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**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
FULL COMMISSION MEETING**
April 21, 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 March 17, 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
 - 7.1 Perfect Attendance Recognition for 2020 and 2021
 - 7.2 NIRPC Economic Development District Report
 - 7.2.1 Status Update on the Economic Resiliency & Recovery Plan – TIP Strategies
- 8.0 Environmental Management Policy Committee – Bill Emerson (pp. 4-15)
 - 8.1 Overview of New Municipal Stormwater Permit Requirements – Reggie Korthals, *Indiana MS4 Partnership*
 - 8.2 Resolution #22-07: Regional Inventory of Community Greenhouse Gas Emissions as the regional baseline for climate action planning (pp. 7-15)
ACTION REQUESTED: Approval
- 9.0 Finance and Personnel Committee – Tom Dermody (pp. 16-19)
 - 9.1 Amendment to Memorandum of Understanding with Porter County Redevelopment Commission (pp. 18-19)
ACTION REQUESTED: Approval
- 10.0 Technical Planning Committee - Kevin Breitzke (pp. 20-36)
 - 10.1 Public Comment report on FY 2020-2024 & 2022-2026 TIP Amendment #20-22.45 (p. 23)
ACTION REQUESTED: Informational
 - 10.2 Resolution #22-11: FY 2020-2024 & 2022-2026 TIP Amendment #20-22.45 (pp. 24-27)
ACTION REQUESTED: Approval
 - 10.3 Resolution #22-12: 2021-2022 UPWP Amendment #5B (pp. 28-36)
ACTION REQUESTED: Approval

11.0 INDOT, Matt Deitchley, La Porte District Deputy Commissioner

12.0 Other Business

13.0 Announcements

14.0 Adjournment

NIRPC Executive Board Meeting

6100 Southport Road, Portage, IN

March 17, 2022 Minutes

Call to Order

Chairman, Justin Kiel, called the meeting to order at 9:10 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 was taken by Candice Eklund.

Present

The 6 Executive Board members present at the meeting included Bill Emerson (Lake County Surveyor), Richard Hardaway (Merrillville), Justin Kiel (La Crosse), Sue Lynch (Portage), Greg Stinson (Porter), and Jim Ton (Chesterton).

The 7 other Commissioners present included George Topoll (Union Township), Geof Benson (Beverly Shores), Kevin Breitzke (Porter County Surveyor), Robert Carnahan (Cedar Lake), Jack Jeralds (Schneider), Tom Schmitt (Schererville), and Brian Snedecor (Hobart).

Absent

The 5 Executive Board Members absent at the meeting included Tom Dermody (La Porte), Sheila Matias (La Porte County Commissioner), Lori Mercer (Westville), Wendy Mis (Munster), and Jim Pressel (Governor Appointee).

The 32 other Commissioners not present for the Executive Board meeting included Kyle Allen (Lake County Commissioner), Duane Arndt (Kingsford Heights), Jeannette Bapst (Dune Acres), Janet Beck (Pottawattomie Park), Jim Biggs (Porter County Commissioner), 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 (La Porte County Surveyor), 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 Szvedo (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, Thomas Dow, Kathy Luther, Jenn Birchfield, Scott Weber, Charles Bradsky, Denarie Kane, Kevin Polette, Mitch Barloga, Candice Eklund, and attorney Dave Hollenbeck.

Approval of Minutes

The minutes of the January 20, 2022 Full Commission meeting were approved on motion by Richard Hardaway and seconded by Jim Ton.

Public Comment – There were no public comments.

Report of the Chair– Justin Kiel

Justin Kiel stated a commissioner contact list will be sent out to the Commissioners soon. This will help facilitate Justin's goal of making it easier to network and keep in touch with colleagues. An updated listing of the committee appointments will also be sent out.

Report of the Executive Director– Ty Warner

Ty Warner welcomed the Commissioners to the first fully in-person meeting in two years. Ty also thanked Michael Griffin, now Senator Griffin, for purchasing and donating a gavel to replace the previous one that was missing.

Mr. Warner discussed some highlights and current events that have happened at NIRPC over the last two years.

- Jenn Birchfield was hired as NIRPC's new Natural Resources Planner this year.
- Thomas Dow, NIRPC's Director of Transportation, was hired in 2021.
- Transportation and Economic Development update – The first of four contracts for the Active Transportation Element of the 2050 Metropolitan Transportation Plan (MTP) was approved at the Full Commission meeting in January. The remaining three contracts are on today's agenda for a vote.
- Discussed the *Recover NWI* flyer for the Revolving Loan Fund. The funding for this program is from the CARES Act fund for Lake, La Porte, and Porter counties. NIRPC received this funding from the Economic Development Administration for small business loans to help in pandemic recovery. To help in extending these funds, Commissioners were encouraged to post the flyer at their Town Hall.
- TIP Strategies, the contractor creating NIRPC's Economic Resiliency Plan, will present at the Full Commission meeting on April 21, 2022. The purpose of the plan is to setup Northwest Indiana to be better equipped in the event of a future crisis.

Thomas Dow introduced Marty Schukert, Principal with RDG Planning & Design, who will be updating the Active Transportation element of the 2050 MTP and who has experience with transportation plans throughout the Midwest. Mr. Schukert discussed transportation having an enormous role in uniting the region in their diverse environments.

Environmental Management Policy Committee (EMPC) – Bill Emerson

Bill Emerson discussed the EMPC meeting held on February 2, stating a workshop was held to discuss Green Infrastructure. Round table discussions were also held to discuss content for future meetings. Bill noted that every community for which it applies should be updating their MS4 permits due to the permits being updated statewide. The CommuniTree program had 12 applications for 500 new trees.

Finance & Personnel Committee (F & P) – Richard Hardaway

Richard Hardaway presented in the absence of Treasurer, Thomas Dermody, who was not present for the F&P meeting earlier that morning. The F & P Committee reviewed the financial statements and claims registers for January 2022, and the bank reconciliations for December 2021 and January 2022. The F&P Committee brought the four action items below to the Executive Board for consideration and approval.

1. Thomas Dow presented on the RDG Planning & Design Contract for the 2050 Metropolitan Transportation Plan (MTP) – Land Use Element. The contract is not to exceed \$99,170 and the services must be completed by May 1, 2023. On motion by Greg Stinson and seconded by Sue Lynch, the Executive Board approved the RDG Planning & Design contract.
2. Thomas Dow presented on the CPCS Team Contract for the 2050 MTP – Freight Element. The contract is not to exceed \$99,962 and the services must be completed by May 1, 2023. On motion by Jim Ton and seconded by Sue Lynch, the Executive Board approved the CPCS Team Contract.
3. Thomas Dow presented on the TranSystems Contract for the 2050 MTP – Public Transit Element. The contract is not to exceed \$99,320 and the services must be completed by May 1, 2023. On motion by Bill Emerson and seconded by Richard Hardaway, the Executive Board approved the TranSystems contract.
4. Denarie Kane presented the Memorandum of Understanding (MOU) with the Porter County Redevelopment Commission (PCRC) regarding *Recover NWI*. The MOU provides \$10,000 from PCRDC that can be used to pay for the \$1,000 loan application and closing fees for up to ten businesses who want to apply for a *Recover NWI* loan. The targeted geographic area is unincorporated South Haven in Porter County and is being funded to offset a financial burden for potential loan applicants and increase interest in the program. The PCRC is also willing to expand the area eligible for an application fee grant to other unincorporated areas of Porter County after 30 days if there is no or little interest in the initially targeted area. Ms. Kane will hand deliver the flyer to businesses tomorrow. On motion by Richard Hardaway and seconded by Greg Stinson, the Executive Board approved the MOU with the Porter County Redevelopment Commission.

Technical Planning Committee (TPC) - Kevin Breitzke

Kevin Breitzke reported the TPC met on March 1, 2022 and discussed the RDG Active Transportation portion of the 2050 MTP. The next TPC meeting will be held on April 5 at 10:00 a.m. at the NIRPC office. The TPC brought the three action items below to the Executive Board for consideration and approval.

1. Resolution #22-08: Roadway Functional Classification Changes. Scott Weber stated this resolution was seeking to make two roadway functional classification changes. The first classification change would be in

St. John at a planned extension of Cline Avenue between 93rd and 101st Avenues and the second change would be at CR 250 W in Porter County bordering between SR 130 and US 30. Both are seeking to classify the roadways as a minor arterials. On motion by Greg Stinson and seconded by Sue Lynch, the Executive Board approved Resolution #22-08.

2. Resolution #22-09: FY 2020-2024 TIP Amendment #20-22.01 & #20-22.02. Charles Bradsky stated these amendments were approved by the Commission in 2021, but the original resolution reflected the 2022-2026 TIP, which had not been approved and is still pending approval by INDOT and FHWA. To show transparency, NIRPC made the decision to correct the error by creating a new resolution for approval. On motion by Jim Ton and seconded by Richard Hardaway, the Executive Board approved Resolution #22-09.
3. Resolution #22-10: FY 2020-2024 & FY 2022-2026 TIP Amendment #4. Charles Bradsky stated the public comment period was held between February 8 to March 1, with no public comments received. One comment was received from the Interagency Consultation Group (ICG) regarding construction dates of a project in the TIP. The explanation Charles provided was accepted and approved by the ICG on February 15, 2022. Charles provided a brief summary of Amendment #4. On motion by Sue Lynch and seconded by Greg Stinson, the Executive Board approved Resolution #22-10.

INDOT – Matt Deitchley

Matt Deitchley informed the Commissioners that INDOT will have record setting construction seasons from 2021 to 2023. There will be lane closures at night on I-94 at the Cline Avenue exits in April. There will be a concrete pavement restoration project at US 30 and Route 53, resulting in lane closures for two weeks. Updates will be available on Twitter and the Northwest Facebook page. A public hearing was held in St. John to discuss the roundabout at US 231 and Cline Ave and was met with some opposition from the public. A final decision will be made after reviewing the public comments.

For updates on the Flex Road project on the Borman Expressway, go to www.indianaflexroad.com
For INDOT live traffic coverage, go to <https://511in.org/list/cameras>

Other Business

There were no other business discussions.

Announcements

Bob Carnahan announced that the Cedar Lake Planning Commission approved Taco Bell and Domino's Pizza to come into their town. A concept plan for the east side of Cedar Lake has 519 houses. The Crown Point School system will invest \$23 million in development at the Douglas MacArthur Elementary School, where the children from these homes will attend.

Hearing no other business, Justin Kiel adjourned the meeting at 9:47 a.m. The next meeting on April 21 will be a Full Commission meeting.

The livestream video recording for this meeting is available on NIRPC's YouTube Channel at <https://www.youtube.com/watch?v=aiYDZTmn3Dg>

Environmental Management Policy Committee
NIRPC – Virtual Meeting
February 3, 2022
Minutes

This meeting was convened as an electronic meeting, pursuant to Governor Holcomb’s extended Executive Order 22-01. All persons were meeting remotely on a Zoom platform that allowed for real time interaction and supported the public’s ability to observe and record the proceedings. When the agenda item was provided for public comment, this was supported as well. A roll call was taken to motion and approve the agenda items.

Bill Emerson called the meeting to order at 9:03 a.m. with the Pledge of Allegiance and roll call.

In attendance were Bill Emerson (Lake County), Andrew Hart, Brenda Scott Henry (Gary), Cathy Csatari (IDEM), Deborah Chubb (IWAM), Dorreen Carey (GARD), George Topoll (Union Township), Jennifer Gadzala (Chesterton), Jenny Orsburn (LMCP), Joe Exl (LMCP), Kathy Sipple (Earth Charter), Kevin Breitzke (Porter County), Lauri Keagle (LES), Susan MiHalo (NC), Tim Kingsland (Hobart), Nancy Moldenhauer (Michigan City Sustainability Commission), and Victoria Wittig (Save the Dunes).

NIRPC staff present were Kathy Luther, Jennifer Birchfield, Thomas Dow, Candice Eklund, Kevin Polette, and Flor Baum.

New-hire Jennifer Birchfield was introduced as NIRPC’s Natural Resources Planner. Jennifer can be reached at Jbirchfield@nirpc.org.

The meeting minutes of October 7, 2021 were approved on motion by Kevin Breitzke and second by Brenda Scott-Henry. A roll call was taken, and the committee voted unanimously to approve.

Public Comments

Dorreen Carey (GARD) requested that NIRPC proposes to assess the plan to construct a fuel plant on Gary’s western lakefront, from the environmental and EJ perspective. Constructing a biorefinery on Gary’s shoreline closes off opportunities to reclaim and restore the Region’s lakefront community.

2022 NIRPC Environmental Projects and Programs

Kathy Luther spoke on the 2021 and 2022 NIRPC environmental projects and programs. The 2021, Air Quality (AQ) public education supported Porter and LaPorte County “Household Hazardous Waste Collections,” via radio ads and supported 960 gas-can exchanges. The Region People, “It All Adds Up,” was placed on billboards to promote the Cleaner Air Campaign. Additionally, the AQ program continues to grow on social media. The Green Fleets program continues to expand. The technical support provided through the VW settlement fund replacement. 18 garbage trucks in the Region have been exchanged for CNG, and 21 propane school buses were funded through the VW settlement. The Greenways and Blueways bike map mobile phone application is nearly completed. NIRPC staff is currently working with Illinois on quality assurance. The app is slated to roll out in the spring of 2022. NIRPC continues to support Partners for Clean Air which has begun a scholarship program. Three scholarships have been awarded in 2021. NIRPC gave continued support of social media presence as well.

Plans for 2022 continue to support AQ public education, as well as complete the regional AQ website hub. For Green Fleets, Clean Drive Indiana, on behalf of NIRPC, will continue technical support to keep progress going on cleaner vehicle fleets in the Region. Partners for Clean Air plans to revitalize memberships and AQ Action Day pledges. NIRPC plans to explore EPA community air pollution

monitoring grants. There are grant categories to fund projects that will help local community engagement for AQ monitoring in their area. Applications are due by March 25. Please contact Kathy at Kluther@nirpc.org for more information.

In 2021, the Brownfields program completed four Ph I assessments, four Ph II assessments, and one corridor inventory (on US 6, between The City of Portage and US 49). Two asbestos abatement plannings are in progress. Brownfield Coalition plans and projects for 2022 include completing The City of Hammond's former Clark High School athletic field area assessment. The property will be redeveloped into a mixed-use development for housing and commercial use. There are plans to continue helping NWI communities and developers access Indiana Brownfield Program resources. The Coalition will review community self-assessments for training opportunities and possibly work with communities with ongoing training on how to handle Brownfield redevelopments. The Coalition plans to support the completion of the Brownfield Revolving Loan Fund Project at the Lakeshore Manor Housing Project in The City of East Chicago. Kathy will apply for the next round of EPA Brownfield funds. NIRPC, NWI Forum, and the RDA is available to present to your redevelopment commission on Brownfield Readiness.

Climate and Energy successes in 2021 include the completion of the Green House Gas Emission Inventories (GHGEI) for 16 communities. All three NWI counties completed their GHGEI. NIRPC has been selected for the 2022 Environmental Resilience Institute (ERI) Climate Action Planning Cohort and will adopt the GHGEI report. The goal is to produce a Regional Climate Action Plan (CAP) framework that consists of regional science-based reduction targets, a regional transportation emission reduction action plan, and a recommended Action Menus for different community profiles. NIRPC is looking to form a CAP advisory task force between that will meet three times throughout the year. The task force will consist of multiple NIRPC committees and stakeholder groups. If interested, please contact Kathy Luther.

In 2021 NIRC worked on conservation planning and green infrastructure. The Communitree program planted 345 trees, less than in prior years. COVID was a major factor in the decline of tree distribution. NIRPC participated in the CLCP Bi-State Calumet Conservation Action Plans (95% complete). The plan was expanded with coastal program funds where applicable. Implementation steps will be discussed in 2022. NIRPC procured GeoSyntec for NIRPC's *Living Streets Policy*; Green Infrastructure Guidelines (GIG).

The 2022 Communitree spring tree application will be announced soon. Communitree has a new three-year GLRI grant from US Forest Service. In 2022, GIG adoption will require transportation projects to incorporate green infrastructure into their project. A workshop for performance data items will be slated for the spring.

For 2022 Planning and environmental linkages, the new *Sensible Tools Handbook* will be completed and adopted. The GIG for the Notice of Funding Opportunity (NOFA) will be completed and adopted into Environmental. Local transportation project funding applications will be solicited and scored in the *Air Quality* and Environmental categories. NIRPC will be working on *The Long Range Transportation Plan* update that is due in 2023. NIRPC will continue to support the LMCP Coastal Resiliency Community Self-Assessment project.

In 2021, NIRPC supported the Chicago Area Waterway System Aquatic Invasives Stakeholder Advisory Group (CAWS). The state of Illinois, Michigan, and the US Army Corps of Engineering signed the Planning, Engineering, and Design Agreement to start work on the Brandon Road Lock Asian Carp Barrier. In 2022, NIRPC will continue to provide staff support to CAWS by facilitating

information sharing and coordination of this multi-state, multi-disciplinary group. NIRPC will continue to participate and support active regional watershed partnerships and initiatives for 2022.

2022 Partner Sharing and Projects

Susan MiHalo spoke on The Nature Conservancy (NC). The NC is focusing on developing conservation action plans and will be heavily vested in watershed management planning efforts. Lauri Keagle spoke on Drive Clean Indiana. The DCI will continue to support the various programs for Air Quality. Joe Exl spoke on the Lake Michigan Coastal Program (LMCP). NIRPC will partner with LMCP to build out a Coastal Hazards Resiliency program. The first step in 2022 will be to conduct a community needs assessment. The program is slated to conclude in 2027. Victoria Wittig spoke on Save the Dunes. They are collaborating with other entities to roll out a Coastal Perceptions project. A survey is slated to launch in the spring, followed by a series of five workshops.

Reports from Planning Partners

Lauri Keagle (DCI) presented on the Drive Clean Indiana NIRPC EMPC Report. Please go to <https://files.constantcontact.com/b4f049b7201/5ca5d410-5d8c-4695-b474-27b6a3182d84.pdf?rdr=true> to view the full report. For more information, please visit <https://drivecleanindiana.org/> or contact Lauri at lkeagle@drivecleanindiana.org

Announcements were made.

The next EMPC meeting is slated for May 5, 2022, at 9:00 a.m. in the NIRPC offices.

Hearing no further business, the meeting adjourned at 10:23 a.m.



RESOLUTION 22-07

A RESOLUTION TO ADOPT THE 2017 REGIONAL INVENTORY OF COMMUNITY GREENHOUSE GAS EMISSIONS AS THE REGIONAL BASELINE FOR CLIMATE ACTION PLANNING

April 21, 2022

WHEREAS, the statutory purpose of the Northwestern Indiana Regional Planning Commission (NIRPC) per IC 36-7-7.6-12 is to institute and maintain a comprehensive planning and programming process for:

- (1) transportation;
- (2) economic development; and
- (3) environmental;

WHEREAS, in 2010 NIRPC adopted Resolution 10-17 committing to become a resource for communities regarding the issue of climate change, mitigation, and adaptation strategies for municipal officials; and

WHEREAS, in September of 2020 NIRPC authorized application to the Indiana University Environmental Resiliency Institute for internship and technical support to assist in conducting a regional greenhouse gas inventory; and

WHEREAS, in 2021 the three counties of Northwestern Indiana and 13 municipalities participated in development of local greenhouse gas emission inventories using 2017 as the baseline; and

WHEREAS, in 2019 the cities of Gary and Michigan City also conducted local greenhouse gas emission inventory using 2017 as the baseline; and

NOW, THEREFORE, BE IT RESOLVED:

The Northwestern Indiana Regional Planning Commission adopts the 2017 Regional Inventory of Community Greenhouse Gas Emissions as the baseline for future climate action planning and for measuring current and future emission reducing activities.

BE IT FURTHER RESOLVED:

The Northwestern Indiana Regional Planning Commission will use the 2017 Regional Inventory of Community Greenhouse Gas Emissions to develop a Regional Climate Action Plan Framework that will provide technical support for jurisdictions which to create and adopt local Climate Action Plans.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this twenty-first day of April, 2022.

Justin Kiel
Chairperson

ATTEST:

Greg Stinson
Secretary

Northwest Indiana

2017 Regional Inventory of Community Greenhouse Gas Emissions



**Produced by the Northwest Indiana Regional Planning Commission
January 20, 2022**

With assistance from:

ICLEI - Local Governments for Sustainability USA

Indiana University Environmental Resilience Institute

Executive Summary

The communities of this Northwest Indiana participating in the Indiana University Environmental Resilience Institute 2021 Climate Cohort recognize that greenhouse gas (GHG) emissions from human activity are catalyzing profound climate change, the consequences of which pose substantial risks to the future health, well-being and prosperity of the region. Furthermore, these communities have multiple opportunities to benefit by acting quickly to reduce community GHG emissions. By reducing activities that are primary contributors to community GHG emissions, residents can realize cost savings related to transportation and energy use, make their communities healthier places to live and be a part of mitigating the risks associated with climate change and their negative impacts on the livelihoods of those that live in and around the region.

Prior to this cohort, the communities of Gary and Michigan City participated in Indiana University's Environmental Resilience Institute's and ICLEI's 2019 resilience cohort program. Gary and Michigan City's emissions are included in Figure 1. This cohort's communities have participated in Indiana University's Environmental Resilience Institute's and ICLEI's 2021 resilience cohort program. By first conducting the GHG emissions inventory, they will be able to begin their carbon footprint reduction process. This report provides estimates of GHG emissions resulting from activities in Cedar Lake, Chesterton, East Chicago, Hammond, Highland, Hobart, Lake Station, La Porte, Merrillville, Munster, Portage, Schererville, Valparaiso, Lake County, La Porte County, and Porter County. These estimates are for the 2017 calendar year. 2017 was chosen so that our regional inventory would complement previous inventories conducted by Gary and Michigan City.

Key Findings

Region-Wide Emissions

Northwest Indiana CO₂e Emissions

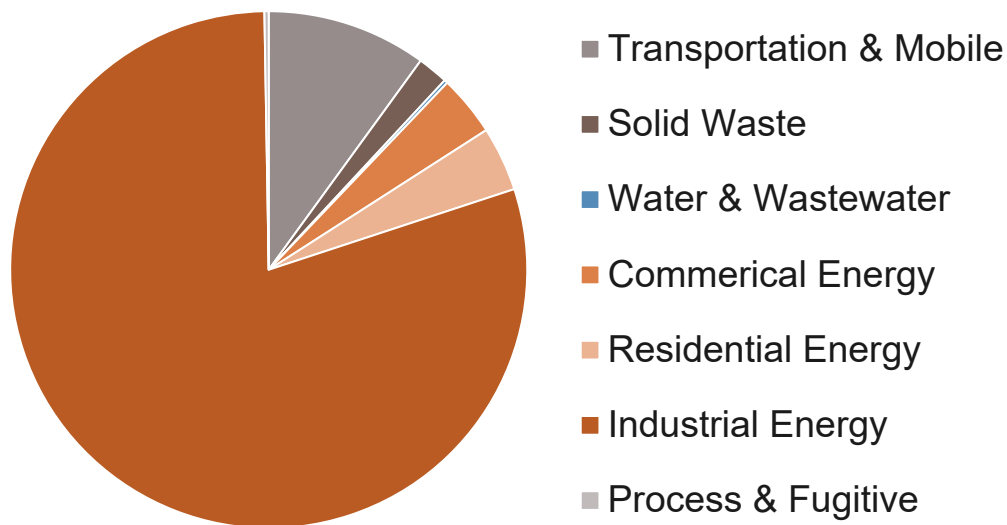


Figure 1. Relative contribution of source categories to Northwest Indiana CO₂e Emissions.

The total Green House Gas (GHG) Carbon Dioxide equivalents (CO₂e) from the three counties in 2017 was 48.9 million metric tons. Figure 1 represents the relative contribution of CO₂e from different source categories. Overall, 80% of those are come from industrial energy usage.

Discussion of industrial GHG sources will be limited to the regional level for two reasons. Firstly, because in Northwest Indiana jobs and other benefits industries provide are rarely limited to their host communities. Secondly, industrial sources are not the focus of community inventory.

GHG emissions from these sources are influenced by state and federal regulations, energy costs, and global competitiveness. Local governments and community members are better positioned to influence change in the other source categories analyzed in more detail.

Stationary Energy

The primary source of data for residential, commercial, and industrial energy in Northwest Indiana was Northwest Indiana Public Service Company (NIPSCO). The utility company provided total electricity and natural gas for all municipalities in the regional cohort. Electricity emissions were larger than natural gas emissions. NIPSCO is actively working to reduce their emissions^[1] and make their electricity generation portfolio more sustainable. Smaller utility services, such as Kankakee Valley REMC, also provided data for the communities they serve.

Residential and commercial energy emissions were calculated with data provided by utility services. Residential emissions also included estimates of propane and kerosene consumption. Usage of these non-utility fuels were estimated by applying United States Census Bureau for 2017. Porter County had the highest per capita residential emissions and La Porte County had the largest commercial emissions. Residential energy based GHG emissions for the region totaled 1.97 million metric tons in 2017, with commercial energy coming in closely behind at 1.85 million metric tons. The 2017 average residential GHG emissions per person averaged 2.6 tons per year.

Industrial emissions from energy were determined with utility energy service provided by NIPSCO plus other fuel sources included in the data facilities reported to EPA. Emissions from industrial processes, non-NIPSCO fuel combustion or energy sources, and fugitive emissions from facilities and pipelines came from data companies reported directly to EPA. The EPA's Greenhouse Gas Reporting Program (GHGRP)^[2] requires emissions reports from large GHG emission sources across the country, which can be publicly accessed through the EPA's Facility Level Information on Greenhouse Gases Tool (FLIGHT). Many facilities had emissions from operations using distillate fuel oil, coke oven gas, blast furnace gas, and more. Total Northwestern Indiana industrial GHG emissions were calculated as 39 million metric tons in 2017, or 80% of regional emissions. Communities in Northwest Indiana recognize the importance of industry in the region, it bolsters the economy, provides a way of life to many residents, and provides valuable materials to the nation. While acknowledging industry is the largest source of climate change inducing emissions in our region, because of the limited capacity for local government to influence this source category, we did not focus on it here.

Excluding emissions from industry, the GHG CO₂e from Northwest Indiana in 2017 was 9.8 million metric tons. The relative contribution of non-industrial categories is shown in Figure 2. Transportation & mobile sources accounted for 50%. Residential energy use comprised 20% and commercial energy use 19% respectively. 10% came from solid waste management, and 1% from water and wastewater treatment

Northwest Indiana CO₂e Emissions by Sector (excluding Industrial sources)

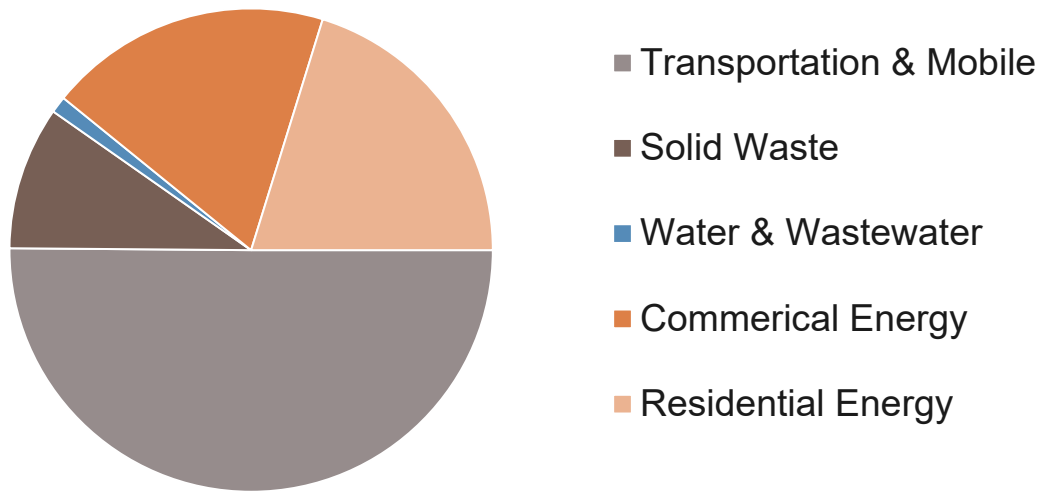


Figure 2. Relative contribution of CO₂e source categories excluding industry for Northwest Indiana

Transportation & Mobile Sources

Daily vehicle miles traveled (VMT) typically contributes greatly to any community's emissions profile, but Northwest Indiana's proximity to Chicago, Lake Michigan, industry, and interstates contribute to unusually high travel and transportation emissions. VMT provided by the Indiana Department of Transportation (INDOT) was multiplied by 340 to reach a regional annual VMT estimate. ICLEI recommends using 340 instead of 365 as an adjustment to account for holidays and weekends that have abnormal amounts of traffic. Gasoline and diesel vehicles produce different amounts of GHG emissions. These differences are captured in the vehicle fleet mix data provided by NIRPC and national defaults for fuel economy and emissions factors. The VMT models and calculations used primarily account for in-boundary traffic. Trans-boundary trips either start in a community and end somewhere else, start outside of a community and end within the community or only travel straight through a community. Because of this, trans-boundary trips account for fewer GHG emissions included in each community's inventory than in-boundary trips. In-boundary trips are defined as those that begin and end within one community. This methodology ensures that emissions from transportation & mobile sources are reported solely on travel that each community has influence over.

Beyond on-road transportation, GHG emissions were estimated for off-road vehicles, rail, waterborne transportation and aviation in applicable communities. Off-road emissions are produced by vehicles such as construction equipment, golf carts, ATVs and other recreational vehicles. Their emissions were estimated using the EPA's national emissions inventory^[3]. Emissions from rail were calculated by scaling down national emissions from rail companies in Northwest Indiana, based on their national rail mileage and local rail mileage. Local harbors, marinas and yacht clubs were contacted for fuel consumption during 2017. Aviation data was collected from local airports when available; otherwise emissions estimates from the EPA's national emissions inventory were used again. All together this sector generated 4.9 million metric tons of GHG emissions in 2017.

Water & Wastewater

Water and wastewater operations contributed the smallest amount of GHG emissions but are important to include, because communities often have influence over these facilities. Most facilities were provided electricity and natural gas by NIPSCO, so their emissions were subtracted from the commercial energy sector to prevent double counting. Much of the data for the water and wastewater sector had to be scaled based on population because facility-specific data was only provided for some communities.

Emissions occur at water utilities through the extraction, treatment and distribution of potable water. Wastewater facilities produce emissions through energy use, digester gas, flaring, nitrification/denitrification, effluent discharge, nitrogen removal and solids disposal. Water and wastewater treatment contributed 107,984 of regional GHG Emissions in 2017.

Solid Waste

Within this regional section of the report only waste that was produced and contained within Lake, Porter and La Porte counties are accounted for. Individual community reports provide information on their solid waste streams. A significant portion of solid waste was transported to landfills outside of each community's jurisdiction. Waste characterization factors for municipal waste were provided by Purdue University Northwest-Hammond's 2012 Municipal Solid Waste Characterization Study. Most sources of waste were municipal but some industrial facilities also produced large amounts of waste that is reported. Differences in facility operations such as composting, methane collection systems, flaring and incineration all contribute varying amounts of greenhouse gas emissions. Regional GHG Emissions from Solid Waste was 938,150 metric tons.

Next Steps

Informed by the results of this inventory, in 2022 Northwestern Indiana Regional Planning Commission (NIRPC) plans to develop a Regional Climate Action Plan Framework with input from stakeholders in each source category. This Framework will be incorporated into Regional Long Range Transportation Plan. It can also provide a basis for each municipality to create a local climate action plan to reduce their community GHG emissions and improve their environmental resilience. Each community action plan needs to reflect local priorities, the mix of GHG-producing activities within their boundaries, those they can significantly influence, and the cost and effectiveness of implementing different emission reduction strategies.

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- [1] Our Environment - NIPSCO. (2021). Retrieved from <https://www.nipsco.com/our-company/about-us/our-environment>
 - [2] Greenhouse Gas Reporting Program (GHGRP). (2021). Retrieved from <https://www.epa.gov/ghgreporting>
 - [3] National Emissions Inventory (NEI). (2020) Retrieved from <https://www.epa.gov/air-emissions-inventories/national-emissions-inventory-nei>

Credits and Acknowledgments

Communities of Cedar Lake, Chesterton, East Chicago, Hammond, Highland, Hobart, Lake Station, La Porte, Merrillville, Munster, Portage, Schererville, Valparaiso, Lake County, La Porte County, Porter County.

Indiana Climate Fellowship Interns, Northwestern Indiana Regional Planning Commission
Kathy Sipple, Earth Charter Indiana
Kathy Luther, Northwestern Indiana Regional Planning Commission
Joe Exl, Northwestern Indiana Regional Planning Commission
Scott Weber, Northwestern Indiana Regional Planning Commission

ICLEI-Local Governments for Sustainability USA

Tom Herrod, Technical Supervisor
Matthew Katz, Technical Supervisor

Indiana University Environmental Resilience Institute

Steven Chybowsky, Resilience Cohort Coordinator
Andrea Webster, Implementation Manager

Sustain IU: Indiana Sustainability Development Program (ISDP)

Danni Schaust, ISDP Manager
Sarah Miller, ISDP Program Management Intern

This report was prepared by Angelica Lopez, Julianne Roser, Alec Theisz, Lauren Urevig, and Heru X, the Indiana Climate Fellows responsible for all data collection for the regional greenhouse gas inventories at the Northwestern Indiana Regional Planning Commission.

This greenhouse gas emissions inventory report was developed using a template provided by ICLEI - Local Governments for Sustainability, USA.

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Northwest Indiana Climate Action Planning Task Force

Project Summary

NIRPC is working with Earth Charter Indiana, the IU Environmental Resilience Institute McKinney Fellows Program, ICLEI – Local Governments for Sustainability and local governments and stakeholders to coordinate the development of a climate action plan for Northwest Indiana (NWI). A Climate Action Planning Task Force is being formed to provide input and assist in development of the plan.

Who will serve on the Task Force?

Local planning authorities and stakeholders in Lake, Porter, and LaPorte counties are invited to participate. The project team seeks diverse representation from NWI communities to ensure all voices are heard and all needs represented. Public and community outreach will also be conducted as part of plan development.

Appropriate representatives from LPAs may include planners, engineers, parks department staff, utility department staff, solid waste management districts, elected officials, and council or commission members.

Organizations representing stakeholder and community groups are also invited to participate. Examples include environmental, energy, and social advocacy groups, transit operators, agricultural organizations, solid waste management districts, utilities and educational institutions.

Task Force Participation and Commitment

Task Force members will commit to attending and actively participating in approximately 4 2-hour meetings during development of the climate action plan. In meetings, Task Force members will serve as representatives of their communities or groups and provide information and input toward development of the plan. Anticipated meetings include:

1. Applying regional reduction target across communities and sectors
2. Prioritizing of appropriate best practices and strategies to meet the regional targets
3. Finalization of plan and adoption by Task Force
4. Strategies for promotion, adoption and implementation at the community level

Between meetings, Task Force members will communicate with the work team and other task force members, assist in outreach and surveys to gather input and information from their communities and review and contribute to draft materials.

Tentative 2022 meeting dates:

May 5, June 2, July 7, September 1 from 1 to 3 pm CST at NIRPC

NORTHWESTERN INDIANA REGIONAL PLANNING
COMMISSION FINANCE AND PERSONNEL COMMITTEE
January 20, 2022 / Hybrid, In-person/Zoom Virtual Meeting – 8:00 a.m.

Members present in-person

Richard Hardaway, Justin Kiel, Greg Stinson, George Topoll

Members present virtually

Bob Carnahan, Denise Ebert, Wendy Mis

Staff and others present in-person

Talaya Jones, Meredith Stilwell, Ty Warner, Thomas Dow

Staff and others present virtually

David Hollenbeck, Candice Eklund, Flor Baum, Lisa Todd

Call to Order

Chairman Stinson called the meeting to order.

Approval of Minutes

The minutes of the December 16, 2021 meeting were presented. Justin Kiel made motion and Bob Carnahan seconded to approve the minutes. A roll call vote was taken with Greg Stinson, Bob Carnahan, George Topoll, Wendy Mis and Justin Kiel voting in the affirmative, and no one voting in the negative, motion passed 5-0.

Review of Financial Status – November 2021 Budget vs Actual

Talaya Jones presented the November 2021 bank reconciliations for the NIRPC general account and the Revolving Loan Fund (RLF) account.

Talaya Jones presented the November 2021 general fund financial reports. Talaya noted some departmental funds were being reprogrammed into the 2022 budget. Total expenditures for the period ending November 30, 2021, were \$4,515,016 of the \$11,981,765 budgeted. Total general fund revenue for the period was \$2,053,441 of the \$3,574,659 budgeted.

Talaya presented the Coronavirus Aid, Relief and Economic Securities (CARES) Act financial reports, year to date November 2021. Total NIRPC CARES fund expenditures for the period ending November 30, 2021, was \$2,851,637 of the \$4,717,013 budgeted. Total CARES revenue collected for the period was \$3,102,142 of the \$4,307,009 budgeted.

Approval of Claims Registers – November 2021

Talaya presented the November 2021 General Fund claims register totaling \$934,596.54 to the Committee for approval. Bob Carnahan made motion and Richard Hardaway seconded to approve the November 2021 General Fund claims register. A roll call vote was taken with Greg Stinson, Richard Hardaway, Bob Carnahan, Wendy Mis, George Topoll, Denise Ebert, and Justin Kiel voting in the affirmative, and no one voting in the negative, motion passed 7-0. The CARES Act register of claims totaling \$244,057.00 was presented for approval. Richard Hardaway made motion and Justin Kiel seconded to approve the November 2021 CARES Act claims register. A roll call vote was taken with Greg Stinson, Richard Hardaway, Bob Carnahan, Wendy Mis, George Topoll, Denise Ebert and Justin Kiel voting in the affirmative, and no one voting in the negative, motion passed 7-0. The CARES RLF register of claims totaling \$50,658.75 was presented for approval. Richard Hardaway made motion and Justin Kiel seconded to approve the November 2021 CARES Act claims register. A roll call vote was taken with Greg Stinson, Richard Hardaway, Bob Carnahan, Wendy Mis, George Topoll, Denise Ebert, and Justin Kiel voting in the affirmative, and no one voting in the negative, motion passed 7-0.

NIRPC Resolution 22-01: Calendar Year 2022 NIRPC Budget

Talaya Jones presented NIRPC resolution 22-01 and supporting documents for adoption of the Year 2022 appropriation budgets for the Commission's governmental funds. When the county appropriations revenue portion was presented, Justin Kiel asked about the updated census figures and if any changes were expected. Talaya noted that the 2022 county budgets were already approved using the prior census figures and talks would need to be started now regarding the new census figures. Talaya also pointed out that the word LaPorte should have been removed from the La Porte RLF services contractual line item under the CARES ACT RLF 2022 Administration Budget. It is the same funding source, but different wording. Richard Hardaway made motion and Justin Kiel seconded to forward Resolution 22-01 to adopt the year 2022 NIRPC budget with a favorable recommendation to the NIRPC Full Commission for approval. A roll call vote was taken with Greg Stinson, Richard Hardaway, Bob Carnahan, Wendy Mis, George Topoll, Denise Ebert, and Justin Kiel voting in the affirmative, and no one voting in the negative, motion passed 7-0.

New three-year Executive Director Employment Agreement

Attorney David Hollenbeck presented the new three-year Executive Director employment agreement for Ty Warner to commence January 1, 2022 and terminate as of December 31, 2024. David outlined some updates from the previous contract which included clarification on the requirement for Ty's participation in NARC and the compensation for doing so, rewording of the vehicle section to allow for use of a NIRPC owned or leased vehicle authorized by the NIRPC Chairman, and an increase of the monthly expense reimbursement for job related use of communication technology from \$125.00 per month to \$150.00. He also noted the contract contains a job description based on the roles and responsibilities which are identified in IC 36-7-7.6-11 to facilitate fulfillment of NIRPC's overall purpose as defined in IC 36-7-7.6-12. Richard Hardaway made motion and George Topoll seconded to forward the new three-year Executive Director employment agreement with a favorable recommendation to the NIRPC Full Commission for approval. A roll call vote was taken with Greg Stinson, Richard Hardaway, Bob Carnahan, Wendy Mis, George Topoll, Denise Ebert, and Justin Kiel voting in the affirmative, and no one voting in the negative, motion passed 7-0.

RDG Planning & Design Contract for 2050 Metropolitan Transportation Plan – Active Transportation Element

Thomas Dow presented the draft contract to the Committee for approval subject to legal counsel approval. NIRPC's Metropolitan Transportation Plan must be updated every four years and the next update is due by May 2023. RDG was selected as the contractor to help with the active transportation element of the Plan update. The contract is not to exceed \$98,899.00, with all services completed on or before May 1, 2023. George Topoll made motion and Justin Kiel seconded to forward The RDG Planning & Design contract for 2050 Metropolitan Transportation Plan with a favorable recommendation to the NIRPC Full Commission for approval subject to legal counsel approval. A roll call vote was taken with Greg Stinson, Richard Hardaway, Bob Carnahan, Wendy Mis, George Topoll, Denise Ebert, and Justin Kiel voting in the affirmative, and no one voting in the negative, motion passed 7-0.

Personnel updates

Ty Warner reported that NIRPC has hired Jennifer Birchfield to fill the Natural Resources Planner position posted upon the resignation of Joe Exl, NIRPC's former Senior Water Resources Planner. The three other posted positions, Public Transit & Engagement Planner, Programming & Grants Assistant and Economic Development Specialist remain unfilled currently. The former Economic Development Specialist, Matthew Paskash, expressed interest in continuing to help with the role and has been contacting regarding this.

Other Business

Bob Carnahan spoke about the workers in the Town of Cedar Lake that are sick due to the pandemic.

Adjournment

There being no further business, the meeting was adjourned.

AMENDMENT to MEMORANDUM OF UNDERSTANDING

The Memorandum of Understanding effective as of March 17, 2022, between the Porter County Redevelopment Commission (“RDC”) and the Northwestern Indiana Regional Planning Commission (“NIRPC”), is hereby amended by the addition of a Terms and Conditions as follows:

3. TERMS AND CONDITIONS:

G) If there is money remaining in the \$10,000 grant pool as of April 17, 2022, the RDC and NIRPC agree to expand the eligible geographic area for the loan application and closing fee grants to include other areas of unincorporated Porter County.

RATIFICATION: This Amendment shall be signed and ratified by the Northwestern Indiana Regional Planning Commission and the Porter County Redevelopment Commission at meetings to be held on April 21, 2022, and June 7, 2022, respectively, and shall be effective retroactively as of April 17, 2022, after execution by both entities.

Northwestern Indiana Regional Planning Commission

Chairman Justin Kiel

Date

Secretary Greg Stinson

Date

Porter County Redevelopment Commission

President Jeff Good

Date

ATTEST:

Planning Director Robert Thompson

Date

Technical Planning Committee
NIRPC – Virtual Meeting
March 1, 2022
Minutes

This meeting was convened as an electronic meeting, pursuant to Governor Holcomb’s extended Executive Order 22-01. All persons were meeting remotely on a Zoom platform that allowed for real time interaction and supported the public’s ability to observe and record the proceedings. When the agenda item was provided for public comment, this was supported as well. A roll call was taken to motion and approve the agenda items. The recorded meeting can be viewed at https://www.youtube.com/watch?v= 6NVb_RBw9U.

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

In attendance were Kevin Breitzke, David Wright (GPTC), Eric Wolverton, George Topoll (Union Township), Jessica Miller (INDOT), Kelly Wenger (NICTD), Mark O’Dell (Chesterton), Ryan Lisek (DCI), Tom Schmitt (Schererville), Jeff Huet (Schererville), Steve King (Merrillville), Beth West (LPT), and Mary Tanis (Dyer).

NIRPC staff present were Mitch Barloga, Thomas Dow, Charles Bradsky, Candice Eklund, Kevin Polette, Lucas Eklund-Baker, Peter Kimball, Eman Ibrahim, Scott Weber, and Flor Baum.

The meeting minutes of January 11, 2022 were approved on motion by George Topoll and second by Mark O’Dell. A roll call was taken, and the committee voted unanimously to approve.

There were no public comments.

Planning

Mitch Barloga and Thomas Dow presented on the update for the Metropolitan Transportation Plan (MTP) RDG Planning & Design, a planning firm from Omaha, Nebraska, has been hired and is under contract to help NIRPC update the MTP, with a focus on active transportation. NIRPC staff is in the process of selecting additional consultants to assist with the Land Use, Freight, and Public Transit elements. Three additional teams have been selected and will be presented at the March 17 Executive Board meeting for approval.

Scott Weber presented on Resolution 22-08: Recommending Roadway Functional Classification Changes. The *NWI 2050 Plan* contains a regional map of the Roadway Functional Classification found on page 38. NIRPC is responsible for cooperatively reviewing requests for Roadway Functional Classification changes with the Indiana Department of Transportation (INDOT). NIRPC has received requests for Roadway Functional Classification changes by Local Public Agencies (LPA) with jurisdiction over the requested road segments. The LPA has provided documentation for the reason of the Roadway Functional Classification change requests to INDOT. The change requests are consistent with NWI 2050, the Metropolitan Transportation Plan (MTP) for NWI and with the public engagement criteria of a technical amendment according to the *Engage NWI Plan*. The two changes on page 38 are as follow:

- The original map description states, “In the Town of St. John, Cline Ave between 93rd Ave and 101st Ave blank to indicate a non-existent and unplanned road segment,” has been amended to state, “In the Town of St. John, Cline Ave between 93rd Ave and 101st Ave colored green to indicate a future planned Minor Arterial.”

- The original map description states, “In Porter County and the City of Valparaiso, 250 W between SR 130 and US 30 colored gray to indicate a Local Road,” has been amended to state, “In Porter County and the City of Valparaiso, 250 W between SR 130 and US 30 colored green to indicate a Minor Arterial.”

On motion by George Topoll and second by Mark O’Dell, the TPC approved to recommend Res 22-08 to the Executive Board for approval.

Programming

Charles Bradsky presented on Resolution 22-09: FY 2020-2024 TIP Amendment #20-22.01 & 20-22.02. These amendments were originally presented and approved at the July and September 2021 Commission meetings. However, there were errors in the original TIP amendments. To maintain transparency within NIRPC, Res 22-09 with Amendment #20-22.01 and #20-22.02 are being presented with the corrections. Consistent with *Engage NWI*, the projects listed in the amendment were released for public comments in July and August 2021. Amendment 20.22.01 can be viewed at <https://files.ctctusercontent.com/b4f049b7201/baee6a1f-fdf0-4ab8-babf-a524fe88d8d0.pdf?rdr=true>. Amendment 20.22.02 can be viewed at <https://files.ctctusercontent.com/b4f049b7201/126118fd-1dcf-4d3a-906b-6d5eae8dd4d3.pdf?rdr=true>.

On motion by George Topoll and second by Mark O’Dell, the TPC approved to recommend Resolution 22-09 Amendment #20-22.01 to the Executive Board for approval.

On motion by George Topoll and second by Mary Tanis, the TPC approved to recommend Resolution 22-09 Amendment #20-22.02 to the Executive Board for approval.

Charles presented on Resolution 22-10: FY 2020-2024 & FY 2022-2026 TIP Amendment #4. Consistent with Engage NWI, the amendment was released for a 21-day public comment on February 8 and closes on March 1. No public comments have been received. Amendment #4 was sent to members of the Inter-Governmental Consultation Group (ICG) for commenting and received approval on February 15. A question was received from Federal Highway (FHWA) on how construction dates are shown in the TIP for Schererville’s Kennedy Ave project. NIRPC’s explanation was submitted and found acceptable. DNR had the movement of one fiscal year and the addition of a new project. The City of Gary increases funds for a road rehab project. The City of Hobart adds a project previously in an out year. INDOT has one overhead sign installation project. Lake County has a bridge inspection. The Town of Munster has a pavement reconstruction project. Porter County has four bridge replacement projects. The City of Schererville is advancing a project from outside of the current 2020-2024 TIP. The City of Valparaiso has a Downtown trail project.

On motion by George Topoll and second by Mary Tanis, the TPC approved to recommend Resolution 22-10 to the Executive Board/Commission for approval.

Charles presented on Resolution 22-11: FY 2020-2024 TIP Amendment #20-22.45. This project has nine railroad intersection modernizations throughout NIRPC planning area. INDOT requested the project be amended into the TIP so that they can obligate the federal funds and advance the project to letting. The submissions for public comment and to the ICG will be sent out today.

On motion by George Topoll and second by Mary Tanis, the TPC approved to recommend Resolution 22-11 to the Executive Board/Commission for approval.

Topical Committee Reports

Mitch Barloga reported that the Ped, Pedal and Paddle Committee (3PC) is in recess until May. Eman Ibrahim reported that the Land Use Committee (LUC) met on February 24 and discussed new implementations out of strategies and action items that came out of the *2050 Plan*. The LUC is slated to meet in May. Scott reported that the Surface Transportation Committee met on February 22 and held their first quarterly safety update. The STC is in recess until May.

Reports from Planning Partners

Ryan Lisek (DCI) reported on events and programs. Please go to <https://files.constantcontact.com/b4f049b7201/1ef6293e-a9b8-425a-9a97-055f3d9a8e9f.pdf?rdr=true> to view the complete details of the Drive Clean Indiana report. Please contact Ryan at rlisek@drivecleanindiana.org or visit www.drivecleanindiana.org for more information.

Adjournment

Hearing no further business, the meeting adjourned at 10:44 a.m.

The next TPC meeting will be on April 5, 2022 at 10:00 a.m. in the NIRPC building.



Public Comment Report

**Amendment #20-22.45 to the 2020-2024 & 2022-2026 Transportation
Improvement Programs (TIP)**

Northwestern Indiana Regional Planning Commission

Technical Planning Committee

April 5, 2022

Amendment # 20-22.45 of the FY 2020-2024 & 2022-2026 Transportation Improvement Programs was released for a 21-day public comment period which began on March 11, 2022 and ended on April 1, 2022. The amendment was made available for viewing at www.nirpc.org and press releases with links were posted on several social media sites. As of March 29, 2022 no comments were received during the comment period 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 the ICG on March 18, 2022.



RESOLUTION 22-11

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AMENDING THE FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAMS FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA AMENDMENT NO. 20-22.45 April 21, 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 Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94) and the Infrastructure Improvement and Jobs Act (IIJA) of 2020, applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS, the FY 2020-2024 & 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 2020-2024 & FY 2022-2026 Transportation Improvement Program is an implementation of the *NWI 2050 Plan*, is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

WHEREAS, the FY 2020-2024 & 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 2020-2024 & 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 2020-2024 & 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 2020-2024 & FY 2022-2026 Transportation Improvement Programs.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby amends the FY 2020-2024 & 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 on this twenty-first day of April, 2022.

Justin Kiel
Chairperson

ATTEST:

Greg Stinson
Secretary

2101277	(Ver 1) 20-22.45	STATUS New Project					FEDERAL																																										
Title:	Install safety upgrades at crossing; various locations Porter, Lake, LaPorte county's					Route: N/A																																											
Description:	Install safety upgrades at crossing; Multiple Locations - Installing/upgrading Railroad safety equipment 232116S (Jackson St - Porter), 478695K (165th St - Hammond), 478701L Sohl Ave - Hammond), 478702T (Oakley St - Hammond), 522601B (Weller Ave - LaPorte), 522602H (Orchard Ave - LaPorte), 522604W (Pinola Rd - LaPorte), 522627D (8th St - Chesterton), 522630L (Mineral Springs Rd - Porter).																																																
Project Type:	Railroad Crossing	AQ Exempt:	Exempt			District: LaPorte																																											
County:	Various	Limits:	(this Project is exempt from Air Quality Conformity)																																														
<table border="1" style="width:100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="2" style="text-align: left;">Fiscal Year</th> <th>Design</th> <th>Right of Way</th> <th>Construction</th> <th>Construction Inspection</th> <th></th> </tr> <tr style="background-color: #f2f2f2;"> <th style="text-align: left;">FED FY</th> <th style="text-align: left;">REVENUE SOURCE</th> <th>PE</th> <th>RW</th> <th>CN</th> <th>CE</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>2022</td> <td>Local Fund</td> <td>\$0</td> <td>\$0</td> <td>\$488,420</td> <td>\$0</td> <td>\$488,420</td> </tr> <tr> <td>2022</td> <td>Rail/Hwy Xings Sec 130</td> <td>\$0</td> <td>\$0</td> <td>\$4,395,777</td> <td>\$0</td> <td>\$4,395,777</td> </tr> <tr style="background-color: #e0e0e0;"> <td colspan="2">2020-2024 TOTAL</td> <td>\$0</td> <td>\$0</td> <td>\$4,884,197</td> <td>\$0</td> <td>\$4,884,197</td> </tr> <tr style="background-color: #e0e0e0;"> <td colspan="2">ALL YEARS TOTAL</td> <td>\$0</td> <td>\$0</td> <td>\$4,884,197</td> <td>\$0</td> <td>\$4,884,197</td> </tr> </tbody> </table>								Fiscal Year		Design	Right of Way	Construction	Construction Inspection		FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	2022	Local Fund	\$0	\$0	\$488,420	\$0	\$488,420	2022	Rail/Hwy Xings Sec 130	\$0	\$0	\$4,395,777	\$0	\$4,395,777	2020-2024 TOTAL		\$0	\$0	\$4,884,197	\$0	\$4,884,197	ALL YEARS TOTAL		\$0	\$0	\$4,884,197	\$0	\$4,884,197
Fiscal Year		Design	Right of Way	Construction	Construction Inspection																																												
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL																																											
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2022	Rail/Hwy Xings Sec 130	\$0	\$0	\$4,395,777	\$0	\$4,395,777																																											
2020-2024 TOTAL		\$0	\$0	\$4,884,197	\$0	\$4,884,197																																											
ALL YEARS TOTAL		\$0	\$0	\$4,884,197	\$0	\$4,884,197																																											
Region: Northwestern MPO				Lead Agency: INDOT																																													

Northwestern MPO TIP SUMMARY BY LEAD AGENCY

	Prior	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Beyond	Total
INDOT	\$0	\$0	\$0	\$4,884,197	\$0	\$0	\$0	\$0	\$4,884,197
TOTAL	\$0	\$0	\$0	\$4,884,197	\$0	\$0	\$0	\$0	\$4,884,197

Air Quality Conformity (AQC) date
 3/11/2022
 EPA - Approval 3/18/2022
 INDOT concurrence by no response
 FHWA - Approval 3/8/2022
 IDEM - Approval 3/11/2022
 original email sent to
 Intergovernment Consultaion Group
 (ICG) on 3/4/2022



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

RESOLUTION 22-12
A RESOLUTION OF THE NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION TO ADOPT AMENDMENT #5B
2021-2022 UNIFIED PLANNING WORK PROGRAM 2022 Update
FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA
April 21, 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 area, has established a comprehensive, cooperative, and continuing transportation planning process to develop the FY 2021 – 2022 Unified Planning Work Program (UPWP); and

WHEREAS, \$552,748 in FHWA Planning Funds (PL) and FTA Section 5303 funds are remaining from Fiscal Year 2020 and need to be expended prior to June 30, 2022; and

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

WHEREAS, the Commission must prepare an update to its most recent Metropolitan Transportation Plan, called NWI Plan 2050 by May 16, 2023 and assistance from consultants will be needed to complete this work on time so \$400,000 will be reallocated from existing work items to support this; and

NOW, THEREFORE, BE IT RESOLVED that the Commission hereby adopts the FY 2021 – 2022 UPWP Amendment #5B and the Commission is authorized to enter into such agreements and contracts as may be required with the funding and administrative agencies for the execution of this UPWP amendment, including any additional modifications to the UPWP document as required.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this 21st day of April, 2022.

Justin Kiel
Chairperson

ATTEST:

Greg Stinson
Secretary

2022 UPWP Budgets									
State Fiscal Year 2022 Budget Tables									
2022 NIRPC UPWP Budget Summary - Amended with 2020 Balances 02/23/2022									
UPWP Section	Task Group Name	Funding Source	FY 2022 Total Cost	Total Cost (2022+2020)	2022 Federal Share	2020 Federal Share	total Federal Funds	Non-Federal Share	
22-100	Administration & Public Participation	PL/5303 (INDOT)	\$ 600,121	\$ 687,469	\$ 480,097	\$ 69,878	\$ 549,975	\$ 137,494	*
22-200	Data Collection & Analysis		\$ 394,226	\$ 654,064	\$ 315,381	\$ 207,870	\$ 523,251	\$ 130,813	**
22-300	Short-Range Planning		\$ 187,581	\$ 237,581	\$ 150,065	\$ 40,000	\$ 190,065	\$ 47,516	**
22-400	Long-Range Planning		\$ 728,599	\$ 826,849	\$ 582,879	\$ 78,600	\$ 661,479	\$ 165,370	**
22-500	Multi-Modal Planning		\$ 259,615	\$ 297,115	\$ 207,692	\$ 30,000	\$ 237,692	\$ 59,423	**
22-600	Special Planning Activities		\$ 18,360	\$ 176,360	\$ 14,688	\$ 126,400	\$ 141,088	\$ 35,272	**
PL/5303 Total				\$ 2,188,503	\$ 2,879,438	\$ 1,750,802	\$ 552,748	\$ 2,303,550	\$ 575,888
Federal Transit Administration 5307 Funds									
22-700.1	FTA Sub-Recipient Oversight	5307 (FTA)	\$ 192,813	\$ 154,250	\$ 154,250	\$ -	\$ 154,250	\$ 38,563	
STBG and CMAQ									
22-800.1	TIP Programming Asst/E-TIP	STBG (INDOT)	\$ 66,306	\$ 56,045	\$ 53,045	\$ 3,000	\$ 56,045	\$ 14,011	
22-800.2	Air Quality Public Education	CMAQ (INDOT)	\$ 66,306	\$ 134,289	\$ 53,045	\$ 81,244	\$ 134,289	\$ 33,572	***
*PL/5303 Non-Salary direct expenses such as travel, copies and printing, for all task groups are budgeted under 21-100 - Administration and Public Participation									
**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 Gorup pre-approved in 2019 for FY2020 CMAQ									

100: Administration and Public Participation

Funding Source	FY 2020 Amended Funds	FY 2021	FY 2022	Total
Federal PL/5307	\$ 69,878	\$ 397,466	\$ 480,097	\$ 947,441
Non-Federal	\$ 17,470	\$ 99,367	\$ 120,024	\$ 236,860
Total	\$ 87,348	\$ 496,833	\$ 600,121	\$ 1,184,301
TASKS:				
Planning Management + Administration				
Public Participation + Communication Tools				
Title VI Program Management & Environmental Justice				
ADA Program Management				
UPWP Development and Management				

200: Data Collection and Analysis

Funding Source	FY 2020 Amended Funds	FY 2021	FY 2022	Total
Federal PL/5307	\$ 55,000	\$ 266,241	\$ 233,389	\$ 554,630
Non-Federal	\$ 13,750	\$ 66,560	\$ 58,347	\$ 138,658
Total	\$ 68,750	\$ 332,801	\$ 291,736	\$ 693,288
TASKS:		Contracts:		
Transportation Data Collection		Trail Counters; Data Bike; Miovision Traffic Counters		
Planning Data Analysis + GIS Services		ESRI Software + Credits		
Performance-Based Planning Activities		Data Visualization Software		
Congestion Management				
Travel Demand Modeling		Update Travel Demand Model		

300: Short Range Planning

Funding Source	FY 2020 Amended Funds	FY 2021	FY 2022	Total
Federal PL/5307	\$ 40,000	\$ 162,895	\$ 150,065	\$ 352,960
Non-Federal	\$ 10,000	\$ 40,724	\$ 37,516	\$ 88,240
Total	\$ 50,000	\$ 203,619	\$ 187,581	\$ 441,200
<u>TASKS:</u>		<u>Contracts:</u>		
TIP Development				
TIP Management				
Environmental Red Flag Investigations				

400: Long Range Planning

Funding Source	FY 2020 Amended Funds	FY 2021	FY 2022	Total
Federal PL/5307	\$ 78,600	\$ 444,936	\$ 342,879	\$ 866,415
Non-Federal	\$ 19,650	\$ 111,234	\$ 85,720	\$ 216,604
Total	\$ 98,250	\$ 556,170	\$ 428,599	\$ 1,083,019
<u>TASKS:</u>		<u>Contracts:</u>		
MTP Update		Living Streets Guidelines		
Transit Oriented Development		Vulnerability Assessment Consultant		
Sensible Tools Handbook Development		MTP Update		
Public Health and Transportation				
Regional Land Use Planning				
Surface Transportation Planning				
Environmental Linkages Planning				

500: Multi-Modal Planning

Funding Source	FY 2020 Amended Funds	FY 2021	FY 2022	Total
Federal PL/5307	\$ 30,000	\$ 245,214	\$ 207,692	\$ 482,906
Non-Federal	\$ 7,500	\$ 61,304	\$ 51,923	\$ 120,727
Total	\$ 37,500	\$ 306,518	\$ 259,615	\$ 603,633
<u>TASKS:</u>		<u>Contracts:</u>		
Active Transportation Planning				
Transit Planning				
Freight Planning				

600: Special Planning

Funding Source	FY 2020 Amended Funds	FY 2021	FY 2022	Total
Federal PL/5307	\$ 126,400	\$ -	\$ 14,688	\$ 141,088
Non-Federal	\$ 31,600	\$ -	\$ 3,672	\$ 35,272
Total	\$ 158,000	\$ -	\$ 18,360	\$ 176,360
<u>TASKS:</u>		<u>Contracts:</u>		
Consultant Project Management		Old Plank Road Study		
		E-Commerce Sub-Area Plans		
		Green Infrastructure Guidelines		

800: STBG and CMAQ

Funding Source	FY 2020 Amended Funds	FY 2021	FY 2022	Total
800.1: STBG	\$ 3,000	\$ 51,500	\$ 53,000	\$ 107,500
800.2 CMAQ	\$ 86,243	\$ 360,000	\$ 360,000	\$ 806,243
Non-Federal	\$ 750	\$ 12,875	\$ 13,250	\$ 26,875
Total	\$ 89,993	\$ 424,375	\$ 426,250	\$ 940,618
<u>TASKS:</u>		<u>Contracts:</u>		
E TIP and Grant Program Asst.		Additional Quarter RTIP Contracts		
Air Quality Public Education		Complete CY 2020 Contracts Impacted by COVID19		
*** Non-Federal Match for 2020 CMAQ includes pre-approved in-kind match for Adams Radio Group Contracts.				