lake, Porter, and La Porte Counties in Indiana, is part of the Chicago, IL-IN UZA, which is designated as a Transportation Management Area (TMA) and has a population greater than 1 million, is therefore subject to this requirement.

The CMAQ Performance Plan documents the targets for the following federally required traffic congestion and on-road mobile source measures, which are developed in coordination with the Indiana Department of Transportation, the Chicago Metropolitan Agency for Planning, and the Illinois Department of Transportation:

- Peak Hours of Excessive Delay Per Capita (PHED)
- Percent Non-Single Occupancy Vehicle Travel (Non-SOV)
- 24-hour PM<sub>10</sub> Benefit (kg/day)
- Ozone Precursors:
  - NO<sub>x</sub> Emissions Benefit (kg/day)
  - VOC Emissions Benefit (kg/day)
- CO Benefit (kg/day)

MPOs must submit the initial plan at the beginning of the performance period and provide biennial updates to the plan, submitted at the midpoint and end of the performance period, which report the condition/performance for each measure. These reports are attached to the INDOT biennial reports.

NIRPC adopted its first 2-year and 4-year targets for the 1st Performance Period in 2018. New 2-year and 4-year targets for the 2nd Performance Period were adopted in 2022. The attached report satisfies the requirement by describing the mid-performance condition/performance for the traffic congestion and on-road mobile source measures, reporting the 2-year and 4-year targets for these measures, and describing the CMAQ-funded projects in the performance period and how the projects contribute to achieving the targets.



## Congestion Mitigation Air Quality (CMAQ) Mid-Performance Plan October 2024

### **Metropolitan Planning Organization (MPO) Name:**

Northwestern Indiana Regional Planning Commission (NIRPC)

### **Urbanized Area (UZA) and States:**

Chicago, IL--IN

### **Background:**

This CMAQ Performance Plan is attached to the Indiana Department of Transportation (INDOT) Mid-Performance report for the 2022 to 2025 performance period (calendar years for the traffic congestion measures, federal fiscal years for the on-road mobile source emissions measures). NIRPC, the MPO with a Metropolitan Planning Area (MPA) of Lake, Porter, and La Porte Counties in Indiana, is part of the Chicago, IL--IN UZA, which is designated as a Transportation Management Area (TMA) with a population greater than 200,000. For the purposes of 23 CFR 490.703, NIRPC is an MPO serving a UZA with a population over 1 million, subjecting NIRPC to the requirements of developing this CMAQ Performance Plan. This CMAQ Performance Plan satisfies these requirements by describing the mid-performance condition/performance for the traffic congestion and on-road mobile source measures, reporting the 2-year and 4-year targets for these measures, and describing the CMAQ-funded projects in the performance period and how the projects contribute to achieving the targets.

### **2-Year Condition/Performance:**

*2-Year Condition/Performance for Traffic Congestion Measures (Calendar Year 2023, UZA):*

*Peak Hours of Excessive Delay Per Capita (PHED): 11.6*

*Percent Non-Single Occupancy Vehicle Travel (Non-SOV): 36.3%*

**SOURCE:** National Performance Measure Research Data Set, US Census Bureau

*2-Year Condition/Performance for On-Road Mobile Source Emissions Measures (Federal Fiscal Years 2022-2023, MPA):*

*24-hour PM10 Benefit (kg/day): 0.00*

*Ozone Precursors:*

*NOx Emissions Benefit (kg/day): 0.00*

*VOC Emissions Benefit (kg/day): 0.00*

*CO Benefit (kg/day): 0.00*

**SOURCES:** INDOT CMAQ Annual Report, FHWA CMAQ Public Access System, [https://fhwaapps.fhwa.dot.gov/cmaq\\_pub/](https://fhwaapps.fhwa.dot.gov/cmaq_pub/)

### **2-year and 4-year Targets:**

*Targets for Traffic Congestion Measures (UZA):*

*Peak Hours of Excessive Delay Per Capita (PHED):*

*2-Year Target: 15.6*

*4-Year Target: 15.9*

*Percent Non-Single Occupancy Vehicle Travel (Non-SOV):*

*2-Year Target: 32.4%*

*4-Year Target: 32.7%*

*Targets for On-Road Mobile Source Emissions Measures (MPA):*

*24-hour PM10 Benefit (kg/day):*

*2-Year Target: 0.02 (Adopt Indiana State Target)*

*4-Year Target: 0.03 (Adopt Indiana State Target)*

*Ozone Precursors:*

*NOx Emissions Benefit (kg/day):*

*2-Year Target: 690.00 (Adopt Indiana State Target)*

*4-Year Target: 725.00 (Adopt Indiana State Target)*

*VOC Emissions Benefit (kg/day):*

*2-Year Target: 590.00 (Adopt Indiana State Target)*

*4-Year Target: 600.00 (Adopt Indiana State Target)*

*CO Benefit (kg/day):*

*2-Year Target: 330.00 (Adopt Indiana State Target)*

*4-Year Target: 520.00 (Adopt Indiana State Target)*

**No Adjustments to 4-year Targets**

**Description of Projects:**

INDOT submits an annual report of CMAQ project obligations in Indiana to the FHWA in March of every year. The FHWA uses these yearly submissions to maintain an active database of CMAQ investments and air quality benefits called the CMAQ Public Access System. The CMAQ Public Access System is the required data source for calculating the Total Emissions Reduction measure. This information for the NIRPC region is shown in the table below.

*Table 1: List of NIRPC TIP Projects obligated in Federal Fiscal Years 2022 and 2023 included in the CMAQ Public Access System (only new projects are reported as having air quality benefit, not projects with any federal funding obligation prior to the year in the table)*

<i>CMAQ PROJECT ID</i>	<i>State Project ID</i>	<i>YEAR</i>	<i>CONTINUING PROJECT?</i>	<i>Is this an obligating project?</i>	<i>PROJECT TYPE</i>	<i>PROJECT TITLE</i>	<i>PROJECT DESCRIPTION</i>	<i>VOC (kg/day)</i>	<i>CO (kg/day)</i>	<i>NOx (kg/day)</i>	<i>PM10 (Kg/Day)</i>	<i>PM2.5 (Kg/Day)</i>	<i>Is congestion reduction project?</i>

IN20100024	900080	2023	Yes	N	Congestion Reduction and Traffic Flow Improvements	Willowcreek Rd/Central Ave Intersection Imp	Traffic Flow Project - Other - Intersection Improvements							N
IN20170052	1382601	2023	Yes	N	Congestion Reduction and Traffic Flow Improvements	Roundabout at Silhavy Rd and LaPorte Ave	Congestion Reduction, Roundabouts							Y
<b>Total Emission Benefits</b>								0	0	0	0	0		

### Assessment of Progress Towards Achieving the 2-year Targets

The Chicago, IL-IN Urbanized Area made substantial progress towards achieving the 4-year target of 15.9 Peak Hours of Excessive Delay per Capita (PHED). In fact, the 11.6 PHED is far below the target, so there is no need to adjust the 4-year PHED target. The Chicago, IL-IN Urbanized Area 2-year non-SOV performance (36.3%) also exceeded the 2-year target of 32.4%. Therefore, there is no need to adjust the 4-year target of 32.7%.

Even though from Table 1 above it appears that the Northwestern Indiana Region did not make substantial progress toward achieving the 2-year on-road mobile source emissions targets, it is important to consider that NIRPC adopted the Indiana statewide targets, so the emissions reductions in the Northwestern Indiana Region were never meant to come even close to matching the statewide targets. Given that the rest of the state performed much better, the emissions reductions in the Northwestern Indiana Region have not unduly prevented the state from achieving its on-road mobile sources emissions reductions targets.

Additionally, it is expected that currently programmed projects will have positive air quality impacts. Below is an updated description of the projects identified for CMAQ funding and how these projects will contribute to the achievement of the 4-year targets for traffic congestion and on-road mobile source emissions.

**Table 2:** Description of NIRPC TIP Projects, 2022-2025 (only new projects are reported, not projects with any federal funding obligation prior to the year in the table)

SPONSOR	DES	Project Description	Year Anticipated for CMAQ Obligation	NOx Benefit (kg/day)	VOC Benefit (kg/day)	CO Benefit (kg/day)	PM <sub>10</sub> Benefit (kg/day)	PHED Benefit	Non-SOV Benefit
Winfield	2101168	Roundabout at Randolph St & 117th Ave	2023	0.04	0.01	0.08	0.00	X	
NIRPC	2101675	CMAQ Air Quality Education	2023, 2024	339.60	3.87	8.70	0.00		

Burns Harbor	1601147	Marquette Greenway Trail portion within limits of Burns Harbor, SR149 loop to river overlook.	2024	0.22	0.06	0.00	0.00		X
Cedar Lake	2101110	Construction of sidewalk along 133rd Ave and Morris from Cline Ave to to the town park and facilities on east side of the lake.	2024	0.00	0.00	0.00	0.00		X
Hobart	2301203	HD CNG Trucks & Infrastructure	2024	0.43	0.02	0.22	0.00		
Hobart	1902707	Roundabout at 61st Ave & Marcella Dr	2024	0.13	0.06	0.64	0.01	X	
La Porte	2301152	Purchase of one LPG Utility Truck	2024	0.19	0.29	13.94	0.00		
Portage	2301054	4 recycling trucks, 2024; 3 recycling trucks , 1 sewer cleaner, 1 street sweeper and GP truck-2026, 2028	2024	3.12	0.07	1.12	0.00		
Gary Public Transportation Corporation	NIR-25-013	Transit Expansion - Hobart Yrs 1-3	2024, 2025	0.00	0.00	0.00	0.00	X	X
East Chicago	2301104	Clean Fuel Equipment (2025) CNG Recycling truck and 2 CNG Trucks	2025	0.00	0.01	0.05			
Gary Public Transportation Corporation	NIRPC2700657	Microtransit in Westlake or Hobart Areas	2025	0.00	0.00	0.00	0.00	X	X
Michigan City	1902691	On Road Trail, Washington Park Blvd; US 12 to S Lake Ave.	2025	0.03	0.02	0.57	0.00		X
NIRPC	NIRPC2700630	CMAQ Air Quality Education	2025	339.60	3.87	8.70	0.00		
	2022-2025 Total			<b>683.35</b>	<b>8.27</b>	<b>34.02</b>	<b>0.01</b>		



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Portage, Indiana 46368  
(219) 763-6060  
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## MEMORANDUM

**To:** Technical Planning Committee

**From:** Stephen Hughes, Public Transit & Engagement Planner

**Date:** September 10, 2024

**Re:** Non-Profit Transportation Feasibility Study

**Action Requested:** Recommendation to adopt Resolution 24-11

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In October of 2023 NIRPC contracted with TranSystems to study the feasibility of non-profit groups in Lake and Porter Counties sharing their transportation resources to better serve the needs of their clients in Northwest Indiana. The project was completed in partnership with the Crown Point Community Foundation, the Legacy Foundation, the Porter County Community Foundation, and Goodwill of Northwest Indiana, who served as the advisory committee. The contract was funded through a combination of local funding provided by the foundations and federal funding provided through the UPWP. The project commenced in March of 2024 with a survey, stakeholder interviews, and in-person meetings. The study was presented in detail to the TPC on June 4, 2024. The final report was delivered later that month.

NIRPC opened a 21-day public comment period beginning on August 21, 2024 and ending on September 10, 2024. All comments received during this time will be compiled into a draft public comment report and presented to the committee at the September 10, 2024 meeting. Provided there are no significant revisions to the study based on public comment, staff will recommend adoption of the final report.



RESOLUTION 24-11

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION  
ADOPTING THE NORTHWEST INDIANA NON-PROFIT TRANSPORTATION FEASIBILITY STUDY

September 19, 2024

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

**WHEREAS**, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "the Commission" is the designated metropolitan planning organization for the Lake, LaPorte, and Porter Counties of Indiana; and

**WHEREAS**, the Commission views private non-profit transportation providers as an important means of meeting the mobility needs of Northwest Indiana; and

**WHEREAS**, the Crown Point Community Foundation, the Legacy Foundation, and the Porter County Community Foundation provided local match to NIRPC by way of an agreement; and

**WHEREAS**, NIRPC contracted with TranSystems in partnership with TransPro Corporation to study what a coordinated Non-Profit Transportation network would entail and design a pilot program; and

**WHEREAS**, the NIRPC Technical Planning Committee provides the Commission with advice and recommendations about transportation, and concurs with this resolution; and

**NOW THEREFORE, BE IT RESOLVED** by the Northwestern Indiana Regional Planning Commission hereby adopts the Northwest Indiana Non-Profit Transportation Feasibility Study.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 19<sup>th</sup> day of September 2024.

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Thomas Dermody  
Chairperson

ATTEST:

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Justin Kiel  
Secretary