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**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
EXECUTIVE BOARD MEETING**
October 20, 2022 at 9:00 A.M.
NIRPC Lake Michigan Room, 6100 Southport Road, Portage

- 1.0 Call to Order and Pledge of Allegiance – Justin Kiel
- 2.0 New Appointments to the Commission - Attorney Dave Hollenbeck
- 3.0 Roll Call – Candice Eklund
- 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.
- 5.0 Approval of the Minutes of the September 15, 2022, Executive Board Meeting (pp. 1-3)
ACTION REQUESTED: Approval
- 6.0 Report of the Chair – Justin Kiel
- 7.0 Report of the Executive Director - Ty Warner
- 8.0 Finance and Personnel Committee – Tom Dermody (pp. 4-6)
 - 8.1 Eco-Interactive Contract Addendum III (p. 6)
ACTION REQUESTED: Approval
- 9.0 Technical Planning Committee - Kevin Breitzke (pp. 7-34)
 - 9.1 Resolution #22-19: [Adopting NIRPC Transit Oriented Development \(TOD\) program eligibility, supporting Report, and Scoring Criteria](#) (pp. 9-14) – document available separately
ACTION REQUESTED: Adopt
 - 9.2 Public Comment Report on FY 2022-2026 Transportation Improvement Program (TIP) Amendment #22-07 (p. 15)
ACTION REQUESTED: Informational
 - 9.2 Resolution #22-20: FY 2022-2026 TIP Amendment #22-07 (pp. 16-31)
ACTION REQUESTED: Approval
 - 9.3 Resolution #22-21: [FY 2023-2024 Unified Planning Work Program \(UPWP\) Amendment #1](#) (pp. 32-34) document available separately
ACTION REQUESTED: Approval
- 10.0 INDOT, Matt Deitchley, La Porte District Deputy Commissioner
- 11.0 Other Business

12.0 Announcements

13.0 Adjournment

The next meeting on December 8 will be a Full Commission meeting. NIRPC's 2023 budget will be on the agenda, which requires a quorum of the Full Commission for approval.

NIRPC Executive Board Meeting

6100 Southport Road, Portage, IN

September 15, 2022 Minutes

Call to Order

Chairman Justin Kiel, called the meeting to order at 9:07 a.m. with the Pledge of Allegiance. Mr. Kiel welcomed Don Craft, Town of Porter, to his first Commission meeting. 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 6 Executive Board members present at the meeting included Tom Dermody (La Porte), Richard Hardaway (Merrillville), Justin Kiel (La Crosse), Wendy Mis (Munster), Jim Pressel (Governor Appointee), and Jim Ton (Chesterton).

The 5 Commissioners present at the meeting included Robert Carnahan (Cedar Lake), Don Craft (Porter), Tom Schmitt (Schererville), Brian Snedecor (Hobart), and George Topoll (Union Township). Also present was Adam Parkhouse representing INDOT.

Absent

The 4 Executive Board members absent at the meeting included Bill Emerson (Lake County Surveyor), Sue Lynch (Portage), Sheila Matias (LaPorte County Commissioner), and Lori Mercer (Westville).

The 35 Commissioners not present included Kyle Allen (Lake County Commissioner), Duane Arndt (Kingsford Heights), Jeanette Bapst (Dune Acres), Janet Beck (Pottawattomie Park), Geof Benson (Beverly Shores), Jim Biggs (Porter County Commissioner), Kevin Breitzke (Porter County Surveyor), Charlie Brown (Lake County Council), Bill Carroll (Lake Station), Anthony Copeland (East Chicago), Joshleen Denham (Trail Creek), Jon Derwinski (Winfield), Daina Dumbrys (Michiana Shores), Denise Ebert (Wanatah), Robert Forster (Kouts), Tony Hendricks (LaPorte County Surveyor), Jack Jeralds (Schneider), Mike Jessen (Porter County Council), Scott Kingan (Ogden Dunes), Andrew Kyres (Crown Point), Robert Lemay (Long Beach), Tom McDermott (Hammond), Mike Mollenhauer (La Porte County Council), Edward Morales (Porter Township), Matt Murphy (Valparaiso), Duane Parry (Michigan City), David Peeler (Hebron), Jerome Prince (Gary), Rick Ryfa (Griffith), Angie Scott (Burns Harbor), Steve Spebar (Whiting), Gerald Swets (St. John), Sharon Szwedo (New Chicago), Mary Tanis (Dyer), and John Yelkich (Lowell).

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

Staff present included Ty Warner, Kathy Luther, Jen Birchfield, Lisa Todd, Scott Weber, Charles Bradsky, Denarie Kane, Kevin Polette, Candice Eklund, and attorney Dave Hollenbeck.

Public Comment – There were no public comments.

Approval of Minutes

The minutes of the July 21, 2022, Executive Board meeting minutes were approved on motion by Tom Dermody and seconded by Richard Hardaway.

Report of the Chair – Justin Kiel

Justin Kiel had no updates to report.

Report of the Executive Director - Ty Warner

Mr. Warner provided the following updates for funding and program planning in his report.

1. As an Economic Development District (EDD) that is the recipient of the Coronavirus Aid, Relief, and Economic Security (CARES) Act funds, some of the funding NIRPC received was allocated to create the Economic Recovery and Resiliency Plan for Northwest Indiana (NWI). This is a pandemic focused

response and a continuation of the *Ignite the Region* plan that was spearheaded by the NWI Forum. NIRPC has received the final version of the plan and once reviewed, will be distributed.

2. The Affordable Connectivity Program is a federal program that helps connect families and households struggling to afford internet service. Denarie Kane encouraged the residents who meet the income criteria to apply. NIRPC staff has been discussing this program during their public outreach initiatives.
3. NIRPC is currently working with the Department of Natural Resources (DNR) Lake Michigan Coastal Program, to develop a natural hazard resiliency needs assessment survey, to create a tool that evaluates vulnerability. Kathy Luther added NIRPC is contracted by the DNR to assist in this effort. Jen Birchfield noted this survey could also be a step in helping to prepare applications for future additional funding opportunities. Full details can be found on NIRPC's website at <https://nirpc.org/natural-hazards-resiliency-needs-assessment/>.

Environmental Management Policy Committee (EMPC) – Kathy Luther

Kathy Luther reported the EMPC did not meet this month but did hold a workshop on the Coastal Watershed Hazards Resiliency Needs Assessment on September 1.

Finance & Personnel Committee (F & P) – Thomas Dermody

Thomas Dermody reported the F&P Committee met this morning to review the financial reports, bank reconciliations and claims registers for July and August 2022. The F&P Committee brought the action item below to the Executive Board for consideration and approval.

- Resolution #22-18: Approval of a Comprehensive Conflict of Interest (COI) Policy, presented by Lisa Todd. NIRPC requested approval to use the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding they were awarded, so the connectivity along the Marquette Greenway Trail project could be completed. A project management consulting firm will need to be hired to assist NIRPC staff in meeting with the local communities to acquire the necessary land. To accomplish this task, the contract must include this COI Policy. On motion by Richard Hardaway and seconded by Jim Ton, the Executive Board approved Resolution #22-18.

Technical Planning Committee (TPC) – Jim Ton

Jim Ton reported the TPC met on August 30, 2022, where they received a status update on the 'Finding Meaning' phase 1 reports of the *NWI 2050+ Plan*. Reports are being generated by consulting firms assigned to study transit, freight, land use, and active transportation networks in the NIRPC region. The TPC brought the action item below to the Executive Board for consideration and approval. The next TPC meeting is scheduled for October 4, 2022 at 10:00 a.m.

- Resolution #22-17: Setting Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Performance Measure Targets. Scott Weber reported this resolution is to set the CMAQ traffic congestion performance measure targets, which is a federal requirement. The report will be submitted to INDOT by October 1, 2022. On motion by Jim Ton and seconded by Richard Hardaway, the Executive Board approved Resolution #22-17.

INDOT – Adam Parkhouse

Adam Parkhouse presented for Matt Deitchley. Adam reported there will be a public hearing on September 27 at Ivy Tech in East Chicago to discuss a large contract to replace the Michigan Avenue bridge and add a roundabout. A construction update was provided for the Borman Expressway, stating one phase of the project may continue into next year and the two-year project on I-65 is on target. The second call for the Community Crossings program ended on August 31 and the awards will be announced early November.

Other Business

No other business was reported.

Announcements

Bob Carnahan announced Schilling Development attended Cedar Lake's Planning Commission meeting last week where they received approval to build 200 houses across from Lemon Lake Park. Schilling has since presented a concept plan to build an additional 596 homes within the next 10 years. The old South Shore golf

course and property off 149th Avenue has been purchased, which will also create additional development. This development will all be on the east side of the lake in Cedar Lake.

Ty Warner announced the Commission meeting on October 8 will be an Executive Board meeting and the Full Commission will meet on December 8. The Full Commission has 53 board members and meets four times a year, with the Executive Board meeting in between those meetings. All Commissioners are welcome and encouraged to attend all meetings.

Brian Snedecor opened a dialogue regarding the Community Crossings (CC) program. Mr. Snedecor understands how this program has been a huge benefit to the communities, but also understands that the cost of road construction has greatly increased and asked if there were considerations to increasing the \$1 million maximum grant award. Adam Parkhouse noted INDOT is aware of the issues of escalated construction costs, but is not privy to discussions of increasing the award cap. Jim Pressel offered some insight and invited the Commissioners to the Summer Study Committee meeting on September 28 in Indianapolis. The focus of the meeting will be on how much inflation has driven up costs, and the CC program is likely to be discussed. Jim said this is on his radar and cost increases will be talked about extensively at the September 28 meeting. Jim Ton thanked Mr. Pressel for his insight and for providing some hope of possible actions and next steps on this concern.

Adjournment

Hearing no other business, Justin Kiel adjourned the meeting at 9:36 a.m. The next meeting on October 20 will be an Executive Board meeting.

The livestream video recording of this meeting is available on NIRPC's YouTube Channel at <https://www.youtube.com/watch?v=C1x5txp4FgM>

NORTHWESTERN INDIANA REGIONAL PLANNING
COMMISSION FINANCE AND PERSONNEL COMMITTEE
July 21, 2022 / NIRPC Dune Room – 8:00 a.m.

Members present in-person

Bob Carnahan, Tom Dermody, Denise Ebert, Richard Hardaway, Wendy Mis, George Topoll

Staff and others present in-person

Talaya Jones, Meredith Stilwell, Ty Warner, Stephanie Kuziela, Kathy Luther, David Hollenbeck

Call to Order

Chairperson Dermody called the meeting to order, and Bob Carnahan asked for the pledge to be said.

Approval of Minutes

The minutes of the May 15, 2022 meeting were presented. On motion by Bob Carnahan, second by Richard Hardaway and no opposition, the minutes were approved.

Review of Financial Status – May 2022 Budget vs Actual

Talaya Jones presented the May 2022 bank reconciliations for the NIRPC general account, the CARES Revolving Loan Fund account, and the Revolving Loan Fund Account.

Talaya presented the May 2022 general fund financial reports. Total expenditures for the period ending May 31, 2022, were \$2,921,319 of the \$9,201,349 budgeted. Total general fund revenue for the period was \$460,635 of the \$4,311,106 budgeted.

Talaya presented the Coronavirus Aid, Relief and Economic Securities (CARES) Act financial reports, year to date May 2022. Total NIRPC CARES fund expenditures for the period ending May 31, 2022, was \$210,809 of the \$1,153,515 budgeted. Total CARES revenue collected for the period was \$234,447 of the \$1,352,229 budgeted.

Approval of Claims Registers – May 2022

Talaya presented the May 2022 General Fund claims register totaling \$929,673.30 to the Committee for approval. On motion by Bob Carnahan, second by George Topoll and no opposition, the General Fund claims in the amount of \$929,673.30 were approved. The CARES Act register of claims totaling \$8,685.72 was presented for approval. On motion by Richard Hardaway, second by Bob Carnahan and no opposition, the CARES Act claims in the amount of \$8,685.72 were approved. The RLF register of claims totaling \$13,375.00 was presented for approval. On motion by Bob Carnahan, second by Richard Hardaway and no opposition, the RLF claims in the amount of \$13,375.00 were approved.

Review of Financial Status – June 2022 Budget vs Actual

Talaya presented the June 2022 bank reconciliations for the NIRPC general account, the CARES Revolving Loan Fund account, and the Revolving Loan Fund Account.

Talaya presented the June 2022 general fund financial reports. Total expenditures for the period ending June 30, 2022, were \$3,180,238 of the \$9,201,349 budgeted. Total general fund revenue for the period was \$1,005,221 of the \$4,311,106 budgeted.

Talaya presented the Coronavirus Aid, Relief and Economic Securities (CARES) Act financial reports, year to date June 2022. Total NIRPC CARES fund expenditures for the period ending June 30, 2022, was \$223,956 of the \$1,153,515 budgeted. Total CARES revenue collected for the period was \$270,282 of the \$1,352,229 budgeted.

Approval of Claims Registers – June 2022

Talaya presented the June 2022 General Fund claims register totaling \$266,609.75 to the Committee for approval. On motion by Bob Carnahan, second by Richard Hardaway and no opposition, the General Fund claims in the amount of \$266,609.75 were approved. The CARES Act register of claims totaling \$2,895.04 was presented for approval. On motion by Wendy Mis, second by Bob Carnahan and no opposition, the CARES Act claims in the amount of \$2,895.04 were approved.

December 2021 Financials

Talaya presented the January - December 2021 general fund financial reports. Total expenditures were \$4,810,681 of the \$11,981,765 budgeted. Total general fund revenue for the period was \$3,046,474 of the \$3,574,659 budgeted.

Talaya presented the January - December 2021 Coronavirus Aid, Relief and Economic Securities (CARES) Act financial reports. Total NIRPC CARES fund expenditures were \$2,882,332 of the \$4,717,013 budgeted. Total CARES revenue collected for the period was \$3,162,330 of the \$4,307,009 budgeted.

NIRPC FY 2022 Budget Amendment #1

Talaya presented 2022 budget amendment #1 to the committee for approval. Amendment #1 is to add \$560,000 CARES ACT revenue for the Brownfield project and RAISE grant for potential projects in 2022. On motion by Wendy Mis, second by George Topoll and no opposition, Budget Amendment #1 was approved.

Procurement #21-05.04

Talaya presented Procurement #21-05.04 for recommendation to the NIRPC Board for approval. Procurement #21-05.04 was for an Executive Director approved purchase on June 23, 2022 using \$98,500 in federal funds for twenty-six mobile and three fixed trail counters. This purchase was made prior to approval by the F&P Committee to avoid the loss of funds that were set to expire on June 30, 2022. Wendy Mis stated she was glad NIRPC was able to use the funds while they still had them. On motion by Bob Carnahan, second by Richard Hardaway and no opposition, Procurement #21-05.04 was approved to be forwarded with a favorable recommendation to the NIRPC Board for approval.

SME Contract Amendment 1

Kathy Luther presented SME contract Amendment 1. NIRPC entered into an agreement on March 19, 2020 with SME to provide technical and professional environmental services under a Brownfield Coalition Assessment Grant. Since SME is already conducting assessment work, the Coalition and the City of Hammond would like to utilize them to assess a parcel which is not eligible for use of federal grant funds. NIRPC has entered into an MOU with Hammond and is adding funds to pay the contractor, for which Hammond will reimburse NIRPC. The new task shall not exceed \$21,925, unless all parties agree in writing on an additional scope of work and cost up to \$60K. On motion by Bob Carnahan, second by Richard Hardaway and no opposition, the Committee approved SME contract amendment 1 to be forwarded with a favorable recommendation to the NIRPC Board for approval.

Drive Clean Indiana 2022 (SFY 2023) Contract

Kathy Luther presented Drive Clean Indiana 2022 contract. NIRPC and Drive Clean Indiana applied together for CMAQ funds for public education and this contract would continue their work using SFY 2023 funds. The air quality funds are in the TIP under Drive Clean Indiana and NIRPC. The compensation amount is not to exceed \$345,488 with contractor to document payment of an additional \$86,372, by itself or other non-federal party of that in match. On motion by Wendy Mis, second by Bob Carnahan and no opposition, the Committee approved the Drive Clean Indiana 2022 (SFY 2023) contract to be forwarded with a favorable recommendation to the NIRPC Board for approval.

Personnel updates

NIRPC currently has 3 open positions, the Transit and Engagement Planner and Accountant, which have been posted for, and Compliance, which has not been posted yet. The Accountant position was posted to Indeed, but the candidates who applied were not qualified. Thomas Dow, Director of Transportation, indicated to Ty that he may try to develop an internal employee to fill the Transit and Engagement position.

Other Business

None

Adjournment

There being no further business, the meeting was adjourned.

ADDENDUM III:

ADDENDUM TO THE BASIC AGREEMENT BETWEEN THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AND ECO-INTERACTIVE, INC. FOR ELECTRONIC TRANSPORTATION IMPROVEMENT PROGRAM (eTIP) SYSTEM PROCURED UNDER RFP 17-15-01. UNDER CFDA: 20.205

The parties to an agreement by and between Eco-Interactive Inc. (Contractor) and the Northwestern Indiana Regional Planning Commission (Commission) hereby agree to a contract extension as follows:

3. Compensation:

Effective October 1, 2022, the Contractor shall provide customized Project Tracker Software as a Service as noted in Part II of the original agreement, for a cost not to exceed \$50,600.00 for year 6 billed at a rate of \$4,216.66 per month.

Option Extension Year 7 billed at \$53,130.00 per year.

Payment for services provided by the Contractor will be on a reimbursement basis and in accordance with procedures provided for in the **Terms of Agreement Section of this Agreement**.

4. Terms of the Agreement:

The Contractor shall continue providing ongoing Project Tracker SaaS for the Commission. Ongoing services included in the monthly subscription rate are: Software maintenance, SaaS hosting, help desk support, and up to 120 support hours annually for enhancement commencing the first day of October 2022 through and including the 30th day of September, 2023. NIRPC will notify Contractor within 3 months of the end of agreement of intent to continue with option year extension.

Agreement:

It is hereby agreed and understood by the party's signatory hereto that these changes made to the Agreement become executed when the appropriate signatures are affixed hereto, and the date of contract award is established as of the 1st day of October 2022.

NORTHWESTERN INDIANA REGIONAL
PLANNING COMMISSION

ECO-INTERACTIVE INC.

By:

By:

Tyson Warner
Executive Director

Jessie Yu
CEO

Date

Date

Attest:

Talaya Jones
Contracting Officer

Technical Planning Committee
NIRPC Lake Michigan Room
July 12, 2022
Minutes

Kevin Breitzke called the meeting to order at 10:05 a.m. with the Pledge of Allegiance and a roll call.

In attendance were Kevin Breitzke, David Wright (GPTC), Mark O'Dell (Chesterton), Mary Tanis, George Topoll (Union Township),

Kay Nelson (Forum), Jeff Huet (Schererville), Lauri Keagle (DCI), Jennifer Smith (INDOT), Chris Murphy, Kelly Wenger(NICTD), Eric Wolverton (StructurePoint), Beth West, Jeff Huet (Schererville), Steve King(Merrillville), Lauri Keagle (DCI), Ron Gibson, Matt Gaielek, Deb Backhus, and Jebes Anderson.

NIRPC staff present Ty Warner, Scott Weber, Mitch Barloga, Kevin Polette, Thomas Dow, Charles Bradsky, Skye Gray, and Flor Baum.

The meeting minutes of April 5, 2022 were approved on motion by Kay Nelson, second by Mark O'Dell, and the committee voted unanimously to approve.

There were no public comments.

Planning

Kathy Luther and Jen Birchfield spoke on Resolution 22-15: Adopting Green Infrastructure design guidelines to implementing elements of the NIRPC Living Streets Policy for programmed transportation projects. NIRPC is responsible for planning and programming transportation projects that utilize federal grants that adhere to objectives from the *NWI 2050 Plan* and the *Greenways and Blueways 2020 Plan*. Green Infrastructure policies and Green Street requirements continue to be adopted on state, regional, and municipal levels to abide by EPA and stormwater requirements. For more information, contact Kathy Luther at kluther@nirpc.org, or Jen Birchfield at jbirchfield@nirpc.org. On motion by George Topoll and second by David Wright, the TPC approved to recommend Res. 22-15 to the Commission.

Thomas Dow presented on the *2050+ Plan* update. A land use element is being incorporated, as it is highly related to the active transportation element. There is also a transit, freight, and surface transportation element. The first three public kickoff events happened in June within Lake, Porter, and LaPorte counties. A survey to gather public opinion has been launched in June. During the months of August through October, a series of workshops will be conducted throughout the Region to develop the framework for the plan. There will be public network open houses in the winter months. Additional workshops will be held from January through March of 2023 for Purpose Driven Planning. By April, the public report open houses will be underway. Report approvals are slated in May of 2023.

Programming

Charles Bradsky presented on Res 22-16; Amendments 20-22.05 (Infrastructure) & 20-22.06 (Transit). The Transportation Improvement Program (TIP) has been approved by the US Dept. of Transportation. However, a letter of approval has not been received from the Feds or INDOT. Therefore, NIRPC must operate under the old TIP. The resolution was release for a 21-day public

comment on June 13, and closed on July 5. No technical or public comments were received. The infrastructure amendments for FY22-23 include adding PE for Gary. Griffith has an increase in design fees for an intersection modification. Hammond is moving design fees to right-of-way (ROW) on their trail project. INDOT has one bridge replacement project, four bridge rehabs, one new bridge project, and four bridge removals. La Porte is adding ROW and an increase to construction (CN) funds. Laporte county has two replacement projects and a trail project with an increase in ROW funding. Lake County has a trail project with an increase in ROW funds. Michigan City is eliminating a project. Porter County has an increase in design fees. Transit projects for FY 22 include eight new projects for NICTD and three new bus purchases for La Porte Transportation (Transporte). On motion by George Topoll and second by Mark O'Dell, the TPC approved to recommend Res. 22-16 to the Commission.

Topical Committee Reports

Mitch Barloga (3PC) reported that NIRPC is awaiting DNRs Next Level Trails program final funding cycle to commence.

Reports from Planning Partners

Lauri Keagle (DCI) reported on upcoming events and programs within NWI. Please visit www.drivecleanindiana.org for more information.

Adjournment

Hearing no further business, the meeting adjourned at 11:23 a.m.

The next TPC meeting will be on August 30, 2022 at 10:00 a.m. in the NIRPC building.



RESOLUTION 22-19

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING NIRPC TOD FUNDING PROGRAM ELIGIBILITY, SUPPORTING REPORT, AND SCORING CRITERIA

OCTOBER 20, 2022

WHEREAS, NIRPC promotes Transit-Oriented Development (TOD), which is sustainable and resilient mixed-use development that encourages walking, rolling, bicycling, and transit use while promoting safe operations for all users; and

WHEREAS, TODs improve the natural and built environment via the integration of more energy efficiency, as increased walking, rolling, and cycling offers the potential for better air quality, reduces motor traffic, curbs fossil fuel reliance, fosters a more efficient right-of-way, and promotes greater health of the local population; and

WHEREAS, NIRPC's TOD Funding Program will bring vitality and livability to transit station areas and corridors, will create livable mix-use areas around transit stations, and will enhance transit infrastructure investments by reducing vehicle miles traveled, emissions, energy use, and personal transportation costs; and

WHEREAS, funding will be made available to eighteen identified TOD areas that include NICTD's existing South Shore and future West Lake stations and five bus stations in Gary, Merrillville, East Chicago, and Valparaiso; and

WHEREAS, this funding will support economic development in and around station areas, improve overall character and quality of life, renew older and suburban community neighborhoods, support dense and diverse development, and support affordable housing that emphasizes pedestrian activity and increases transit ridership and multimodal transportation; and

WHEREAS, NIRPC is responsible for planning and programming transportation projects that utilize federal grants that adhere to goals and objectives from the previously adopted *NWI 2050* long-range transportation plan and *Creating Livable Communities (CLC)* documents; and

WHEREAS, the FY 2022-2026 Notification of Funding Availability (NOFA) will include the TOD Funding Program, which includes planning and implementation categories; and

WHEREAS, the Technical Planning Committee (TPC) has voted to recommend the TOD funding program eligibility, supporting report, and scoring criteria to assist in the development of sustainable, dynamic, and livable transit station areas and transit corridors in the NIRPC region of Lake, Porter, and LaPorte Counties;

NOW, BE IT RESOLVED that NIRPC adopts the TOD Funding Program as the official guidance for projects directly programmed by NIRPC.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this 20th day of October, two thousand and twenty-two.

Justin Kiel, Chair

ATTEST:



NIRPC TOD Funding Program- 2022

1. Overview

The program's main purpose is to improve the overall character, quality of life, access, and density around transit stations.

To determine the funding and investment needed for each TOD area, NIRPC developed a TOD Report that includes an analysis and typologies to evaluate the TOD readiness of the selected eighteen station areas throughout the region. The TOD typologies help to evaluate the function of every station separately. Each TOD area varies depending on various buildings and various densities of populations and land use types. The typology elements included land-use density of population, housing, and employment directly related to transit use. The walk score element is also included to reflect the accessibility to station areas and if amenities of goods and services needed exist or lacking. The bike score is also considered favorable to a TOD area because it allows people to access transit stations by bike without using a personal vehicle. In addition, other significant supporting data, such as ridership and bus/ train frequency, are considered in the evaluation.

As a result of the typology analysis and evaluation, several station areas require planning and significant development and infrastructure improvements to promote TOD urban-style development, biking, walking, and transit use. However, the urban setting for the transit stations varies in size and physical form; Therefore, the report identifies the appropriate needs for these transit areas of low to moderate markets and urban forms. The TOD areas were classified into three TOD types: TOD I, TOD II, and TOD III. Every TOD type includes the desired urban characteristics for its area.

2. Project Eligibility:

Projects requesting TOD funding must be located within a TOD Eligible area.

Eligible area:

1. The identified TOD of a NICTD train station includes all or parts of the RDA's Transit Development District (TDD) areas within half a mile of the existing South Shore and future Westlake Stations. In addition, all parcel(s) within a block that intersects the half-mile boundary are also eligible.

2. The Identified TOD bus station areas are within a half-mile, including all parcel(s) within a block that intersects with the half-mile boundary.

The TOD report includes recommendations for each TOD area on the type of funding applicants should apply for, both planning and implementation.

3. Funding Grants:

- 1- **TOD Planning**– TOD Planning provides funding for the identified **bus station areas** for the participating communities and transit agencies to conduct corridor, district, or station-area TOD plans, revitalization/ redevelopment plan, market readiness study, or access plan.

Other Eligible Plans for all TOD areas:

- Wayfinding Plans
- Living / Streets Plans (all modes, including freight deliveries)
- Road and Sidewalk Connectivity Plans
- Road Diet/ Right Sizing plan

- 2- **TOD-Supportive Policy**- It provides funds to participating communities and transit agencies to support locally adopted policies. Policies that influence the physical development of a TOD area further NWI 2050 Plan goals, emphasizing equitable development to align public and private funds for maximum returns and actions that reduce regulatory barriers that unnecessarily raise housing development costs.

Eligible Policies:

- Affordable housing within a TOD area
- Equitable developments outcomes
- TOD Design Guidelines
- TOD supporting zoning /overlay/ ordinance

- 3- **Implementation** – The implementation provides funding to participating communities and transit agencies for pre-development plans, construction of projects, or infrastructure in an identified TOD area.

Eligible Items:

- Multimodal connectivity and accessibility
- Site preparation.
- Living streets*.

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

- Pedestrian signal heads
- Wayfinding signage
- Transit Station building
- Transit amenities and transit shelters
- Street lighting, signage, public pedestrian sidewalks, bike lanes, bike racks, crosswalks, and benches
- Public-use parking structures, or the public portion of a shared public-private garage, and access projects
- Extensions/modifications or relocation to local public sewer and water lines and stormwater management improvements

4. Competitive Funding Criteria

Projects will be evaluated according to competitive funding criteria. Competitive funding criteria allow a project to distinguish itself from other qualified projects. Priority is given to projects that help improve air quality, advance environmental justice, and promote housing affordability. The criteria shall be considered by NIRPC TOD Program staff in determining whether and what level of project funding to recommend for approval and what conditions will apply. Not all of these criteria will apply to every funding opportunity. The relative importance of these criteria will vary depending on the characteristics of the project and the area in which it is located. The following are the guiding criteria for applicants:

Strengthen Economic Base and Increases Transit Ridership

- Generate increased transit ridership from more intense development, street network connectivity, enable mixed-use development, and new employment, institutional, or entertainment destinations near transit.
- Integrate urban living infrastructure amenities and provide access to open space and parks or retail services in new developments.
- Incorporates features that improve access to the transit system, such as transit information services, wayfinding signage, lighting, sidewalk improvements, additional bike parking/storage, or new access routes.
- Provide affordable regulated units in areas with high or rapidly increasing housing costs.

- Incorporate transportation demand management strategies by promoting car sharing, bike storage, or transportation alternatives programming efforts.

Contribute to Placemaking and Local Identity

- Use higher quality building design and materials to enhance the urban style.
- Incorporate elements that help create a sense of place and build a unique local identity, including paths, gathering places, nodes, and landmarks.
- Provide affordable housing and increase housing choices to prevent intensifying poverty areas.

Remove Barriers to Equity, Affordable Housing, Compact, and Mixed-Use Development

- Require changes to local plans or development regulations.
- Introduce equity and inclusion programs/plans or equity-focused policies
- Introduce product types, building materials, or building systems that are relatively new to the area

Attracts Investment, Creates Jobs, and Strengthens Local Tax Bases

- Include private sector participation.
- Promote development that creates jobs.
- Leverage contributions from other public and non-profit entities such as the RDA (TDD funding, local government (tax abatement, tax increment financing), state/federal government (low-income housing tax credits, public bond financing, grants), or private foundations.
- Generate additional property tax revenues.



Public Comment Report

Amendment #22-07 to the 2022-2026 Transportation Improvement Program (TIP)

Northwestern Indiana Regional Planning Commission

Technical Planning Committee

October 20, 2022

Amendments # 22-07 of the FY 2022-2026 Transportation Improvement Program was released for a 21-day public comment period which began on September 12, 2022 and ended on October 3, 2022. The amendment was made available for viewing at www.nirpc.org and press releases with links were posted on several social media sites. No comments were received on the proposed amendment.

NIRPC staff did not receive any technical comments from the Interagency Consultation Group (ICG). Approval was given for this amendment by members of the ICG on or before September 16, 2022.



RESOLUTION 22-20

**A RESOLUTION OF THE NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION AMENDING THE
FY 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAMS FOR LAKE,
PORTER, AND LAPORTE COUNTIES, INDIANA
AMENDMENT NO. 22-07
October 20, 2022**

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 Infrastructure Investment and Jobs Act of 2021 (PL 117-58), 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 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 2022-2026 Transportation Improvement Programs are an implementation of the *NWI 2050 Plan*, are fiscally constrained, and are consistent with the State Implementation Plan for Air Quality; and

WHEREAS, the FY 2022-2026 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 2022-2026 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 2022-2026 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 2022-2026 Transportation Improvement Programs.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby amends the FY 2022-2026 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 twentieth day of October, 2022.

Justin Kiel
Chairperson

ATTEST:

2200449		(Ver 1) 22-07	STATUS New Project				FEDERAL
Title:	I80 @ SR 912 interchange INSWMP mitigation for partially unsuccessful mitigation sites					Route:	I- 80
Description:	mitigation sites are located outside the NE and SE quadrants of this intersection, R-22120 origin contract - RW DES 7202600						
Project Type:	Environmental Mitigation	AQ Exempt:	Exempt			District:	LaPorte
County:	Lake	Limits:	Primary Interchange: I80, Secondary Interchange: SR912				
Narrative:	add new project PE phase only FY23 NHPP/State total \$1,301,500						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2023	NHPP Interstate	\$1,171,350	\$0	\$0	\$0	\$1,171,350	
2023	State Match	\$130,150	\$0	\$0	\$0	\$130,150	
2022-2026 TOTAL		\$1,301,500	\$0	\$0	\$0	\$1,301,500	
ALL YEARS TOTAL		\$1,301,500	\$0	\$0	\$0	\$1,301,500	
Region: Northwestern MPO				Lead Agency: INDOT			

2200478		(Ver 1) 22-07	STATUS New Project				FEDERAL
Title:	Statewide Dynamic Message Sign Upgrade to Full Color Matrix LED Display					Route:	N/A
Description:	Statewide Dynamic Message Sign Upgrade to Full Color Matrix LED Display						
Project Type:	ITS Traveler Information Systems	AQ Exempt:	Exempt			District:	Multiple
County:	Various	Limits:					
Narrative:	Add project to NIRPC RTIP						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2023	NHPP Interstate	\$0	\$0	\$27,000,000	\$0	\$27,000,000	
2023	State Match	\$0	\$0	\$3,000,000	\$0	\$3,000,000	
2022-2026 TOTAL		\$0	\$0	\$30,000,000	\$0	\$30,000,000	
ALL YEARS TOTAL		\$0	\$0	\$30,000,000	\$0	\$30,000,000	
Region: Northwestern MPO				Lead Agency: INDOT			

1800948		(Ver 1) 22-07	STATUS New Project				FEDERAL
Title:	LaPorte District Signal Controller/Communications Upgrade in FY 23					Route:	N/A
Description:	LaPorte District Signal Controller/Communications Upgrade in FY 23						
Project Type:	Its Traffic Management Systems	AQ Exempt:	Exempt		District:	LaPorte	
County:	Various	Limits:					
Narrative:	Include CN in NIRPC RTIP						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2023	NHPP Non Interstate	\$0	\$0	\$1,425,653	\$0	\$1,425,653	
2023	State Match	\$0	\$0	\$356,413	\$0	\$356,413	
2022-2026 TOTAL		\$0	\$0	\$1,782,066	\$0	\$1,782,066	
ALL YEARS TOTAL		\$0	\$0	\$1,782,066	\$0	\$1,782,066	
Region: Northwestern MPO				Lead Agency: INDOT			

2100113 (Ver 2) 22-07 STATUS Programmed **FEDERAL**

Title: US 30 & US 31 PEL Study **Route:** N/A
Description: Planning and Environmental Linkages Study will examine the 2 corridors on US 30: SR 49 to Ohio State Line and US 31: Tipton/Hamilton Co. line to US 30 (excluding between SR 931 junctions in Kokomo).
Project Type: Planning/Study **AQ Exempt:** Exempt **District:** Multiple
County: Various **Limits:** Various Locations
Narrative: Add PE funds in FY 23 and FY 24

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2022	State Match	\$702,200	\$0	\$0	\$0	\$702,200
2023	NHPP Non Interstate	\$8,115,711	\$0	\$0	\$0	\$8,115,711
2023	State Match	\$2,028,927	\$0	\$0	\$0	\$2,028,927
2024	NHPP Non Interstate	\$5,410,473	\$0	\$0	\$0	\$5,410,473
2024	State Match	\$1,352,618	\$0	\$0	\$0	\$1,352,618
2022-2026 TOTAL		\$17,609,929	\$0	\$0	\$0	\$17,609,929
ALL YEARS TOTAL		\$17,609,929	\$0	\$0	\$0	\$17,609,929

Region: Northwestern MPO

Lead Agency: INDOT

Previously Approved Version

2100113 (Ver 1) 22-03

Title: US 30 & US 31 PEL Study **Route:** N/A
Description: Planning and Environmental Linkages Study will examine the 2 corridors on US 30: SR 49 to Ohio State Line and US 31: Tipton/Hamilton Co. line to US 30 (excluding between SR 931 junctions in Kokomo).
Project Type: Planning/Study **AQ Exempt:** Exempt **District:** Multiple
County: Various **Limits:** Various Locations
Narrative: Adding 100% State Funding to Planning and Environmental Linkages Study in FY 2022. Federal funding will be added in the fu

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2022	State Match	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2022-2026 TOTAL		\$3,000,000	\$0	\$0	\$0	\$3,000,000
ALL YEARS TOTAL		\$3,000,000	\$0	\$0	\$0	\$3,000,000

Region: Northwestern MPO

Lead Agency: INDOT

2101298		(Ver 1) 22-07	STATUS New Project				FEDERAL
Title:	Safety Revisions					Route:	N/A
Description:	I-65, I-80/94, Various Interstate Ramps, High Friction Surface Treatment						
Project Type:	Safety Revisions	AQ Exempt:	Exempt			District:	LaPorte
County:	Lake	Limits:					
Narrative:	Amend FY23 CN, this is in provisional status right now and may be picked up by the end of the FY.						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2023	NHPP Interstate	\$0	\$0	\$881,404	\$0	\$881,404
	2022-2026 TOTAL		\$0	\$0	\$881,404	\$0	\$881,404
	ALL YEARS TOTAL		\$0	\$0	\$881,404	\$0	\$881,404
Region:	Northwestern MPO			Lead Agency:	INDOT		

1902691 (Ver 5) 22-07 STATUS Programmed **FEDERAL**

Title: On Road Trail; Liberty Trail **Route:** N/A
Description: On Road Trail, Liberty Trail; Liberty St to Lake Ave.
Project Type: Bicycle Enhancement **AQ Exempt:** Exempt **District:** LaPorte
County: Laporte **Limits:**
Narrative: added ROW in FY 2023, moved CN out of TIP

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2022	Local Fund	\$9,300	\$0	\$0	\$0	\$9,300
2022	STBG Mich City UZA	\$37,200	\$0	\$0	\$0	\$37,200
2023	Local Fund	\$0	\$250,000	\$0	\$0	\$250,000
2023	STBG Mich City UZA	\$0	\$250,000	\$0	\$0	\$250,000
>2026	Beyond	\$0	\$0	\$620,000	\$0	\$620,000
2022-2026 TOTAL		\$46,500	\$500,000	\$0	\$0	\$546,500
ALL YEARS TOTAL		\$46,500	\$500,000	\$620,000	\$0	\$1,166,500

Region: Northwestern MPO

Lead Agency: Michigan City

Previously Approved Version

1902691 (Ver 4) 22-03

Title: On Road Trail; Liberty Trail **Route:** N/A
Description: On Road Trail, Liberty Trail; Liberty St to Lake Ave.
Project Type: Bicycle Enhancement **AQ Exempt:** Exempt **District:** LaPorte
County: Laporte **Limits:**
Narrative: moved funds from ROW to PE

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2022	Local Fund	\$9,300	\$0	\$0	\$0	\$9,300
2022	STBG Mich City UZA	\$37,200	\$0	\$0	\$0	\$37,200
2024	Local Fund	\$0	\$0	\$124,000	\$0	\$124,000
2024	STBG Mich City UZA	\$0	\$0	\$496,000	\$0	\$496,000
2022-2026 TOTAL		\$46,500	\$0	\$620,000	\$0	\$666,500
ALL YEARS TOTAL		\$46,500	\$0	\$620,000	\$0	\$666,500

Region: Northwestern MPO

Lead Agency: Michigan City

NIRPC270057 (Ver 1) 22-07 STATUS **New Project** **FEDERAL**

Title: Marquette Greenway Trail, Lake County **Route:** N/A
Description: Marquette Greenway Trail, Cline Ave to Roosevelt/2nd Ave intersection (Gary Greenlinks Trailhead). Includes a bridge rehabilitation (South Shore RR bridge over toll road) and a new bridge over CN RR.
Project Type: Bicycle Enhancement **AQ Exempt:** Exempt **District:** LaPorte
County: Lake **Limits:**
Narrative: New trail funded by RAISE, READI, & Federal Earmark

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2023	Federal Special	\$429,515	\$0	\$0	\$0	\$429,515
2023	Local Fund	\$107,379	\$0	\$0	\$0	\$107,379
2024	Federal Special	\$0	\$635,000	\$7,255,824	\$0	\$7,890,824
2024	Local Fund	\$0	\$65,000	\$3,380,530	\$0	\$3,445,530
2022-2026 TOTAL		\$536,894	\$700,000	\$10,636,354	\$0	\$11,873,248
ALL YEARS TOTAL		\$536,894	\$700,000	\$10,636,354	\$0	\$11,873,248

Region: Northwestern MPO

Lead Agency: NIRPC

NIRPC270057	(Ver 1) 22-07	STATUS	New Project	FEDERAL
Title:	Marquette Greenway Trail; Porter County			Route: N/A
Description:	Marquette Greenway Trail; Porter County. Through the town limits of Ogden Dunes, along Riverwalk Drive, along Portage-Burns Waterway(East Arm Little Calumet River), around the Portage Marina and along Crisman Rd. This project includes a new bridge over Portage-Burns Waterway and a bridge rehabilitation of a truss bridge.			
Project Type:	Bicycle Enhancement	AQ Exempt:	Exempt	District: LaPorte
County:	Porter	Limits:		
Narrative:	Marquette Greenway Trail, funded by RAISE and READI funds			

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2023	Federal Special	\$531,016	\$400,000	\$0	\$0	\$931,016
2023	Local Fund	\$132,754	\$100,000	\$0	\$0	\$232,754
2024	Federal Special	\$0	\$0	\$5,152,477	\$0	\$5,152,477
2024	Local Fund	\$0	\$0	\$1,823,254	\$0	\$1,823,254
2022-2026 TOTAL		\$663,770	\$500,000	\$6,975,731	\$0	\$8,139,501
ALL YEARS TOTAL		\$663,770	\$500,000	\$6,975,731	\$0	\$8,139,501

Region: Northwestern MPO

Lead Agency: NIRPC

NIRPC270057 (Ver 1) 22-07 STATUS **New Project** **FEDERAL**

Title: Marquette Greenway Trail; LaPorte County **Route:** N/A
Description: Marquette Greenway Trail; LaPorte County (singing Sands Trail Phase III A, C, & D) This replaces 2101147 & 2101148 The project begins at Liberty Trail to US 12/Karwick Rd and onto Meer Rd.
Project Type: Bicycle Enhancement **AQ Exempt:** Exempt **District:** LaPorte
County: Laporte **Limits:**
Narrative: This project is being funded by RAISE and READI funds

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2023	Federal Special	\$26,600	\$70,350	\$0	\$0	\$96,950
2023	Local Fund	\$8,400	\$1,102,150	\$0	\$0	\$1,110,550
2024	Federal Special	\$0	\$0	\$4,158,000	\$609,444	\$4,767,444
2024	Local Fund	\$0	\$0	\$1,782,000	\$192,456	\$1,974,456
2022-2026 TOTAL		\$35,000	\$1,172,500	\$5,940,000	\$801,900	\$7,949,400
ALL YEARS TOTAL		\$35,000	\$1,172,500	\$5,940,000	\$801,900	\$7,949,400

Region: Northwestern MPO

Lead Agency: NIRPC

1173430 (Ver 13) 22-07 STATUS Programmed **FEDERAL**

Title: Road Reconstruction (3R/4R Standards) at Central Ave **Route:** N/A
Description: Central Ave. reconstruction from 0.1 miles east of Willowdale Rd. to 0.05 mi west of Swanson Rd. This project will include another des - bridge replacement. This includes a realignment of the road
Project Type: Roadway Reconstruction/Rehabilitation **AQ Exempt:** Non-Exempt **District:** LaPorte
County: Porter **Limits:** From Willowdale Rd to Swanson Rd of Distance (mile) 0.2
Narrative: Correct PE & ROW funds in TIP; add CN funds in 2026

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2023	Local Fund	\$94,618	\$100,000	\$0	\$0	\$194,618
2023	STBG Chicago UZA	\$378,472	\$400,000	\$0	\$0	\$778,472
2026	Local Fund	\$0	\$0	\$2,306,250	\$100,000	\$2,406,250
2026	STBG Chicago UZA	\$0	\$0	\$2,900,000	\$100,000	\$3,000,000
<2022	Prior	\$2,239,835	\$0	\$0	\$0	\$2,239,835
2022-2026 TOTAL		\$473,090	\$500,000	\$5,206,250	\$200,000	\$6,379,340
ALL YEARS TOTAL		\$2,712,925	\$500,000	\$5,206,250	\$200,000	\$8,619,175

Region: Northwestern MPO

Lead Agency: Portage

Previously Approved Version

1173430 (Ver 12) 22-51

Title: Road Reconstruction (3R/4R Standards) at Central Ave **Route:** N/A
Description: Central Ave. reconstruction from 0.1 miles east of Willowdale Rd. to 0.05 mi west of Swanson Rd. This project will include another des - bridge replacement. This includes a realignment of the road
Project Type: Roadway Reconstruction/Rehabilitation **AQ Exempt:** Non-Exempt **District:** LaPorte
County: Porter **Limits:** From Willowdale Rd to Swanson Rd of Distance (mile) 0.2
Narrative: Narrowing the project limits to to what they are. All CN funds will go to a new des number, and this des number will be for budg

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2022	Local Fund	\$94,618	\$100,000	\$0	\$0	\$194,618
2022	STBG Chicago UZA	\$378,472	\$400,000	\$0	\$0	\$778,472
<2022	Prior	\$2,239,835	\$0	\$0	\$0	\$2,239,835
2022-2026 TOTAL		\$473,090	\$500,000	\$0	\$0	\$973,090
ALL YEARS TOTAL		\$2,712,925	\$500,000	\$0	\$0	\$3,212,925

Region: Northwestern MPO

Lead Agency: Portage

2201206	(Ver 1) 22-07	STATUS	New Project	FEDERAL																												
Title:		Waverly Rd/Wabash from Indiana Dunes Visitor Center to Indiana Dunes Porter Beach Unit Complete Streets		Route: N/A																												
Description:		complete streets improvements along the Waverly Road/Wabash Avenue Corridor from the Indiana Dunes Visitors Center to Indian Dunes National Parks Porter Beach Unit. Also, the project will include connectivity improvement for East/West corridors between SR 49 and Waverly Road. The project work includes pavement rehabilitation, drainage improvements, intersection and roadside safety improvements, sidewalks and multi-use pathways enhancements, and wayfinding improvements																														
Project Type:	Other	AQ Exempt:	Exempt	District: LaPorte																												
County:	Porter	Limits:																														
Narrative:		Waverly Rd/Wabash from Indiana Dunes Visitor Center to Indiana Dunes Porter Beach Unit Complete Streets																														
<table border="1" style="width:100%; border-collapse: collapse; margin: 10px auto;"> <thead> <tr> <th style="width: 10%;">FED FY</th> <th style="width: 30%;">REVENUE SOURCE</th> <th style="width: 15%;">PE</th> <th style="width: 15%;">RW</th> <th style="width: 15%;">CN</th> <th style="width: 15%;">CE</th> <th style="width: 10%;">TOTAL</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2023</td> <td>FLTP</td> <td style="text-align: right;">\$750,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$750,000</td> </tr> <tr style="background-color: #e0e0e0;"> <td colspan="2" style="text-align: center;">2022-2026 TOTAL</td> <td style="text-align: right;">\$750,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$750,000</td> </tr> <tr style="background-color: #e0e0e0;"> <td colspan="2" style="text-align: center;">ALL YEARS TOTAL</td> <td style="text-align: right;">\$750,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$750,000</td> </tr> </tbody> </table>					FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	2023	FLTP	\$750,000	\$0	\$0	\$0	\$750,000	2022-2026 TOTAL		\$750,000	\$0	\$0	\$0	\$750,000	ALL YEARS TOTAL		\$750,000	\$0	\$0	\$0	\$750,000
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL																										
2023	FLTP	\$750,000	\$0	\$0	\$0	\$750,000																										
2022-2026 TOTAL		\$750,000	\$0	\$0	\$0	\$750,000																										
ALL YEARS TOTAL		\$750,000	\$0	\$0	\$0	\$750,000																										
Region: Northwestern MPO			Lead Agency: Porter																													

Northwestern MPO TIP SUMMARY BY LEAD AGENCY

	Prior	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Beyond	Total
INDOT	\$0	\$0	\$881,404	\$3,702,200	\$43,228,204	\$6,763,091	\$0	\$0	\$54,574,899
Michigan City	\$0	\$93,000	\$500,000	\$620,000	\$0	\$0	\$0	\$620,000	\$1,833,000
NIRPC	\$0	\$0	\$2,908,164	\$25,053,985	\$0	\$0	\$0	\$0	\$27,962,149
Portage	\$4,479,670	\$973,090	\$973,090	\$0	\$0	\$5,406,250	\$0	\$0	\$11,832,100
Porter	\$0	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000
TOTAL	\$4,479,670	\$1,066,090	\$6,012,658	\$29,376,185	\$43,228,204	\$12,169,341	\$0	\$620,000	\$96,952,148

Email to the ICG including the following parties was sent 8/9/2022. Concurrence is as follows:

- FHWA concurrence given 8/14/2022
- EPA concurrence 8/16/2022
- IDEM concurrence 8/16/2022
- INDOT concurrence 8/16/2022
- FTA concurrence 8/16/2022

Other than FHWA, all approvals are Concurrence by No Response.



RESOLUTION 22-21

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TO ADOPT 2023-2024 UNIFIED PLANNING WORK PROGRAM FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA

OCTOBER 20, 2022

WHEREAS, the Northwestern Indiana Planning Commission, hereafter referred to as “the Commission,” being designated as the Metropolitan Planning Organization (MPO) for the Lake, Porter, and LaPorte County metropolitan planning area, adopted the FY 2023 – 2024 Unified Planning Work Program (UPWP) on May 19, 2022 under Resolution 22-13; and

WHEREAS, the 2023-2024 UPWP describes those planning activities to be undertaken by the Commission between July 1, 2022 and June 30, 2024, and the 2023-2024 UPWP identifies the funding sources to necessary to pay for those planning activities, and it is necessary from time to time to amend the UPWP to best reflect the planning activities to be undertaken during this time period; and

WHEREAS, the Technical Planning Committee has recommended that the Commission approve the amendment 1 of the 2023-2024 UPWP;

NOW, THEREFORE, BE IT RESOLVED that the Commission hereby adopts Amendment 1 of the FY 2023 – 2024 UPWP and the Commission is authorized to modify such agreements and contracts as may be required with the funding and administrative agencies for the execution of this UPWP amendment, including any additional modifications, additions, deletions, or changes to the UPWP document itself as required by the Indiana Department of Transportation (INDOT) or the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).

Duly adopted by the Northwestern Indiana Regional Planning Commission on this 20th day of October, two thousand and twenty-two.

Justin Kiel
Chair

ATTEST:



2023-2024 UPWP Budgets State Fiscal Year 2023 Simple Budget Summary A

2023 UPWP Budgets												
State Fiscal Year 2023 Simple Budget Summary A												
2023-2024 NIRPC UPWP Budget Summary												
UPWP Section	Task Group Name	Funding Source	Federal Share (FY 2021)	Federal Share (FY 2022)	Federal Share (FY 2023)	Total Federal Funds (FY 21-23)	Non-Federal Share (FY 21-23)	Total Costs (FY 21-23)	Federal Share (FY 2024)	Non-Federal Share (FY 2024)	Total Costs (FY 2024)	
23-100	Administration & Public Participation	PL/5303 (INDOT)	\$ -	\$ 161,500	\$ 277,933	\$ 439,433	\$ 109,858	\$ 549,291	\$ 320,000	\$ 80,000	\$ 400,000	*
23-200	Data Collection & Analysis		\$ 52,500	\$ 200,000	\$ 476,000	\$ 728,500	\$ 182,125	\$ 910,625	\$ 490,000	\$ 122,500	\$ 612,500	**
23-300	Short-Range Planning		\$ -	\$ 30,000	\$ 144,000	\$ 174,000	\$ 43,500	\$ 217,500	\$ 130,000	\$ 32,500	\$ 162,500	**
23-400	Long-Range Planning		\$ 320,000	\$ 220,000	\$ 300,000	\$ 840,000	\$ 210,000	\$ 1,050,000	\$ 200,000	\$ 50,000	\$ 250,000	**
23-500	Multi-Modal Planning		\$ -	\$ 30,000	\$ 270,000	\$ 300,000	\$ 75,000	\$ 375,000	\$ 500,000	\$ 125,000	\$ 625,000	**
23-600A	Special Planning Activities		\$ -	\$ 195,000	\$ 335,000	\$ 530,000	\$ 132,500	\$ 662,500	\$ 270,000	\$ 67,500	\$ 337,500	**
23-600B	Air Quality Public Education	CMAQ (INDOT)	\$ 18,633	\$ 192,577	\$ 360,000	\$ 571,210	\$ 142,802	\$ 714,012	\$ 360,000	\$ 90,000	\$ 450,000	***
PL/5303 Total	TOTAL		\$ 391,133	\$ 1,029,077	\$ 2,162,933	\$ 3,583,143	\$ 895,786	\$ 4,478,929	\$ 2,270,000	\$ 567,500	\$ 2,837,500	
Federal Transit Administration 5307 Funds												
22-700.1	FTA Sub-Recipient Oversight	5307 (FTA)	\$ 154,250	\$ -	\$ 154,250	\$ 308,500	\$ 77,125	\$ 19,281	\$ 154,250	\$ 38,563	\$ 192,813	**
*PL/5303 Non-Salary direct expenses such as travel, copies and printing for all task groups are budgeted under 21-100												
**Non-Federal Cash Match to be funded by NIRPC and participating LPAs												
*** Non-Federal Cash Match contributed by South Shores Clean Cities (aka Drive Clean), Partners for Clean Air, Private Bike-Map Sponsors. Match also includes in-kind match from Adams Radio Group pre-approved in 2019 for FY2020 CMAQ												

State Fiscal Year 2023 Simple Budget Summary B

2023 UPWP Budgets (For Years 2021, 2022 & 2023)												
State Fiscal Year 2023 Simple Budget Summary B												
2023-2024 NIRPC UPWP Budget Summary												
UPWP Section	Task Group Name	Funding Source	Federal Share (FY 2021)	Non Federal Share (FY 2021)	Federal Share (FY 2022)	Non Federal Share (FY 2022)	Federal Share (FY 2023)	Non Federal Share (FY 2023)	Total Federal Funds (FY 21-23)	Non-Federal Share (FY 21-23)	Total Costs (FY 21-23)	
23-100	Administration & Public Participation	PL/5303 (INDOT)	\$ -	\$ -	\$ 161,500	\$ 32,300	\$ 277,933	\$ 69,483	\$ 439,433	\$ 101,783	\$ 541,216	
23-200	Data Collection & Analysis		\$ 52,500	\$ 10,500	\$ 200,000	\$ 40,000	\$ 476,000	\$ 119,000	\$ 728,500	\$ 169,500	\$ 898,000	
23-300	Short-Range Planning		\$ -	\$ -	\$ 30,000	\$ 6,000	\$ 144,000	\$ 36,000	\$ 174,000	\$ 42,000	\$ 216,000	
23-400	Long-Range Planning		\$ 320,000	\$ 64,000	\$ 220,000	\$ 44,000	\$ 300,000	\$ 75,000	\$ 840,000	\$ 183,000	\$ 1,023,000	
23-500	Multi-Modal Planning		\$ -	\$ -	\$ 30,000	\$ 6,000	\$ 270,000	\$ 67,500	\$ 300,000	\$ 73,500	\$ 373,500	
23-600A	Special Planning Activities		\$ -	\$ -	\$ 195,000	\$ 39,000	\$ 335,000	\$ 83,750	\$ 530,000	\$ 122,750	\$ 652,750	
23-600B	Air Quality Public Education	CMAQ (INDOT)	\$ 18,633	\$ 3,727	\$ 192,577	\$ 38,515	\$ 360,000	\$ 90,000	\$ 571,210	\$ 132,242	\$ 703,452	
PL/5303 Total	TOTAL		\$ 391,133	\$ 78,227	\$ 1,029,077	\$ 205,815	\$ 2,162,933	\$ 540,733	\$ 3,583,143	\$ 824,775	\$ 4,407,918	



State Fiscal Year 2023 Salary and Administrative Expenses by Planning Activity

State Fiscal Year 2023 Salary and Administrative Expenses by Planning Activity											
UPWP Section	Task Group Name	Funding Source	Federal Share (FY 2021)	Federal Share (FY 2022)	Federal Share (FY 2023)	Total Federal Funds (FY 21-23)	Non-Federal Share (FY 21-23)	Total Costs (FY 21-23)	Federal Share (FY 2024)	Non-Federal Share (FY 2024)	Total Costs (FY 2024)
23-100	Administration & Public Participation	PL/5303 (INDOT)	\$ -	\$ 125,000	\$ 146,000	\$ 271,000	\$ 67,750	\$ 338,750	\$ 290,000	\$ 72,500	\$ 362,500 *
23-200	Data Collection & Analysis		\$ 52,500	\$ 100,000	\$ 140,000	\$ 292,500	\$ 73,125	\$ 365,625	\$ 265,000	\$ 66,250	\$ 331,250 **
23-300	Short-Range Planning		\$ -	\$ 30,000	\$ 100,000	\$ 130,000	\$ 32,500	\$ 162,500	\$ 130,000	\$ 32,500	\$ 162,500 **
23-400	Long-Range Planning		\$ -	\$ 100,000	\$ 100,000	\$ 200,000	\$ 50,000	\$ 250,000	\$ 200,000	\$ 50,000	\$ 250,000 **
23-500	Multi-Modal Planning		\$ -	\$ 30,000	\$ 70,000	\$ 100,000	\$ 25,000	\$ 125,000	\$ 100,000	\$ 25,000	\$ 125,000 **
23-600A	Special Planning Activities		\$ -	\$ 35,000	\$ 35,000	\$ 70,000	\$ 17,500	\$ 87,500	\$ 70,000	\$ 17,500	\$ 87,500 **
23-600B	Air Quality Public Education		CMAQ (INDOT)								
TOTAL			\$ 52,500	\$ 420,000	\$ 591,000	\$ 1,063,500	\$ 265,875	\$ 1,329,375	\$ 1,055,000	\$ 263,750	\$ 1,318,750

State Fiscal Year 2023 Contracts Table by Planning Activity

State Fiscal Year 2023 Contracts Table by Planning Activity											
UPWP Section	Task Group Name	Funding Source	Federal Share (FY 2021)	Federal Share (FY 2022)	Federal Share (FY 2023)	Total Federal Funds (FY 21-23)	Non-Federal Share (FY 21-23)	Total Costs (FY 21-23)	Federal Share (FY 2024)	Non-Federal Share (FY 2024)	Total Costs (FY 2024)
	Administration & Public Participation	Website Development	\$ -	\$ 36,500	\$ 13,500	\$ 50,000	\$ 12,500	\$ 62,500	\$ -	\$ -	\$ - *
	Administration & Public Participation	Staff Support Contracts			\$ 40,000	\$ 40,000	\$ 10,000	\$ 50,000			
	Administration & Public Participation	Training + Professional Development	\$ -	\$ -	\$ 30,000	\$ 30,000	\$ 7,500	\$ 37,500	\$ 30,000	\$ 7,500	\$ 37,500
23-100 Total	Administration & Public Participation		\$ -	\$ 36,500	\$ 83,500	\$ 120,000	\$ 30,000	\$ 150,000	\$ 30,000	\$ 7,500	\$ 37,500
	Data Collection & Analysis	Travel Demand Model	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 12,500	\$ 62,500	\$ 50,000	\$ 12,500	\$ 62,500 **
	Data Collection & Analysis	Environmental Impacts / Air Quality / Resiliency	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 12,500	\$ 62,500	\$ 50,000	\$ 12,500	\$ 62,500
	Data Collection & Analysis	Road Safety Audits	\$ -	\$ -	\$ 106,000	\$ 106,000	\$ 26,500	\$ 132,500	\$ 100,000	\$ 25,000	\$ 125,000
	Data Collection & Analysis	Trail Traffic Counters	\$ -	\$ -	\$ 80,000	\$ 80,000	\$ 20,000	\$ 100,000	\$ -	\$ -	\$ -
	Data Collection & Analysis	Regional LPA Traffic Signal Study	\$ -	\$ 100,000	\$ 25,000	\$ 125,000	\$ 31,250	\$ 156,250	\$ -	\$ -	\$ -
	Data Collection & Analysis	Licenses & Equipment	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 6,250	\$ 31,250	\$ 25,000	\$ 6,250	\$ 31,250
23-200 Total	Data Collection & Analysis		\$ -	\$ 100,000	\$ 336,000	\$ 436,000	\$ 109,000	\$ 545,000	\$ 225,000	\$ 56,250	\$ 281,250
	Short-Range Planning	TIP Software License Renewal			\$ 44,000	\$ 44,000	\$ 11,000	\$ 55,000	\$ -	\$ -	\$ -
23-300 Total	Short-Range Planning		\$ -	\$ -	\$ 44,000	\$ 44,000	\$ 11,000	\$ 55,000	\$ -	\$ -	\$ -
	Long-Range Planning	Performance Measures Dashboard	\$ -	\$ 30,000	\$ 50,000	\$ 80,000	\$ 20,000	\$ 100,000	\$ -	\$ -	\$ - **
	Long-Range Planning	MTP Update	\$ 320,000	\$ -	\$ -	\$ 320,000	\$ 80,000	\$ 400,000	\$ -	\$ -	\$ -
	Long-Range Planning	Regional Transportation Resiliency Study	\$ -	\$ 30,000	\$ 50,000	\$ 80,000	\$ 20,000	\$ 100,000	\$ -	\$ -	\$ -
	Long-Range Planning	Regional Environmental Justice Study	\$ -	\$ 30,000	\$ 50,000	\$ 80,000	\$ 20,000	\$ 100,000	\$ -	\$ -	\$ - **
	Long-Range Planning	Regional Economic Impact Study	\$ -	\$ 30,000	\$ 50,000	\$ 80,000	\$ 20,000	\$ 100,000	\$ -	\$ -	\$ - **
23-400 Total	Long-Range Planning		\$ 320,000	\$ 120,000	\$ 200,000	\$ 640,000	\$ 160,000	\$ 800,000	\$ -	\$ -	\$ -
	Multi-Modal Planning	Complete Streets Plans & Safe Routes Plans	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 50,000	\$ 250,000	\$ 200,000	\$ 50,000	\$ 250,000 **
	Multi-Modal Planning	Public Transit New Starts Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 50,000	\$ 250,000 **
23-500 Total	Multi-Modal Planning		\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 50,000	\$ 250,000	\$ 400,000	\$ 100,000	\$ 500,000
	Special Planning Activities	E-Commerce Area Plans	\$ -	\$ 160,000		\$ 160,000	\$ 40,000	\$ 200,000	\$ -	\$ -	\$ - **
	Special Planning Activities	LPA Planning Assistance / Special Plans	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ 75,000	\$ 375,000	\$ 200,000	\$ 50,000	\$ 250,000 **
23-600A Total	Special Planning Activities		\$ -	\$ 160,000	\$ 300,000	\$ 460,000	\$ 115,000	\$ 575,000	\$ 200,000	\$ 50,000	\$ 250,000
Total			\$ 320,000	\$ 416,500	\$ 1,207,500	\$ 1,944,000	\$ 486,000	\$ 2,430,000	\$ 855,000	\$ 213,750	\$ 1,068,750