



6100 Southport Road
Portage, Indiana 46368
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www.nirpc.org

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
FULL COMMISSION/EXECUTIVE BOARD MEETING**

Thursday, August 15, 2019, 9:00 A.M.
NIRPC Lake Michigan Room, 6100 Southport Road, Portage, IN

Annotated Agenda

- 1.0 Call to Order and Pledge of Allegiance - Diane Noll, Chair
- 2.0 Public Comment
Members of the audience who have signed up to comment on agenda items will be recognized by the Chair. Commenters must indicate their wish to comment on the sign-in sheet prior to the start of the meeting. As per NIRPC resolution 14-01, time is limited to 3 minutes per commenter, no shouting, name calling, or vulgarity will be permitted, and respect must be shown by all parties.
- 3.0 Approval of the Minutes of the May 16, 2019 Executive Board Meeting (pp. 1-4)
ACTION REQUESTED: Approval
- 4.0 Report of the Chair - Diane Noll
- 5.0 Report of the Executive Director - Ty Warner
- 6.0 Finance & Personnel Committee - Justin Kiel (pp. 5-7)
 - 6.1 Procurement #19-19 - City of Valparaiso TOD Ground Improvements
ACTION REQUESTED: Approval
- 7.0 Environmental Management Policy Committee – Bill Emerson, Jr.
- 8.0 Technical Planning Committee - Kevin Breitzke (pp. 8-53)
 - 8.1 Designation of Critical Urban Freight Corridor (CUFC)
 - 8.1.1 Resolution 19-23, Adopting submission of Critical Urban Freight Corridor (pp. 11-14)
Staff will present on the purpose of Critical Urban Freight corridors as well as a resolution to adopt Willowcreek Road/Crisman Road from U.S. 20 to the Indiana Toll Road entrance ramp to be submitted as a CUFC
ACTION REQUESTED: Approval
 - 8.2 Public Participation Plan Update
 - 8.2.1 Public Comment Report on Engage NWI, the public participation plan (pp. 15-21)
Staff will present on public comments received for Engage NWI, the draft Public Participation Plan
INFORMATIONAL (No Action Required)
 - 8.2.2 Resolution 19-24 Public Participation Plan Update (p. 22-40)
ACTION REQUESTED: Approval

8.3 FY 2018-2021 & FY 2020-2024 Transportation Improvement Program

8.3.1 Public Comment Report on Transportation Improvement Program FY 2018-2021 (Amendment #23) and FY 2020-2024 (Amendment #1) (p. 41)

Staff will present the public comment report on Transportation Improvement Program FY 2018-2021 (Amendment #23) and FY 2020-2024 (Amendment #1)

INFORMATIONAL (No Action Required)

8.3.2 Resolution 19-22, Transportation Improvement Program FY 2018-2021 (Amendment #23) and FY 2020-2024 (Amendment #1) (pp. 42-53)

Staff will present Resolution 19-22, Transportation Improvement Program FY 2018-2021 Amendment #23 and FY 2020-2024 Amendment #1

ACTION REQUESTED: Approval

9.0 INDOT, Rick Powers, La Porte District Deputy Commissioner

10.0 Other Business

11.0 Announcements

12.0 Adjournment

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

NIRPC Executive Board Meeting
6100 Southport Road, Portage, IN
May 16, 2019
Minutes

Call to Order - Chairperson Diane Noll called the meeting to order at 9:07 a.m. with the Pledge of Allegiance and self-introductions, noting that it was to be a meeting of the Executive Board. The meeting was streamed live on YouTube.

Executive Board Members present included Geof Benson, Justin Kiel, Mark Krentz, Diane Noll, Greg Stinson, James Ton and George Topoll.

Other Commissioners present included Kevin Breitzke, Charlie Brown, John Cannon, Robert Carnahan, Bill Emerson, Jr., Don Ensign, Will Farrellbegg, Tom Fath, Michael Griffin, Jane Jordan, Steve Kramer, Andrew Kyres, Sheila Matias, Mike Rosenbaum, Tom Schmitt, Dave Shafer and Sharon Szweddo.

Guests present included Rep. Lisa Beck, Rick Powers, Carl Lisek, Tim Werner, Randy Strasser, Andrew Steele, Kelly Wenger, Penelope Love, Lauren Varga, Jill Murr, D. Morgan, Nick Bellar, Matt Deitchley, Tom Silich, Ismail Attallah, John Pagone, Don Oliphant, Tim Zorn, AJ Monroe, Lauren Varga, Ismail Attallah, Rick Powers, Matt Deitchley, David Wright, Yolanda Coriano and Jose Tinoco.

Staff present included Dave Hollenbeck, Ty Warner, Daria Sztaba, Kathy Luther, Trey Wadsworth, Mitch Barloga, Dominique Edwards, Charles Bradsky, Gabrielle Biciunas, Peter Kimball, James Winters, Scott Weber and Eman Ibrahim.

Appointment - David Hollenbeck announced the appointment of Sharon Szweddo from the Town of New Chicago.

Public Comments –

District 19 Representative Lisa Beck spoke about road safety concerns on 109th Avenue in Winfield.

Minutes – The minutes of the April 18, 2019 Executive Board meeting were approved on a motion by Greg Stinson and a second by Jim Ton.

Report of the Chair – Diane Noll

Diane Noll congratulated Kathy Luther, Mitch Barloga and staff on receiving a best practice award from the American Planning Association - Indiana Chapter for the Greenways + Blueways 2020 Plan. This is the fifth award theplan has received.

Report of the Executive Director – Ty Warner

Ty Warner said it is National Infrastructure Week and it was fitting that we are here seeking approval of the *NWI 2050 Plan*, the TIP and the Air Quality Conformity. Next Level Trails funding was awarded to Schererville, Burns Harbor and Hebron. Over a year has been spent on public input in

the plan's development, culminating in a 30 day public comment period in April for the *NWI 2050 Plan*. The plan is a federal requirement in order to receive federal funding for projects. It builds on the 2040 Comprehensive Regional Plan and will guide NIRPC's activities for years. Mr. Warner thanked Trey Wadsworth for his management throughout this process and staff for their contributions. In conjunction with *NWI 2050*, Mr. Warner announced the new NIRPC logo, which will replace the 50th anniversary logo as NIRPC moves into its next 50 years.

Finance & Personnel Committee – Justin Kiel

Justin Kiel said the committee met this morning to review the financial status, reconciliation of expenses, and approve the claims register. There was one action recommended by the Finance & Personnel Committee for approval by the Board today. Kathy Luther explained the South Shore Clean Cities contract for air quality public education for Ty's signature pending approval by INDOT for our Unified Planning Work Program. The amount for services performed is not to exceed \$302,080 with the \$75,520 match provided by South Shore Clean Cities. The contract was approved by the Executive Board on a motion by Jim Ton and a second by George Topoll.

Technical Planning Committee - Kevin Breitzke

Kevin Breitzke reported that the Technical Planning Committee met on May 14 and heard a staff presentation on Next Level Trails. The next round is scheduled to begin in July or August.

There are four actions for consideration. The first is Resolution 19-18, the Air Quality Conformity Determination for the *NWI 2050 Plan* and the 2020-2024 Transportation Improvement Program (TIP). Mr. Breitzke said the Technical Planning Committee recommended adoption. Scott Weber said no comments were received during the 30-day comment period from April 1 to April 30. He described the resolution and conclusion that the 2050 Plan and TIP meet the Clean Air Act and Transportation Conformity Rule requirements for the applicable National Ambient Air Quality Standards (NAAQS). Greg Stinson motioned to approve, seconded by Jim Ton. Charlie Brown stated that we are being held captive to these standards when much of the emissions is from pass-through traffic and someone needs to contact the EPA and members of Congress to tell us why. His sentiments were echoed by Dave Shafer, Sharon Szwed, Michael Griffin and Bob Carnahan. With a motion and second on the floor, the Executive Board voted to adopt Resolution 19-18, the Air Quality Conformity Determination.

Mr. Breitzke said the Technical Planning Committee recommended adoption of Resolution 19-19, the *NWI 2050 Plan*. Dominique Edwards overviewed the comments in the public comment report. The metrics for determining significance and measures for modification were determined by the current Public Participation Plan which is being updated. Staff provided answers to the comments after the public hearings. Mitch Barloga presented on the development of the 2050 planning process over the last year. The *NWI 2050 Plan* and Storybook are on NIRPC's website. George Topoll motioned to approve, seconded by Jim Ton. Greg Stinson asked for clarification on language in the resolution. Mr. Warner explained the language and Dave Hollenbeck confirmed the language was not problematic and did not need to be edited. With a motion and second on the floor, the Executive Board voted to adopt Resolution 19-19, the *NWI 2050 Plan*.

Mr. Breitzke said the Technical Planning Committee recommended adoption of Resolution 19-20, the 2020-2024 Transportation Improvement Program. Charles Bradsky described the three public comments received during the 30-day comment period. Mr. Button's comments were related to the Notice of Funding Availability (NOFA) to be addressed in future NOFAs. The process will be honed during the next NOFA. On a motion by George Topoll and a second by Jim Ton, the Executive Board voted to adopt Resolution 19-20, the 2020-2024 Transportation Improvement Program.

Mr. Breitzke said the Technical Planning Committee recommended adoption of Resolution 19-21, Support for Applications to the Volkswagen Mitigan Trust. James Winters said this resolution supports applications by GPTC and East Chicago Transit. This would free up about \$2 million for the other transit operators, who support these applications. On a question by Sheila Matias, Geof Benson said there is a separate "pot" for transit projects and LaPorte County's application would not be hindered by the resolution. On a motion by Greg Stinson and a second by George Topoll, the Executive Board voted to adopt Resolution 19-21, Support for Applications to the Volkswagen Mitigan Trust.

Mr. Breitzke said the next TPC meeting will be held on June 11, 2019 at 10 a.m. at NIRPC.

Indiana Department of Transportation - Rick Powers

Rick Powers reported on the 40-ton honey spill on 80/94 yesterday. Concrete restoration work will begin on I-65, forcing lane restrictions for about four months. Three mowing cycles have been added.

Other Business -

- Bob Carnahan discussed the upcoming census and handed out a fact sheet on the benefits calculated out to about \$2,710 per person counted. Undercounting a community's population could result in misallocation of funds for a decade as well as the potential loss of a US Congressman.
- Charlie Brown commented on the repercussions of the reduction in membership to the NICTD board and requested that Ed Soliday report out at a future Commission meeting.
- Bill Emerson offered the services of the Environmental Management Policy Committee to research emissions testing and report back to the Commission.
- Michael Griffin referenced the Legislative Committee's goal of a new funding formula saying something could still be prepared for the short session. He renewed his belief that there is parliamentary rationale for NIRPC to modify its quorum requirement from something less than a majority to something more than seven. Kevin Breitzke said good communications with county commissions and county councils is necessary as they would take the brunt of any increase in taxes and fees. Mr. Griffin agreed that they would be consulted. Ty Warner said he did have conversations with our legislators about our apportionment, but felt that it would be more effective if the Commissioners made the push.
- John Cannon said Portage will have representation at future NIRPC meetings. Portage is implementing a truck route in July which will restrict trucks on Willowcreek Road from the Toll Road to I-94, as the city cannot find funding for paving that section of the road. Restrictions of 12 tons and 48 feet will be implemented on all trucks passing through the city for safety reasons as well as infrastructure needs. Mayor Cannon said he would like to discuss moving funds from 2024 to 2020 to help pay for paving that road.

Announcements –

- Bob Carnahan announced that this is also National Police Week and yesterday was National Police Memorial Day.
- Bob Carnahan said 16 Plus will meet on May 31 at 9 a.m. at Schererville Town Hall and invited legislators to present on issues in the General Assembly.

Adjournment –

Hearing no other business, Diane Noll adjourned the meeting at 10:20 a.m. The Full Commission/Executive Board will meet on August 15, 2019 at 9:00 a.m. at NIRPC.

A Digital MP3 of this meeting is filed. Contact Mary Thorne at the phone or email below should you wish to receive a copy of it. DVD recordings will be available once they are received by NIRPC from the videographer.

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NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

FINANCE AND PERSONNEL COMMITTEE

July 18, 2019

NIRPC Dune Room, Portage, Indiana

Members Present

Justin Kiel - Chair
Richard Hardaway – Vice Chair
George Topoll
Jeannette Bapst
Bob Carnahan

Staff and Others Present

David Hollenbeck
Kathy Luther
Talaya Jones
Jamie Stewart
Meredith Stilwell
Lisa Todd

Call to Order

Justin Kiel called the meeting to order at 9:04 am with the Pledge of Allegiance.

Kathy Luther announced that CFO, Daria Sztaba, has left NIRPC's employment and Chief Accountant Talaya Jones has verbally accepted the acting CFO role. She then introduced NIRPC's new Accountant, Jamie Stewart.

Approval of Minutes

The minutes of the May 16, 2019 meeting were approved as presented on motion by Bob Carnahan and second by George Topoll.

Review of Financial Status – May 2019

Talaya Jones presented the May 2019 bank reconciliations for the NIRPC general account and the Revolving Loan Fund (RLF) account. The general account beginning balance was \$982,303.27 and ending balance was \$874,098.28. The RLF account beginning balance was \$145,997.73. \$3,460.49 was received in payments and the ending balance was \$149,467.83.

Talaya presented the financial status report for May 2019. Total Salaries are under budget due to two employee retirements. One of the positions has been filled, and the other is still vacant. In the Occupancy category, building maintenance is over budget due to the new IT contract, but should even out as the year progresses. The departmental category is overall currently under budget, but the transportation communications line is over budget due to training of the GIS employee. Justin Kiel questioned why the health insurance line item was currently under budget. It was explained that NIRPC moved to a different carrier and plan and there have been some employees come off the plan. Several Contractual category line items are currently under budget, but will be spent down as invoices are received for projects currently underway and for upcoming projects. Also noted was that the Household Travel Survey budget line item will need to be adjusted since most of the costs were paid in 2018. Even with some line items over budget, with the exception of Maintenance at \$2,049.00 over budget, all categories were under budget year to date through May 2019, with total expenditures \$133,444 under budget.

Talaya presented the year to date May 2019 budget vs. actual revenue chart. The federal agencies line is under budget due to the moving of an employee from federal billing to state. The state agencies line is currently under budget. There will be a June INDOT billing.

Approval of Claims Register – May 2019

Talaya presented the May 2019 claims register to the Committee for approval. Justin Kiel asked why the staff member fluent in Spanish did not take on the task of translating the NWI 2050 plan and an outside vendor was used. It was explained that translating documents is a time-intensive process with a specific skill set and was more cost-effective to hire out that particular service. On motion by Bob Carnahan and second by Richard Hardaway, the Committee approved the claims register.

Review of Financial Status – June 2019

Talaya Jones presented the June 2019 bank reconciliations for the NIRPC general account and the Revolving Loan Fund (RLF) account. The general account beginning balance was \$1,034,785.25 and ending balance was \$1,320,033.10. The RLF account beginning balance was \$149,467.83. \$3,957.49 was received in payments and the ending balance was \$155,437.84.

Talaya presented the year to date June 2019 budget vs. actual expenses report ~~for June 2019~~. Total salaries and fringe benefits are under budget due to employee retirements and vacant positions. Maintenance continues to be over budget due to the new IT contract. When questioned regarding the fact that the IT contract was supposed to be a cost savings, NIRPC procurement coordinator, Lisa Todd, explained that there was some overlap of the prior vendor with the new company and costs should level out as the year progresses. The Communications: Transportation departmental line item is over budget due to training of the GIS employee. The Communications: Environmental Programs departmental category line item is under budget but will be spent down soon due to upcoming programs. The Alternative Fuel contractual line item is under budget but will be on target soon, as NIRPC should be receiving an invoice from the Dunes Learning Center for their fuel.

Talaya presented the year to date June 2019 budget vs. actual revenue chart. Talaya noted the County appropriations had been invoiced and received. The federal agencies line remains under budget due to the moving of an employee from federal billing to state.

Approval of Claims Register – June 2019

Talaya presented the June 2019 claims register to the Committee for approval. On motion by Jan Bapst and second by George Topoll, the Committee approved the claims register.

Draft Budget Amendment (for review)

Kathy Luther presented the fiscal year 2019 draft budget amendment for review. Revisions will be made and the final version will be brought before the committee in August, at which time a recommendation will be requested to put it before the NIRPC Full Commission.

Other Business

Justin Kiel asked about the on-going audit by the State Board of Accounts. Kathy and Talaya stated there have been some issues, one of which is regarding state funds classified as federal funds. The funds were spent correctly, but were categorized incorrectly and will most likely result in a finding. The auditors are slated to be at NIRPC until at least the end of July.

Adjournment

There being no further business, the meeting adjourned at 9:38 a.m.

Procurement Recommendation

August 15, 2019

TOD Ground Improvements – Procurement #19-19

- Construct TOD Ground Improvement for the City of Valparaiso
- Paid with Federal Transit Administration Funds (80%) out of grant IN-2016-033 and the above listed agency (20%)
- Recommendation to approve project up to a total price of \$125,000

Technical Planning Committee
NIRPC Lake Michigan Room, Portage, IN
May 14, 2019
Minutes

Kevin Breitzke called the meeting to order at 10:05 a.m. with the Pledge of Allegiance and self-introductions. Kevin Breitzke welcomed Blossom Mabon, new Executive Director for South Lake County Community Services following the retirement of Margot Sabato. Committee members present were Kevin Breitzke, Will Farrellbegg, Diane Noll, George Topoll, Kay Nelson, Dean Button, Tyler Kent, Kelly Wenger, Blossom Mabon, Mark O'Dell, David Wright, Tom MacLennan, Beth Shrader, and Jessica Miller.

Others present were Christopher Murphy, Dennis Cobb, Phil Gralik, Ron Wiedeman, Ismail Attallah, Jeff Huet, Claudia Taylor, Jeff Sheridan, Craig Phillips, Adam McAlpine, Duane Alverson, K-Todd Behling, Bruce Lindner, and Jerry Siska.

Staff present were Trey Wadsworth, Kathy Luther, Mitch Barloga, Charles Bradsky, James Winters, Gabrielle Biciunas, Peter Kimball, Dominique Edwards, Scott Weber, and Mary Thorne.

The INDOT survey was available on the table in the lobby.

There were no requests for public comment.

The minutes of the April 9 and April 16 minutes were approved on a motion by Will Farrellbegg and a second by Blossom Mabon.

Scott Weber no public comments were received during the 30-day period from April 1 to April 30 on the Air Quality Conformity Determination for the *NWI 2050 Plan* and the 2020-2024 Transportation Improvement Program. NIRPC is federally required to demonstrate air quality conformity for any newly adopted metropolitan transportation plans and transportation improvement programs and for any amendments to the MTPs or TIPs that include regionally significant, non-exempt projects for ozone. Interagency consultation was conducted with NIRPC, INDOT, IDEM, FHWA, FTA and the EPA. The air quality conformity determination process completed for the *NWI 2050 Plan* and the 2020-2024 TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity Rule requirements for the applicable National Ambient Air Quality Standards (NAAQS). On a motion by Dean Button and a second by Will Farrellbegg, the Technical Planning Committee voted to recommend Resolution 19-18, the Air Quality Conformity Determination for the *NWI 2050 Plan* and the 2020-2024 Transportation Improvement Program to the NIRPC Commission for approval.

Dominique Edwards gave a brief overview of the comments received during the 30 day period from April 1 to April 30 on the *NWI 2050 Plan*. The *Plan* was revised based on the comments received. The members were provided with an Executive Summary of the Plan. Mitch Barloga briefly overviewed all of the stages of the 2050 planning process over the last year. The *NWI 2050 Plan* and Storybook are on NIRPC's website. On a motion by Will Farrellbegg and a second

by George Topoll, the Technical Planning Committee voted to recommend Resolution 19-19, the *NWI 2050 Plan* to the NIRPC Commission for approval.

James Winters presented Resolution 19-21, in support of application submissions by the transit operators to the Volkswagen Mitigan Trust. If awarded, funding from the Trust would allow all operators to fund more non-diesel vehicle and capital purchases. David Wright added that the request by GPTC and East Chicago Transit would impact the other operators by leaving more money on the table. Kay Nelson said she would abstain from voting as she is on the VW Trust Board. On a motion by George Topoll and a second by Kelly Wenger, the Technical Planning Committee voted to recommend Resolution 19-21, supporting applications to the Volkswagen Mitigation Trust to the NIRPC Commission for approval.

Mitch Barloga announced that \$25 million was available in the first round of the Next Level Trail program. 17 of 84 applications for 42 miles of trails in 17 counties were funded. Three NIRPC projects received awards:

- Schererville Pennsy Greenway: \$2.9 million
- Burns Harbor Marquette Greenway: \$1.7 million
- Hebron Veterans Memorial Trail: \$303,000

The next round is scheduled for July or August. Communities should work with NIRPC on their applications before submission to DNR. Contact Mitch for more information.

Charles Bradsky overviewed the three comments received during the 30-day period from April 1 to April 30 on the 2020-2024 Transportation Improvement Program. Two were from residents on public transportation and pedestrian signals. One resident was directed to NIRPC's website for the Coordinated Transit Plan and the other commenter's email was forward to INDOT and the Town of Merrillville. A comment was received from Dean Button about the NOFA process and several projects selected. These were discussed at the April 16 TPC meeting regarding increased funding received from INDOT. While his comments were significant, there was no need to modify the Plan. The process will be revisited and revised for a future NOFA so as not to hold up our application to INDOT. Kevin Breitzke expressed appreciation for Mr. Button's comments and said we will proceed with "lessons learned" and improve the process in the next NOFA. Mr. Button said we need to be careful about how we funded legacy projects. The Executive Summary of the TIP was available. The TIP and r-TIP are on the website. The new projects will be added to the RTIP after the Commission meeting on Thursday. On a motion by Dean Button and a second by George Topoll, the Technical Planning Committee voted to recommend Resolution 19-20, the 2020-2024 Transportation Improvement the NIRPC Commission for approval.

- Kathy Luther said two workshops on wetlands were held in lieu of the meeting this month.
- Mitch Barloga said the Legacy Foundation is sponsoring a Lake County Art on Trails Program. A flyer was available and an email was sent. NIRPC received an award for the Greenways+Blueways Plan from the Indiana APA.
- James Winters said the transit operators discussed 2019 grant funding. We just finished the split with the RTA and it looks good. Emails will go out this week.

- Scott Weber said the Surface Transportation Committee will meet on June 4 at 9 a.m. at NIRPC.
- Charles Bradsky said the Transportation Resource & Oversight Committee will meet on May 28.
- Dominique Edwards said the Outreach Committee worked on a draft of the Public Participation Plan.
- Jessica Miller announced information on the Community Crossings Matching Grant Program. Training will be held on June 26. A flyer was provided.
- Information on upcoming meetings was provided on the agenda.

The next meeting of the Technical Planning Committee will be held on August 13, 2019, at 10 a.m. at NIRPC.

Hearing no other business, Kevin Breitzke adjourned the meeting at 11:15 a.m.



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RESOLUTION 19-23

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION DESIGNATING WILLOWCREEK ROAD/CRISMAN ROAD AS A CRITICAL URBAN FREIGHT CORRIDOR FROM U.S. HIGHWAY 20 TO THE ENTRANCE RAMP OF THE INDIANA TOLL ROAD.

August 15, 2019

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

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

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

WHEREAS, the FAST Act of 2015 authorizes MPOs over 500,000 persons to designate Critical Urban Freight Corridors, a pre-requisite to be eligible for freight funding under the National Highway Freight Program; and

WHEREAS, the FAST Act of 2015 specifically authorizes only 97.13 miles for Critical Urban Freight Corridors across the State of Indiana;

WHEREAS, Northwestern Indiana's proportional share of urban roadway allows for 16.38 of the 97.13 miles to be designated by NIRPC;

WHEREAS, Willowcreek Road/Crisman Road in the City of Portage: connects an intermodal facility to the PHFS and the Interstate System, is located within a corridor of a route on the Primary Highway Freight System (PHFS) and provides an alternative highway option important to goods movement, and is important to the movement of freight within the region, as determined by the MPO or the State; and

WHEREAS, the Technical Planning Committee has recommended that Willowcreek Road/Crisman Road from U.S. Highway 20 to the entrance ramp of the Indiana Toll Road be designated as a Critical Urban Freight Corridor.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby designates Willowcreek Road/Crisman Road from U.S. Highway 20 to the entrance ramp of the Indiana Toll Road.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of August, 2019.

Diane Noll
Chairperson

ATTEST:

George Topoll
Secretary



Trey Wadsworth <twadsworth@nirpc.org>

Critical Urban Freight Corridors Consultation with INDOT

Trey Wadsworth <twadsworth@nirpc.org>

Tue, Jun 18, 2019 at 8:18 AM

To: "Belch, Stephanie" <SBelch@indot.in.gov>

Cc: Peter Kimball <pkimball@nirpc.org>, Ty Warner <twarner@nirpc.org>

Stephanie -

NIRPC would like to start the consultation process required before designating Critical Urban Freight Corridors within our urbanized area. Designating these routes is strategy in the *NWI 2050 Plan* and a task within the 2020 UPWP. As an MPO with 500,000 people or more, we have the ability to designate such corridors under the FAST Act, but we required to consult with INDOT before asking FHWA to accept our designations. This email serves as the kick-off to that consultation. We will be taking the following steps to designate corridors within our region:

1. Calculate the share of "urban" center line miles within Northwestern Indiana, less the Interstates, which are already on the Primary Freight Network. Since Indiana is limited to 97.13 urban center line miles, we understand we can only designate some of those miles. We have calculated our share of urban center line miles to: 16.5. We will designate no more than 16.5 miles of Critical Urban Freight Corridors within our region.
2. Form a working group of interested parties, such as the Port of Indiana, the Gary Int'l Airport (cargo focused), local economic development corporations, local ERCs, United Bridge Partners, industry folks, and of course we would like to invite INDOT. Please let us know who you think would be appropriate to serve on a working group. This working group will also work on the Congestion Management Plan/Process update due this year as well. The working group will decide upon factors above and beyond federal requirements to prioritize our limited mileage.
3. Collaboratively identify routes to designate throughout the region and seek Commission approval at their November meeting. Then transmit designations through the template provided by FHWA. However, since designations do not need to be completed all at once, and/or are not permanently fixed once designated, we will be seeking approval for a single corridor at the August Commission meeting: Willowcreek/Crisman Road from I-90 to Rt 20.
4. Work with working group to identify Critical Rural Freight Corridors to recommend to INDOT, as INDOT has the authority to designate such corridors, but is required to consult with MPOs. This will be completed by spring of 2020.

Please let Peter know if you have any questions, he is our point person on this task.

Best,

TREY JOSEPH WADSWORTH | DIRECTOR OF TRANSPORTATION
NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
(219) 763-6060 | WWW.NIRPC.ORG



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August 15, 2019

Mayela Sosa, Indiana Division Administrator
 Federal Highway Administration
 575 N. Pennsylvania Street
 Indianapolis, IN 46204

Dear Division Administrator Sosa:

As required by 23 U.S.C 167(g), and other pertinent Federal regulations, the following table identifies critical freight corridors designated by the Northwestern Indiana Regional Planning Commission on August 15, 2019, in accordance with the current FHWA guidance covering the designation and certification requirements.

CRITICAL URBAN FREIGHT CORRIDOR CERTIFICATE

I hereby certify that the public roads listed in the table below meet the requirements of 23 U.S.C. 167(f) as designated CUFC routes and connectors.

I further certify that the applicable consultation requirements under 23 U.S.C. 167(f)(1) or (2) have been satisfied,

I further certify that the length in centerline mileage is accurate and does not exceed the maximum mileage limit, that the designated freight corridor have been coordinated with the appropriate stakeholder groups, and (as of December 4, 2017) that the freight corridors have been, or will be incorporated into the State Freight Plan prior to FHWA authorizing the use of Federal funds.

Dated on this the 15th day of August, 2019

 Chair of the Northwestern Indiana Regional Planning Commission

CUFC ROUTES and CONNECTORS					
State	Route No	Start Point	End Point	Length	CUFC_ID
Indiana	Willow Creek / Crisman Rd	U.S. Hwy 20	Entrance ramp of Indiana Toll Road / I-90	1.66 miles	H, I, K
Total =				1.66 miles	H, I, K



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Public Comment Report

Engage NWI | June 21, 2019

The draft of Engage NWI, the Public Participation Plan was released for a 45-day public comment period beginning June 21, 2019. A draft of the document was made available at www.nirpc.org and emailed to stakeholders.

The comments and responses to the draft are listed below. An update will also be provided at the NIRPC Commission meeting on August 15, 2019.

Engage NWI Plan Draft Comments & Responses – See Next Page

Commenter	Comment	Manner Considered by Staff	Significant?	Need to Modify?
Comments Received via Online Form				
Brandon Stieve	I do support this plan, I especially support the provisions intended to give a voice to those who historically have not had a voice.	Hello Mr. Stieve, Thank you for reaching out to NIRPC and being in support of Engage NWI.	No	No
Gail Tubbs	This seems to be an excellent initiative for transparency, keeping the public aware and engaged regarding plans for its community.	Hello Ms. Tubbs, Thank you for reaching out to NIRPC and being in support of Engage NWI.	No	No
Adra Young	Comment 1: What's being done to address the suicidal rates in relation to children of color? Comment 2: Just attending.	Hello Ms. Young, Thank you for reaching out to NIRPC. Engage NWI is the Public Participation Plan and is the guiding document of how NIRPC conducts public involvement activities. Unfortunately, we do not address the issue of suicide rates amongst children of color.	No	No
Debra Pishkur	Good idea	Hello Ms. Pishkur, Thank you for reaching out to NIRPC and being in support of Engage NWI.	No	No
John Allen	I think local business should have regular (quarterly) forums to learn and propose what they can do and also need to make the quality of life in general and business better.	Hello Mr. Allen, Thank you for reaching out to NIRPC and providing a recommendation on how business owners can get involved in regional planning.	No	No
Jose G. Valtierra	Seems to comprehensively attempt to be inclusive and provide outreach for both info dissemination and collecting comments from public	Hello Mr. Valtierra, Thank you for reaching out to NIRPC and being in support of Engage NWI.	No	No
Valerie Fullilove	Access to funding for MH clients needs	Hello Ms. Fullilove, Thank you for reaching out to NIRPC. Engage NWI is the Public Participation Plan and is the guiding document of how NIRPC conducts public involvement activities. Unfortunately, we do not allocate funding for the needs of mental health clients.	No	No

Participant Feedback in Facilitated Discussions at Public Meetings

Thank you to everyone who took the time to join us for the Engage NWI Focus Groups. We greatly appreciate the effort and energy you placed into the breakout sessions and the comments that you provided us. For those that requested, you have been added to the NIRPC mailing list. We thank you again and we hope that you will join us for more events in the future.

Questions Asked of Participants:

1. Impact: What impact do you think that regional planning has on your community's future?

- Economic development
- Economic legacy with Michael Jackson legacy
- What is the big draw?
- National park, casino
- Safety concern for public transit→ sidewalks, safety concerns, access to jobs
- Transportation identification
- Unaccompanied children on buses
- Regional Planning
- Economic development in the plan
- Can NIRPC help with the money?
- Transportation and connection to economic development
- Will transit be 24 hours?
- Builds a foundation for our future
- One line: Why is this important to me?
- Accumulate information, data + research

2. Connection: What are potential challenges or barriers that you face when trying to effectively connect with regional planning? What are solutions to these challenges? What are your top three action steps with the greatest impact?

- Lack of transportation
- Abuse of power at systemic level by regional planners
- Advocacy "In the right of way" expectation
- Hold meetings at accessible locations & when buses are running
- For NIRPC to be supportive of largest bus system
- Be able to get to necessary places means life
- Actively engage people who live here
- Didn't know NIRPC existed
- Didn't know schedule
- Lack of communication on what's happening in plan
- Need to find consensus among diverse areas and communities

- Multi-church events for outreach
- Decisions made before public input
- Access to information
- Don't know what NIRPC is - more outreach needed
- Context needed before public forum
- Frame the options
- Keeping City and not City Residents informed

3. Awareness: In what ways have you been made aware of the opportunity to participate in regional planning activities? Were there methods that were more effective than others? Are there any additional methods that you can think of that you would recommend?

- Facebook- just waking up to being active
- Flier
- WLTH- conversation with community→ engaged with personalities
- WGVE -get own radio show-city of Gary
- Website-too heavy-intimidating
- IHEDA-public vs partners site
- Posters on the buses
- Community groups–let community leader bring people out
- This week in Gary
- “Heads up, NIRPC did this” signage. /Past success
- Need a NIRPC primary school level primer
- 500 people at regional planning summit!!!!!! Do it again!
- Experts, community organizations
- Childcare
- Helped create 2050 plan
- Town hall type events at local level (city councils, etc.)
- Annually and project-driven
- More communication methods - Facebook, Snapchat, Twitter, etc.
- Potlucks - food
- Youth Involvement - mandatory class/curriculum
- Eastport Neighborhood - Newspaper - Phone Call - Email
- Mailer Option? - What's the best “bang for a buck?”

4. Education: What resources are needed in order to better understand regional planning and the role of community members in the planning process? Where and how would you use these resources?

- Resources: Would have been good to have copy of plan for meeting
- How would you like/preference for notifications, i.e., email, US mail, etc.

- Expectations on attending meeting–what I'll need to know
- Facebook is good, radio is good
- Connection is good, but so many avenues, hard to hear about it all
 - What happened from it? Re Engage people
 - Case studies
 - Helps understand what they have done when driving through area
 - Interest with active transportation–bike lanes/routes! And mass transit on regional scale
 - Engagement with companies and star organizations
 - V-line/ Mass transportation surveys

5. Access: What are potential challenges or barriers that you face when receiving, or understanding information or playing a role in regional planning? What are solutions to these challenges? What are your top three action steps with the greatest impact?

- Lack of civil discourse in turns off
- Rule about how long people may speak
- Respectful of others
- Some people want to be heard, is there a way to get out extra moment to share with the broader group what they said?
- Computer is taking over; need a slower life, pebbled/blocked streets
- Portage- staying where they came from–advertise the projects
- Who can help get more \$\$\$?
- Social media
- Radio
- NIRPC website is too dense
- Don't bother with newspaper
- Cars-young? Vs. buses-older? Participants are older
- Bypass official channels + go straight to the people
- Use a combo of old school outreach and social media to reach a larger target audience
- Translate the data into easily digestible/comprehensible results
- Insecurity/Fear
- Lack of time to address it
- Simplify info-clear, concise, direct message - mail, online, in-person
- Finding alternate communication methods
- Post info in WIC offices, social security offices, community organizations, etc.
- Clear reason to participate (issues and possible solutions)
- Apathy in community
- Misinformation causes all the negativity

- Broad spectrum of communication
- Agency sent to represent ADA
- To gain information, direct questions to appropriate agencies
- Curiosity on how it's down here vs. other countries
- Community involvement - time was available
- Big effect on communities (potholes, buses, etc.)
- Regional planning makes choices that affect everyday life
- Life cycle issues - relocation, aging, jobs, transit
- Reasons are connected to above

6. Involvement: How can you encourage others that are not in the room to participate in regional planning? What interested you in participating in regional planning activities and why?

- Wouldn't recommend attending because past history
- Participate as advocate - it's my job
- Churches/houses of worship
- VFW/Elk lodge
- Retiree centers
- Specific project/personal impact→ roundabouts
- Small information← digestible
- Interest in long-term planning
- How future looks and what changes can be done
- What we plan is what we prioritize
-

7. Purpose: How would you communicate what NIRPC does to a larger audience and why having their voices heard on a regional level is important?

- Ability to influence action through community infrastructure
- Mobile app to gauge feedback/what people are thinking
- More targeted/detailed asks→ transportation surveys (where do you go?)
- Feedback that public interaction is listened to/ taken into consideration
- Issue of many platforms is [it's hard to hear back] (?)
- See \$\$\$--> how money is spent
- Understand fed funds are there but how are they spent?
- Better allocation of money
- How decisions are made
- Let people know public has impact
- Education of how complicated process is
- \$\$\$ has strings and public would benefit from understanding them

- Is understanding regional planning as important as what are the choices for projects
- Mandatory classroom/curriculum - How government works
- Community Budgeting



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RESOLUTION 19-24

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TO ADOPT THE ENGAGE NWI PUBLIC PARTICIATION PLAN.

August 15, 2019

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

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

WHEREAS, the Commission performs the above activities to satisfy requirements of the Fixing America’s Surface Transportation (FAST) Act of 2015 (PL 114-94), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities, including the adoption and utilization of a Public Participation Plan compliant with 23 CFR 450.316; and

WHEREAS, the Engage NWI Public Participation Plan was developed with input from the Outreach Committee, a FHWA Peer Exchange of like MPOs, four public meetings, and a 45-day public comment period.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the Engage NWI Public Participation Plan.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of August, 2019.

Diane Noll
Chairperson

ATTEST:

George Topoll
Secretary



Northwestern Indiana Regional Planning Commission

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5 YEARS Update

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LIKED | FOLLOWING | SHARE

Date	Event Title	Location
MAY 22	NIRPC's 2050 Plan Public Meeting	Hammond Academy of Scien., Hammond, IN
MAY 21	NIRPC's 2050 Plan Public Meeting	Adam Benjamin Metro Center, Gary, IN
MAY 17	NIRPC's 2050 Plan Public Meeting	Steel City Academy, Gary, IN
MAY 15	NIRPC's 2050 Plan Public Meeting	Town of Chesterton, Chesterton, IN
MAY 10	NIRPC's 2050 Plan Public Meeting	Valparaiso Public Library, Valparaiso, IN
MAY 9	NIRPC's 2050 Plan Public Meeting	State Street Community Chu., La Porte, IN
MAY 8	NIRPC's 2050 Plan Public Meeting	Methodist Hospital South Lake, Merrillville, IN

regionmpo

People and leaders | Mobility | Environment

Economy and Place | Vibrant | United

Business | Connected

NWI 2050 connected renewed united

Engage NWI

Northwestern Indiana Regional Planning Commission's Public Participation Plan

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About Engage NWI

Engage NWI is the federally required “Public Participation Plan” that enables Northwestern Indiana Regional Planning Commission (NIRPC) staff to ensure that it is meeting all federal requirements for public participation, but more importantly, a guide that enables the public to engage with regional planning. *Engage NWI* promotes a meaningful exchange of ideas, identification of regional issues and solutions, as well as advancing initiatives to achieve the vision for Northwestern Indiana (NWI).

The Northwestern Indiana Regional Planning Commission (NIRPC), as the Metropolitan Planning Organization (MPO) and Council of Governments (COG) for NWI, has the responsibility to conduct economic development, environmental, and transportation planning for Lake, LaPorte and Porter Counties. *Engage NWI* is required of a Metropolitan Planning Organization (MPO) by the United States Department of Transportation (USDOT) to fulfill the regulations governing public participation (**23 CFR 450.316**).

Engage NWI is laid out in a question and answer format to assist NWI’s general public and stakeholders, and NIRPC’s regional planners to understand:

- ▶ How the general public and stakeholders can most effectively connect with regional planning – **Page 3**
- ▶ What is regional planning? **Page 4-5**
- ▶ When/where is the public engaged in regional planning? **Page 6**
- ▶ Why is public participation important to regional planning? **Page 7-8**
- ▶ Who is and should be involved in public participation? **Page 8-10**
- ▶ How is public participation conducted? **Page 11-13**
- ▶ The technical requirements of public participation **Page 14-16**

How to follow regional planning activities and find participation opportunities:

- ▶ **Website:** nirpc.org
 - ▶ Sign-up for emails and newsletters here
 - ▶ Follow our calendar for events and meetings
 - ▶ Find NIRPC’s latest plans and updates
- ▶ **YouTube:** youtube.com/user/NIRPCPlanning
 - ▶ For livestreamed Commission and Committee meetings if you cannot or do not want to attend in-person
- ▶ **Facebook:** facebook.com/nirpcmpo
 - ▶ Like NIRPC’s Facebook page to follow planning activities and learn about engagement opportunities.
- ▶ **Twitter:** twitter.com/NIRPC

- ▶ Follow NIRPC’s Twitter feed to hear the latest news and learn about engagement opportunities.
- ▶ **Instagram:** [instagram.com/regionMPO](https://www.instagram.com/regionMPO)
 - ▶ Follow NIRPC’s Instagram page to see what is going on in the region and learn about NIRPC’s work.
- ▶ **LinkedIn:** [linkedin.com/company/nirpc](https://www.linkedin.com/company/nirpc)
 - ▶ Connect with NIRPC’s LinkedIn page to learn about NIRPC’s work and other planning partners.
- ▶ **RTIP:** <https://rtip.nirpc.org/>
 - ▶ The Regional Transportation Improvement Program is NIRPC’s online database of funded transportation investments throughout the region. Amendments are posted on RTIP when available for public comment.
- ▶ **Direct mail:**

To be added to our direct mail list, please send a request for newsletters:
 Public Participation Planner
 6100 Southport Road
 Portage, IN 46368

What is regional planning?





Regional planning in NWI is conducted by NIRPC regional planners. NIRPC is charged in state law to focus on economic development, the environment, and transportation planning. NIRPC provides a regional forum to discuss issues, opportunities, problems, challenges, and concerns of member communities, the general public, and stakeholders. Regional planners work planning initiatives each year that will hopefully advance NWI towards achieving the visions laid out in the adopted long-range plan of the Commission, the *NWI 2050 Plan*.

It is important to note that while regional planners may provide guidance on best practices, policy, zoning, transportation investments, economic development, or the environment, they do not make or enforce local ordinances or policies, as NIRPC is not charged with this mandate, nor given authority to do so, in state or federal law. In order to affect change locally, participation efforts by the general public and stakeholders must be geared towards local, state or federal government. Regional planners often may not lobby under federal law, rather may only educate or guide elected officials.

For regional transportation planning, NIRPC must follow the federally required “3C” transportation planning process. The “3C” transportation planning process requires cooperation among all levels of government, comprehensive consideration of many planning factors, and be a continuously evaluated planning process. Planning is carried out following contemporary federal transportation

planning requirements of the Fixing America’s Surface Transportation Act (FAST Act), the Americans with Disabilities (ADA) Act, Section 504 of the Rehabilitation Act, Environmental Justice Executive Order 12898, Persons with Limited English Proficiency Executive Order 13166, the Clean Air Act, Title VI of the Civil Rights Act, and their predecessor acts. *Engage NWI* reflects all such requirements, especially those of [23 CFR 450.316](#), the regulation that governs public participation.

Regional planners at NIRPC are responsible for the following:

-  *Economic development, environmental, and transportation planning*
-  *Technical assistance on planning best practices, and governance*
-  *Providing a forum for regional issues identification and problem solving*
-  *Facilitation of the prioritization of transportation investments for NWI*

Public participation and transit

Transit is an important travel option for many residents in the region, and many instances the only travel option for some residents. Transit in NWI consistently is rated by the public as a primary concern for our regional transportation system. The *NWI 2050 Plan* and the *2018 Coordinated Transit Plan* demonstrate those issues and concerns.

The Federal Transit Administration allows a transit operator to rely on the MPO’s Public Participation Plan for the Transportation Improvement Program. For transit operators to be compliant with Federal “Program of Projects” requirements, transit operators may utilize the public participation efforts of regional planners. Projects need to be published in sufficient detail, and the users of these projects should be provided an opportunity to examine the proposed program and submit comments. Transit Operators therefore must assist NIRPC with public participation efforts, including advertising and inviting the public to engagement opportunities.

When/where is the public engaged in regional planning?

There are three core MPO planning documents out of which all other regional planning activities are derived:

- ▶ **Long-Range Plan (LRP)** – The LRP sets the vision for NWI and focuses on economic development, the environment, and transportation. The LRP is updated every four years and is amended from time to time. The development of the MTP takes approximately one to two years and engagement opportunities are provided throughout its development to shape the vision, goals, and priorities of the Plan.
- ▶ **Transportation Improvement Program (TIP)** – The TIP is updated every two years and amended four times per year. The TIP includes transportation investments for the next five years made by communities, transit operators, and the Indiana Department of Transportation. The development of the TIP involves all the towns, cities, counties, and transit operators of NWI and must be consistent with the *NWI 2050 Plan*. Direct engagement with municipalities and transit operators is the most effective way for the public to influence the projects each applicant submits to NIRPC for funding.
- ▶ **Unified Planning Work Program (UPWP)** – The UPWP is updated every two years and amended in between generally once. The UPWP contains all the planning activities required by the Federal Highway and Transit Administrations in addition to planning activities identified by the *NWI 2050 Plan*. The planning tasks are conducted by the regional planners at NIRPC. Each UPWP task includes a public participation goal appropriate for the task: Inform, Consult, Involve, or Collaborate. **See page 15 for details on goals.**

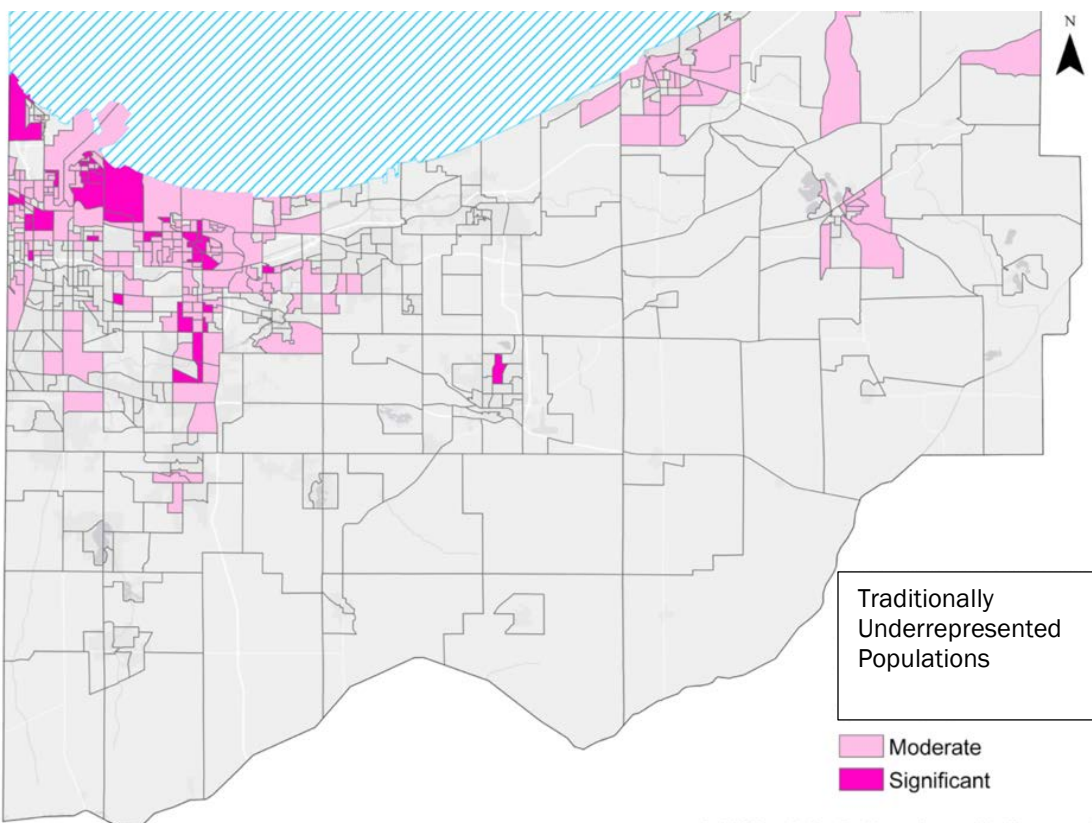
Understanding the core planning activities of NIRPC will help to connect interested individuals on when and where to engage in regional planning.

Engage NWI emphasizes that for effective regional planning, engagement should occur where people are, and early in the process. Input will be solicited from the general public and stakeholders when active engagement methods are utilized (described on Page 16), close to where the general public are already gathering and while plans are in development so that input can shape the outcome which is deliberated at the Commission. Every attempt will be made to hold active engagement activities throughout the region, balanced where transit is available and for the rest of the region, through a variety of creative means while plans are in development. The Commission will determine where and when to hold its meetings and those of its advisory and business committees.

Why is public participation critical to regional planning?

Engage NWI stresses the need for the general public and stakeholders to engage in regional planning to identify regional challenges, problems, and opportunities. Regional planners need to listen to voices of the general public and stakeholders to gain a diversity of input – especially from those traditionally underrepresented in planning processes – and hear potential solutions or to shape planning processes and achieve desired outcomes. The map on Page 9 represents the places in NWI that should be emphasized in engagement efforts. These places include higher than regionally average areas of minorities, low-income individuals, limited-English proficiency individuals, zero-car households, veterans, individuals over sixty-five years of age, and individuals with disabilities. Regional planners need input early in the process so that final plans can reflect a balance of priorities and interests heard from all over the NWI.

Engage NWI stresses the importance that additional effort be made to invite individuals that reside in such areas to participate in regional planning efforts to give voice to communities who have traditionally been under-represented.



Strategies to engage with emphasized places in NWI

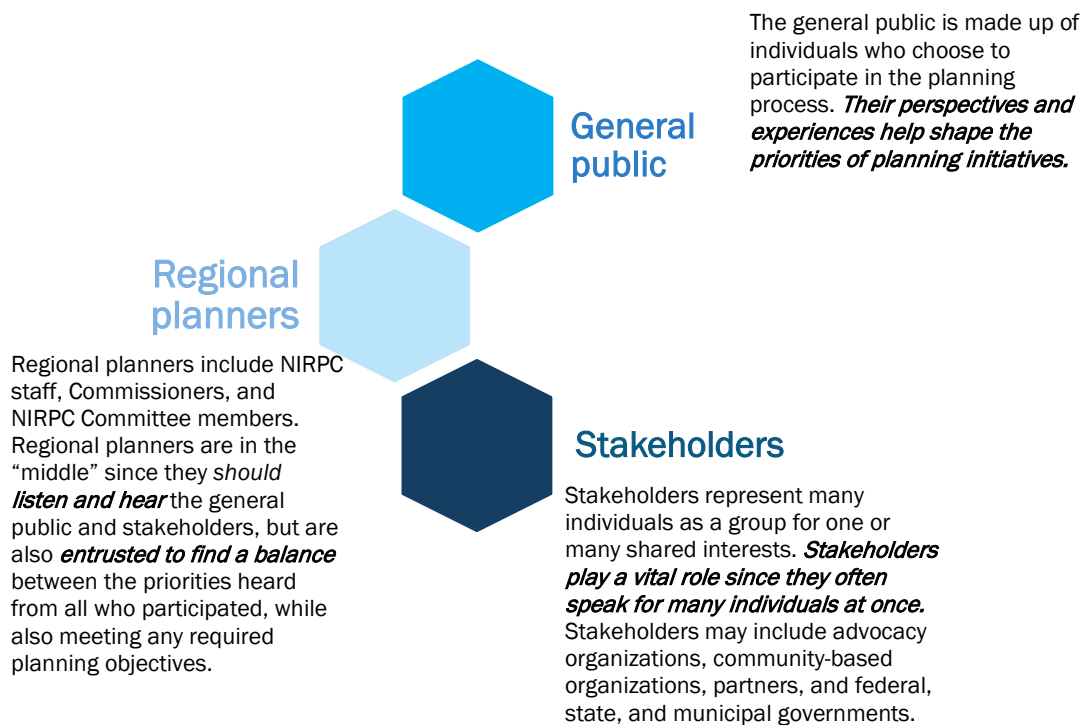
- ▶ **One-on-Ones** – depending on the planning activity, regional planners may make face-to-face contact with community-based organizations, neighborhood leaders, faith-based organizations, elected officials, and other important stakeholders that can connect regional planners to residents and businesses that have been underrepresented in regional planning activities. Such interactions are called “*Out and Abouts*” in *Engage NWI* and are described on Page 13.
- ▶ **Targeted formal engagement** – depending on the planning activity, regional planners may ensure that some of the formal meetings or “*Pop-Up Events*,” described on Page 13, are held in these emphasized places to make participation convenient, especially if community residents rely on limited public transit.

Who is and should be involved in public participation?

Engage NWI focuses upon “regional planners,” “the general public,” and “stakeholders” as three critical groups involved in public engagement. Each plays a unique and important role in the planning process. Regional planners at NIRPC seek to undertake various planning initiatives that need to be shaped by public input. The general public includes individuals and businesses that represent themselves in the planning process, while stakeholders represent “grouped” interests, needs, or desires in the outcome of a planning process. The perspectives, experience, and expertise from the general public, or stakeholders, is not only welcomed, but necessary in the planning process.

Shaped by their personal experiences, regional planners do not know and cannot see every detail of every issue in every community. Therefore, *Engage NWI* stresses the need for regional planners to listen to the general public and stakeholders as a duty, but also for the general public and stakeholders to share their perspectives, experiences, and expertise as regional citizens.

For *Engage NWI* to be effective, NIRPC, as the regional planners, will inform the general public and stakeholders of every opportunity to participate through the channels described on Page 3; however, the general public and stakeholders have the freedom to take advantage of the opportunity to play their part and actively engage in shaping their region.



About the regional planners - NIRPC

Regional planning and coordination came to Northwestern Indiana in 1965 when enabling legislation was passed by the Indiana General Assembly and signed into law by the Governor. The first state law called for a transportation planning commission, which was inspired by the 1962 Federal Highway Act. The state law has since been amended to create what is known today as the Northwestern Indiana Regional Planning Commission, a three-county council of governments. In 2007, NIRPC’s Executive Board membership expanded, and weighted voting added.

NIRPC’s governing body is the Commission composed of 53 county, municipal, and some township elected officials and a Gubernatorial appointment. The Commission membership is established in state statute and is required to meet in full at least four times per year and at a minimum statutorily responsible for the hiring of the Executive Director, adopting bylaws, electing officers, and annual budget appropriations. A smaller Executive Board is annually elected by and from the full Commission membership and takes on the routine business of NIRPC. The Commission has established several committees to make advice and assist in conducting its business along with lower topical committees focused on specific

interests. Please check NIRPC.org for updates on the committee structure and membership.

All Commission and committee business related to transportation planning and investment decision-making must adhere to *Engage NWI*. Planning for economic development and the environment may adhere to *Engage NWI* or the specific requirements of grants funding those activities in question. Noticing for Commission and Committee meetings will follow Indiana Open Door Law.

Commission	Full Commission <i>Meets four times per year or</i>
	Executive Board <i>Meets approximately six times per year</i>
Advisory / Business Committees	Technical Planning
	Local Government Assistance
	Legislative
	Finance and Personnel
Topical Committees	Environmental Management and Policy
	Ped, Pedal, and Paddle
	Land Use
	Surface Transportation
	Transit Operators
	Transportation Resources Oversight

Last revised February 2018 / Any future changes to committee structure made by the Commission will be reflected in Engage NWI as a technical amendment.

How is public participation conducted?

Engage NWI lays out on Page 12 the engagement goals, the promise made by Engage NWI associated with that goal, engagement methods associated with each goal, and the when the goal will be chosen for each planning task. Then all the technical requirements of *Engage NWI* are laid out (Page 14-16). Input from the general public and stakeholders early in the process is critical to shaping the final outcomes of each plan. With a diversity of perspectives in a region as large as NWI, it will be up to regional planners to find a balance between competing priorities and interests for the region. Before plan adoption by the Commission, the plan will be put out for a formal comment period, if required.

Techniques to invite participation

Engage NWI outlines methods to ensure regional planning is conducted with participation always at mind from the beginning of planning processes. Each planning task undertaken will identify a participation goal appropriate for that task (Page 12) and then planners will employ the methods that goal requires. It is expected that most tasks will be on the more participatory end of the spectrum.

However, no matter which type of participation goal that is required, participation will be possible in formats that are inclusive. All meeting locations will be compliant with the ADA and requests for reasonable accommodations taken upon request within 72 hours of a formal meeting to ensure participation those who may need alternate formats of materials – including language translation, foreign, American Sign Language, or braille.

Active participation methods				
Does the task require?	Inform	Consult	Involve	Collaborate
Engage NWI goal:	Provide public with objective information and assist their understanding of regional challenges, options, opportunities, or solutions.	Obtain feedback on regional planning tasks, analyses, or prior to policy making.	Work directly with public and stakeholders throughout planning process to ensure concerns and ideas are consistently understood and considered.	Partner with the public and stakeholders in every aspect of the planning process from project scoping through adoption of plans or policies.
Engage NWI promise	Keep general public and stakeholders informed.	Keep public informed, listen and acknowledge concerns and ideas, and provide public with report on how input shaped outcomes.	Work with public and stakeholders to ensure goals and ideas are directly reflected in planning work as much as possible and report on how input shaped outcomes.	Work with public and stakeholders to inform planning work from start at project scoping to understand issues, generate solutions, and incorporate feedback to shape outcomes.
Involvement methods / tools may include:	Website, social media, newsletters, multi-language publications, press releases, mailings, live streaming, white papers, or fact sheets.	Activities listed in “Inform” plus surveys, comment forms, webinars, or formal meetings	Activities listed in “Consult” plus focus groups, targeted outreach to meet people where they are such as “Out and Abouts,” or “Pop-up Events”	Activities listed in “Involve” plus task forces, charrettes, keypad polling, and working groups
When goal will be selected:	The “Inform” level of participation will be used for technical documents, but the methods will be used frequently to communicate regularly with the public	The “Consult” level of participation will be used less frequently, but the methods will be used when needed	The “Involve” method will be used frequently and the methods as well	The “Collaborate” method will be used frequently with major planning processes

Examples of active engagement

Some types of active and in-person engagement will be conducted by employing the following:

- ▶ **“Out and Abouts”** – regional planners meeting face-to-face to invite interest in planning activities, events or to solicit direct feedback
- ▶ **“Pop-up Events”** – regional planners sharing information / asking for feedback at other organization’s events
- ▶ **Formal meetings** – advertised open houses or public hearings – timely notice per *Engage NWI* for all public meetings listed in the table to the right will be two weeks prior to the meeting.
- ▶ **Task force / working groups** – invited and targeted participation of subject matter experts at the discretion of the NIRPC Executive Director

Effectiveness of methods and evaluation

From time to time the strategies and methods contained within *Engage NWI* will be reviewed for their effectiveness. The principal measure for effectiveness of *Engage NWI* will be:

- ▶ The frequency in which planning activities are conducted with the “Involve” or “Collaborate” goal of active participation methods described on Page 12 – should be at least 50% of activities; and
- ▶ How aggressively regional planners have made attempts to invite participation from the general public and stakeholders throughout the planning process. Opportunities include advertising, “Out and Abouts,” “Pop-Up Events,” social media or newsletter content, etc.

A summary of public participation efforts by regional planners will be published in the “Performance Report” recommended in the *NWI 2050 Plan*.

Technical aspects of public participation:

Public comment periods and public meeting requirements Core planning documents	Minimum comment period by law	Engage NWI comment length policy	Engage NWI formal meeting policy
Long-range plan (<i>new adoption</i>)	Not specified in federal law	30 days	Required
Long-range plan <i>Policy/Project amendment</i>		21 days	Not required
Long-range plan <i>Modification / Technical amendment</i>		None	Not required
Transportation Improvement Program (TIP) (<i>new adoption</i>)		30 days	Required
<i>TIP amendment</i>		21 days	Not required
<i>TIP modification / technical amendment</i>		None	Not required
Air Quality Conformity		30 days	Required
Unified Planning Work Program (<i>new or amendment</i>)		None	Not required
Coordinated Public Transit Human Services Transportation Plan (<i>new or amendment</i>)		21 days	Not required
Public Participation Plan (<i>new or amendment</i>)	45 days	45 days	Not required
Other planning and policy documents			
Regional and sub-regional modal, corridor, development, or environment plans/policies	Not specified in federal law	21 days	Not required
Technical documents required to fulfill federal requirements	federal law	None	Not required

Amendment and modification procedures

Amendment:

- ▶ **1)** any phase of any project is added or construction phase or transit project deleted;
- ▶ **2)** any addition of funds over \$100,000;
- ▶ **3)** change to an air quality non-exempt project;
- ▶ **4)** project scope change that alters original intent of project;
- ▶ **5)** change to policy or programming rules.
- ▶ Interagency Consultation Group review on *all* TIP amendments and a redetermination of fiscal constraint is required. **Twenty-One day comment period required.**
- ▶ Must be approved by Commission or Executive Board. **Public comment opportunity is available at the meeting.**

Modification:

- ▶ **1)** project moving year to year (but not out of the TIP, which is an amendment);
- ▶ **2)** project fund source change;
- ▶ **3)** project is split into multiple construction segments;
- ▶ **4)** addition of funds under \$100,000 (TIP and UPWP); *or*
- ▶ **5)** typographical changes.
- ▶ Modifications are made by NIRPC staff at the request of project sponsor subject to regulation and funding availability.
- ▶ A redetermination of fiscal constraint is required.

Technical Amendment:

- ▶ Changes to technical information that does impact policy or programmed projects, ie: performance targets, data updates, asset information.
- ▶ Must be approved by Commission or Executive Board. **Public comment opportunity is available at the meeting.**

Emergency Amendment:

- ▶ NIRPC Executive Director authorizes a TIP amendment without public process or Commission if:
 - ▶ **1)** public well-being or safety is at risk; or
 - ▶ **2)** lapse or loss of federal funds is at risk.
 - ▶ A redetermination of fiscal constraint is required.

Path to address public comments

Comments received during a comment period will be reported to the Commission via a “Public Comment Report.” The Report will be made available on the NIRPC website and included with draft plans before adoption. The Report will constitute the formal response to comments and will contain the following: **1)** the original comment, as received; **2)** a recommendation by staff on how the final plan may address the substance of the comment; and **3)** a notation on whether or not the recommendation is a major or minor revision.

Any such recommendation to revise a draft plan that proposes: **1)** Policy revisions; **2)** Adds a project not previously subjected to public review; or **3)** deletes a project subjected to public review, will be considered a major revision and will trigger an additional public comment period. All other recommendations will be regarded as minor revisions representing comments that are more general. Advisory Committee(s) or the Commission will consider recommendations at their discretion.

Public Comment Period (*per Engage NWI policy*)

Recommended major revisions?

The commission may accept or modify major revisions and start new full comment period

The Commission may reject major revisions and adopt the plan

Recommended minor revisions?

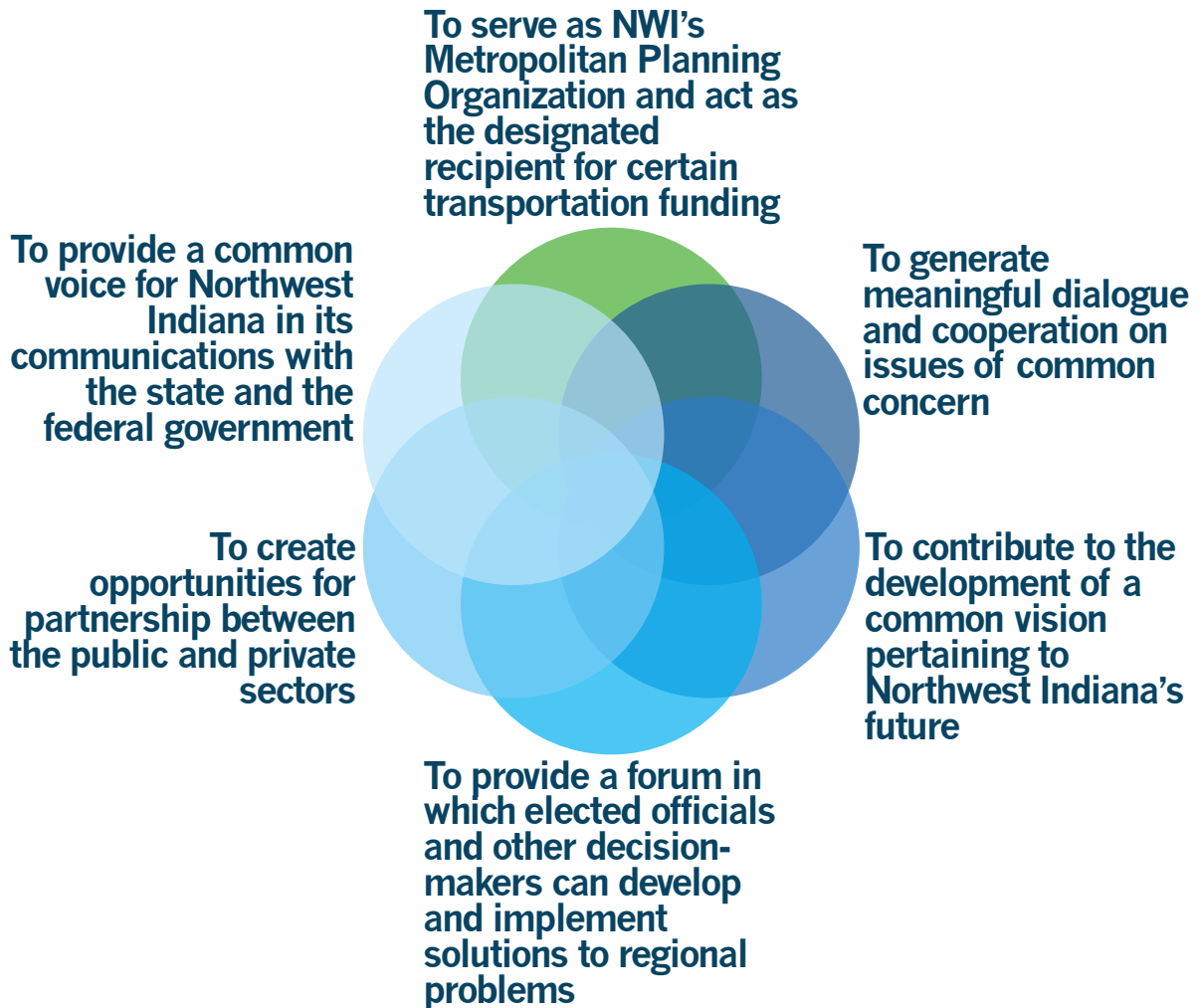
The Commission may accept, reject, or modify minor revisions and adopt the plan

Second Public Comment Period
(*per Engage NWI policy*)

The Commission may accept, reject, or modify major revisions and adopt the plan. *Public engagement ends.*

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NIRPC's Role in the Region



For more information:

Visit:

www.nirpc.org

Contact:

Public Participation Planner at comments@nirpc.org
or 219-763-6060

Request alternative formats of plans or meeting materials:

mthorne@nirpc.org or 219-763-6060



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

Public Comment Report

Amendment for the FY2018 – 2021 and FY2020 – 2024 TIP | June 27th, 2019

The draft amendment for the FY2018 – 2021 and FY2020 – 2024 TIP was released for a 30-day public comment period beginning June 27th, 2019. A draft of the document was made available at www.nirpc.org and emailed to stakeholders.

The comments and responses to the draft are listed below. An update will also be provided at the NIRPC Commission meeting on August 15th, 2019.

- **No comments were received**



RESOLUTION 19-22

**A RESOLUTION OF THE NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION AMENDING THE
FY 2018-2021 (Amendment #23) AND THE FY 2020-2024 (Amendment #1)
TRANSPORTATION IMPROVEMENT PROGRAMS FOR LAKE, PORTER, AND
LAPORTE COUNTIES, INDIANA
August 15, 2019**

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

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

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

WHEREAS, the FY 2018-2021 and the FY 2020-2024 Transportation Improvement Programs are a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *2040 Comprehensive Regional Plan (CRP), as amended* and the *NWI 2050 Plan*; and

WHEREAS, the FY 2018-2021 and the FY 2020-2024 Transportation Improvement Programs are an implementation of the *2040 Comprehensive Regional Plan (CRP), as amended* and the *NWI 2050 Plan*; is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

WHEREAS, the FY 2018-2021 and the FY 2020-2024 Transportation Improvement Programs are developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of

Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

WHEREAS, the changes to the FY 2018-2021 and the FY 2020-2024 Transportation Improvement Programs brought about by this amendment were reviewed by the Air Quality Conformity Task Force’s Interagency Consultation Group (ICG); and

WHEREAS, the changes to the FY 2018-2021 and the FY 2020-2024 Transportation Improvement Programs brought about by this amendment were subjected to public comment in the manner prescribed by the 2014 Public Participation Plan with no comments received; and

WHEREAS, the Technical Planning Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission make these changes to the FY 2018-2021 and the FY 2020-2024 Transportation Improvement Programs.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby amends the FY 2018-2021 (Amendment #23) and the FY 2020-2024 (Amendment #1) Transportation Improvement Programs by adding the new projects and making other changes as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of August, 2019.

Diane Knoll
Chairperson

ATTEST:

George Topoll
Secretary

1900049 (Ver 1) 20-01 STATUS **New Project** FEDERAL

Title: Intersection Improvement Project **Route:** N/A
Description: Intersection Improvement project on US 20, 0.25mi E of US 35. This project is located east of Michigan City and will improve safety. This project will be substantially complete by December 1, 2024.
Project Type: Auxiliary Lanes, Two-way Left Turn Lan **AQ Exempt:** Exempt **District:** LaPorte
County: Laporte **Limits:** Nearest Crossstreet:

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	HSIP State	\$334,644	\$0	\$0	\$0	\$334,644
2022	HSIP State	\$0	\$500,000	\$0	\$0	\$500,000
2023	HSIP State	\$0	\$0	\$200,000	\$0	\$200,000
2024	HSIP State	\$100,000	\$0	\$2,230,959	\$0	\$2,330,959
2020-2024 TOTAL		\$434,644	\$500,000	\$2,430,959	\$0	\$3,365,603
ALL YEARS TOTAL		\$434,644	\$500,000	\$2,430,959	\$0	\$3,365,603

Region: Northwestern MPO

Lead Agency: INDOT

1900050 (Ver 1) 20-01 STATUS **New Project** **FEDERAL**

Title: Intersection Improvement Project **Route:** N/A
Description: Intersection Improvement Project on US 20, 3.1mi E of SR 39. This is a busy intersection east of La Porte. This project will improve the safety at this intersection. It is expected to be substantially complete by December 12024.
Project Type: Auxiliary Lanes, Two-way Left Turn Lan **AQ Exempt:** Exempt **District:** LaPorte
County: Laporte **Limits:** Nearest Crossstreet: Fail Rd

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	HSIP State	\$587,247	\$0	\$0	\$0	\$587,247
2022	HSIP State	\$0	\$750,000	\$0	\$0	\$750,000
2023	HSIP State	\$0	\$0	\$300,000	\$0	\$300,000
2024	HSIP State	\$175,000	\$0	\$3,914,980	\$0	\$4,089,980
2020-2024 TOTAL		\$762,247	\$750,000	\$4,214,980	\$0	\$5,727,227
ALL YEARS TOTAL		\$762,247	\$750,000	\$4,214,980	\$0	\$5,727,227

Region: Northwestern MPO

Lead Agency: INDOT

1900811 (Ver 1) 20-01 STATUS **New Project** FEDERAL

Title: SR 2 District Bridge Project **Route:** N/A
Description: SR 2 Bridge Deck Patching at John Bruce Ditch, 0.74mi E of US 41. This project is located in rural Lake County and will increase the lifespan of this bridge. IT is expected to be substantially complete by October 1, 2021
Project Type: Bridge Deck Patching **AQ Exempt:** Exempt **District:** LaPorte
County: Lake **Limits:** Nearest Crossstreet: Parrish

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	NHPP Non Interstate	\$40,000	\$0	\$0	\$0	\$40,000
2021	NHPP Non Interstate	\$0	\$0	\$134,109	\$12,500	\$146,609
2020-2024 TOTAL		\$40,000	\$0	\$134,109	\$12,500	\$186,609
ALL YEARS TOTAL		\$40,000	\$0	\$134,109	\$12,500	\$186,609

Region: Northwestern MPO

Lead Agency: INDOT

1900820 (Ver 1) 20-01 STATUS **New Project** FEDERAL

Title: District Bridge Project **Route:** N/A
Description: Bridge maintenance and Repair on SR 912, EB Ramp over 25th Ave/177th St, 0.18mi W of I-80. This project is located in Gary and will increase the lifespan of this bridge. It is expected to be substantially complete by October 1 2021.
Project Type: Bridge Maintenance And Repair **AQ Exempt:** Exempt **District:** LaPorte
County: Lake **Limits:**

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	NHPP Non Interstate	\$40,000	\$0	\$15,000	\$0	\$55,000
2021	NHPP Non Interstate	\$13,000	\$0	\$137,863	\$0	\$150,863
2020-2024 TOTAL		\$53,000	\$0	\$152,863	\$0	\$205,863
ALL YEARS TOTAL		\$53,000	\$0	\$152,863	\$0	\$205,863

Region: Northwestern MPO

Lead Agency: INDOT

1900823	(Ver 1) 20-01	STATUS New Project					FEDERAL																																		
Title:	District bridge Project					Route:	N/A																																		
Description:	Bridge maintenance and Repair on SR 912, EB over SR 912, I80/94 1 Ramp, 0.02mi W of I-80. This projects is located in Gary and is along the I-80 corridor. It will increase the lifespan of this structure. It is expected to be substantially complete by October 1, 2021.																																								
Project Type:	Bridge Maintenance And Repair	AQ Exempt:	Exempt		District:	LaPorte																																			
County:	Lake	Limits:																																							
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Region: Northwestern MPO			Lead Agency: INDOT																																						

1900824	(Ver 1) 20-01	STATUS New Project					FEDERAL																																		
Title:	District Bridge Project					Route:	N/A																																		
Description:	Bridge Maintenance and Repair I-65, NB over I-65 to I-80/94 WB, 6.45mi N of US 30. This project is located in the I-65 & I-80 interchange and will increase the lifespan of this structure. It is expected to be substantially complete by October 15, 2021.																																								
Project Type:	Bridge Maintenance And Repair	AQ Exempt:	Exempt		District:	LaPorte																																			
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Region: Northwestern MPO			Lead Agency: INDOT																																						

1900825 (Ver 1) 20-01 STATUS **New Project** **FEDERAL**

Title: District Bridge Project **Route:** N/A
Description: Bridge maintenance and Repair I-65, SB over I-65 NB to I-80/94 WB, 6.45mi N of US 30. This project is located in the I-65 & I-80 interchange and will increase the lifespan of this structure. It is expected to be substantially complete by October 15, 2021.
Project Type: Bridge Maintenance And Repair **AQ Exempt:** Exempt **District:** LaPorte
County: Lake **Limits:**

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	NHPP Interstate	\$45,000	\$0	\$15,000	\$0	\$60,000
2021	NHPP Interstate	\$18,000	\$0	\$190,887	\$0	\$208,887
2020-2024 TOTAL		\$63,000	\$0	\$205,887	\$0	\$268,887
ALL YEARS TOTAL		\$63,000	\$0	\$205,887	\$0	\$268,887

Region: Northwestern MPO

Lead Agency: INDOT

1801500 (Ver 2) 20-01 STATUS Programmed **FEDERAL**

Title: Interchange Modification **Route:** I- 65
Description: Interchange Modification, I-65 & 109th, Roundabout with two lanes EB, one lane WB. This will improve the LOS from E/F to A/B, greatly improving congestion now and in the future as this area grows. This project is expected to be substantially complete by November 1 2022. According to the Regional Significance Guidance document, since this is an Interchange Modification on an Interstate Highway, an AQ Consultation is required.
Project Type: Interchange Modification **AQ Exempt:** Exempt **District:** LaPorte
County: Lake **Limits:** Primary Interchange: , Secondary Interchange:

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	NHPP Interstate	\$500,000	\$185,000	\$0	\$0	\$685,000
2021	NHPP Interstate	\$0	\$0	\$3,000,000	\$0	\$3,000,000
2020-2024 TOTAL		\$500,000	\$185,000	\$3,000,000	\$0	\$3,685,000
ALL YEARS TOTAL		\$500,000	\$185,000	\$3,000,000	\$0	\$3,685,000

Region: Northwestern MPO

Lead Agency: INDOT

Previously Approved Version

1801500 (Ver 1) 18-10.1

Title: Bridge Substructure Repair and Rehabilitation **Route:** I- 65
Description: I-65, Bridge Substructure Repair and Rehab; Over 109th Ave; 3.53 miles S of US 30
Project Type: Substructure Repair And Rehabilitation **AQ Exempt:** Exempt **District:** LaPorte
County: Lake **Limits:** Bridge #: I65-249-04900

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2019	State Match	\$297,000	\$0	\$691,654	\$0	\$988,654
2018-2022 TOTAL		\$297,000	\$0	\$691,654	\$0	\$988,654
ALL YEARS TOTAL		\$297,000	\$0	\$691,654	\$0	\$988,654

Region: Northwestern MPO

Lead Agency: INDOT

1900819	(Ver 1) 20-01	STATUS	New Project				FEDERAL																																			
Title:	District Bridge Project					Route: N/A																																				
Description:	Repair or Replace Joints SR 912, over 25th Ave/177th St, 0.18mi W of I-80. This project is located north of the the I-80 & SR 912 (Cline Ave) interchange and will increase the lifespan of this structure. It is expected to be substantially complete by Oct 15, 2021.																																									
Project Type:	Repair Or Replace Joints	AQ Exempt:	Exempt				District: LaPorte																																			
County:	Lake	Limits:																																								
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Region: Northwestern MPO				Lead Agency: INDOT																																						

1901898	(Ver 1) 20-01	STATUS	New Project				FEDERAL																												
Title:	Traffic Signal's New					Route: US 41																													
Description:	New Traffic Signals 101st Place at US 41. This will improve the safety along the corridor. This project is located in the Town of St. John and will improve congestion and safety in this busy corridor. This project is expected to be substantially complete by December 1, 2020.																																		
Project Type:	Traffic Signals, New Or Modernized	AQ Exempt:	Exempt				District: LaPorte																												
County:	Lake	Limits:	Nearest Crossstreet: 101st Place																																
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2020	NHPP Non Interstate	\$20,000	\$0	\$130,000	\$0	\$150,000																													
2020-2024 TOTAL		\$20,000	\$0	\$130,000	\$0	\$150,000																													
ALL YEARS TOTAL		\$20,000	\$0	\$130,000	\$0	\$150,000																													
Region: Northwestern MPO				Lead Agency: INDOT																															

1592335 (Ver 4) 20-01 STATUS Programmed **FEDERAL**

Title: Bicycle & Pedestrian Facilities at Marquette /Singing Sands Trail (LPCO) **Route:** N/A
Description: Along US 12 from IN/MI State Line to Meer Rd. This project is located just northeast of Michigan City and goes to the IN/MI county line. It is expected to be substantially complete by December 1 2023.
Project Type: Other **AQ Exempt:** Non-Exempt **District:** LaPorte
County: Laporte **Limits:** Marquette /Singing Sands Trail (LPCO) from IN/MI state line to Meer Rd of Distance (mile) 1.10

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2020	Local Fund	\$21,150	\$26,455	\$0	\$0	\$47,605
2020	STBG Mich City UZA	\$84,600	\$105,820	\$0	\$0	\$190,420
2023	Local Fund	\$0	\$0	\$191,350	\$0	\$191,350
2023	STBG Mich City UZA	\$0	\$0	\$765,398	\$0	\$765,398
2020-2024 TOTAL		\$105,750	\$132,275	\$956,748	\$0	\$1,194,773
ALL YEARS TOTAL		\$105,750	\$132,275	\$956,748	\$0	\$1,194,773

Region: Northwestern MPO

Lead Agency: LaPorte County

Previously Approved Version

1592335 (Ver 3) 18-15

Title: Bicycle & Pedestrian Facilities at Marquette /Singing Sands Trail (LPCO) **-FUTURE PROJECT** **Route:** N/A
Description: Along US 12 from IN/MI State Line to Meer Rd
Project Type: Other **AQ Exempt:** Non-Exempt **District:** LaPorte
County: Laporte **Limits:** Marquette /Singing Sands Trail (LPCO) from IN/MI state line to Meer Rd of Distance (mile) 1.10

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
>2022	Beyond	\$0	\$0	\$956,748	\$0	\$956,748
ALL YEARS TOTAL		\$0	\$0	\$956,748	\$0	\$956,748

Region: Northwestern MPO

Lead Agency: LaPorte County

NIRPC260047		(Ver 1) 20-01	STATUS New Project				FEDERAL																																			
Title:	NICTD Locomotive Overhaul					Route:	N/A																																			
Description:	Additional financing for the rebuilding of NICTDs shop locomotive. This locomotive is now 40 years old but rebuilding will extend the life of the locomotive by an additional 20 years.																																									
Project Type:	Transit - Capital	AQ Exempt:	Non-Exempt			District:	LaPorte																																			
County:	Various	Limits:																																								
<table border="1"> <thead> <tr> <th>FED FY</th> <th>REVENUE SOURCE</th> <th>PE</th> <th>RW</th> <th>CN</th> <th>CE</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>FTA 5337 St of Good Repair</td> <td>\$0</td> <td>\$0</td> <td>\$68,454</td> <td>\$0</td> <td>\$68,454</td> </tr> <tr> <td>2020</td> <td>Local Fund</td> <td>\$0</td> <td>\$0</td> <td>\$17,113</td> <td>\$0</td> <td>\$17,113</td> </tr> <tr> <td colspan="2">2020-2024 TOTAL</td> <td>\$0</td> <td>\$0</td> <td>\$85,567</td> <td>\$0</td> <td>\$85,567</td> </tr> <tr> <td colspan="2">ALL YEARS TOTAL</td> <td>\$0</td> <td>\$0</td> <td>\$85,567</td> <td>\$0</td> <td>\$85,567</td> </tr> </tbody> </table>								FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	2020	FTA 5337 St of Good Repair	\$0	\$0	\$68,454	\$0	\$68,454	2020	Local Fund	\$0	\$0	\$17,113	\$0	\$17,113	2020-2024 TOTAL		\$0	\$0	\$85,567	\$0	\$85,567	ALL YEARS TOTAL		\$0	\$0	\$85,567	\$0	\$85,567
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL																																				
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ALL YEARS TOTAL		\$0	\$0	\$85,567	\$0	\$85,567																																				
Region: Northwestern MPO				Lead Agency: NICTD																																						

Northwestern MPO TIP SUMMARY BY LEAD AGENCY

	Prior	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Beyond	Total
INDOT	\$0	\$2,131,891	\$5,168,093	\$1,250,000	\$500,000	\$6,420,939	\$0	\$0	\$15,470,923
LaPorte County	\$0	\$238,025	\$0	\$0	\$956,748	\$0	\$956,748	\$956,748	\$2,151,521
NICTD	\$0	\$85,567	\$0	\$0	\$0	\$0	\$0	\$0	\$85,567
TOTAL	\$0	\$2,455,483	\$5,168,093	\$1,250,000	\$1,456,748	\$6,420,939	\$956,748	\$956,748	\$17,708,011