

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
 FULL COMMISSION/EXECUTIVE BOARD MEETING
 Thursday, May 19, 2016, 9:00 A.M.
 NIRPC Lake Michigan Room
 6100 Southport Road, Portage, IN**

A G E N D A

- I. Call to Order and Pledge of Allegiance – Jim Ton, Chair
- II. Approval of Minutes of April 21, 2016 Executive Board Meeting Pages 1-5
- III. Presentation – Septics Outreach and Education, Natalie Johnson,
 Urban Waters Coordinator, Purdue University
- IV. Report of the Chair – Jim Ton
 - a) Committee Assignments
- V. Report of the Executive Director – Ty Warner
- VI. Finance & Personnel Committee – Diane Noll Pages 6-40
 - a) 2016 Budget Amendment Page 9
 - b) Resolution 16-19, Updated management Plan for the LaPorte
 County Revolving Loan Fund Pages 10-39
 - c) Procurement Recommendation Page 40
- VII. Environmental Management Policy Committee – Geof Benson Pages 41-44
- VIII. Transportation Policy Committee – Dave Decker Pages 45-100
 - a) Public Comment Report on the I-65 Added Travel Lanes Pages 50-53
 - b) Resolution 16-13, Adoption of the Air Quality Conformity
 Determination for the I-65 Added Travel Lanes Pages 54-68
 - c) Resolution 16-14, Adoption of the Environmental Justice
 Analysis for the I-65 Added Travel Lanes Pages 69-77
 - d) Resolution 16-15, Adoption of the Congestion Management
 Process for the I-65 Added Travel Lanes Pages 78-87
 - e) Resolution 16-16, Adoption of Amendment #1 to the 2040
 Comprehensive Regional Plan Update Companion Pages 88-90
 - f) Resolution 16-17, FY 2016-2019 Transportation Improvement
 Program Amendment #17 for the I-65 Added Travel Lanes Pages 91-93
 - g) Resolution 16-18, FY 2016-2019 Transportation Improvement
 Program Amendment #20 for Highway Projects Pages 94-97
 - h) Resolution 16-20, FY 2016-2019 Transportation Improvement
 Program Amendment #21 for 5310 Projects for LaPorte County Pages 98-100

IX. INDOT, Rick Powers, La Porte District Director

X. Other Business

XI. Public Comment

XII. Announcements

XIII. 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
NIRPC Office, Lake Michigan Room
6100 Southport Road, Portage, IN
April 21, 2016
Minutes

Chairman Jim Ton called the meeting of the Executive Board to order at 9:00 a.m. with the Pledge of Allegiance.

Executive Board members present included Geof Benson, Kevin Breitzke, Anthony Copeland, Dave Decker, Tom McDermott, Blair Milo, Greg Stinson and Jim Ton.

Other Commissioners present included Bob Carnahan, Bill Emerson, Jr., Tom Fath, Karen Freeman-Wilson, Richard Hardaway, Jack Jeralds, Tom Schmitt, Dave Shafer and George Topoll.

Guests present included Justin Mount, Patricia Wisniewski, Angie Cloutier, Matt Deitchley, Val Gomez, Rick Powers, David Wright, Joe Crnkovich, Julia Surber and Tim Zorn.

Staff present included Ty Warner, Steve Strains, Ethan Lowe, Kathy Luther, Mitch Barloga, Gary Evers, Belinda Petroskey, Gabrielle Biciunas, Stephen Sostaric, James Winters and Mary Thorne.

Presentation: Patricia Wisniewski presented a video trailer and described the making of *"Shifting Sands: On the Path to Sustainability,"* a documentary film exploring how the Indiana Dunes region may offer a blueprint toward a more sustainable future. Funding for the educational component is being sought. The documentary will be shown on Lakeshore Public Television on April 22 at 9 p.m., April 24 at 8 p.m., April 27 at 10:30 p.m. and April 28 at 9 p.m. It will also be shown at the Douglas Center on April 23 at 11 a.m. and 1 p.m., the Dorothy Buell Visitor Center, April 24 at 2 p.m., May 7 at The Field Museum Simpson Theater at 10 a.m. and May 16 at the Porter County Administration Building at 7 p.m.

Approval of Minutes: On a motion by Geof Benson and a second by Kevin Breitzke, the minutes of the March 17, 2016 Executive Board meeting were approved as presented.

Report of the Chair – Jim Ton

- A committee preference survey was electronically distributed some time ago. A paper version of the form was made available during the meeting for completion and submittal at the end of today's meeting. Committee assignments will be made before the next meeting.
- Jim Ton commended NICTD on the decorative wrap on the South Shore train car honoring the 50th anniversary of Indiana Dunes National Lakeshore and also said the Bikes on Trains program is in progress for the summer.

Report of the Executive Director – Ty Warner

- This is the first month of meetings in the newly decorated room which is named the Lake Michigan Room. Ty Warner sent a letter of thanks to Dewey Pearman for his hospitality at Construction Advancement Foundation the past few months, graciously hosting many NIRPC meetings. Northwest Indiana Forum and NIRPC share the space formerly occupied by NIRPC. There are two conference rooms off the lobby: The Dune Room and the Swale Room. There are three conference rooms in the NIRPC office: The Calumet Room, the Kankakee Room and the Mural Room.
- Mitch Barloga passed out copies of the *2040 Comprehensive Regional Plan Update Companion*, which was adopted last year, and mentioned that an amendment to the 2040 Plan regarding I-65 will be presented for action at the May 19 meeting.
- May 19 will be a meeting of the Full Commission at 9 a.m. One of the items on the agenda will be discussion and action on the I-65 added travel lanes project.
- As has been relayed in many news accounts already, the proposed Great Lakes Basin Transportation's proposed freight rail line runs from LaPorte County, Indiana all the way around Chicago into Wisconsin. NIRPC staff met with the Surface Transportation Board (STB) about the process and to offer data and information about the region, but NIRPC has no formal approval role in the process as there are no public funds proposed for the project. The public meetings on the project currently being conducted by the STB are part of the scoping process, and the STB will then be embarking on the development of an Environmental Impact Study (EIS) which could take an additional one to two years to complete. There will be additional opportunities for comment – and more information to comment on – as the STB develops alternatives to the route in its EIS, including a no-action option. James Winters is the point person from NIRPC staff tracking developments with the project and interfacing with the STB. NIRPC has a link to the project on its website for informational purposes, and will supplement this with additional information in the future. In the meantime, comments on the project should be directed to the Surface Transportation Board, and there is a link on NIRPC's website to the STB where comments can be submitted. At this point in the STB's process, there is one more public meeting scheduled for Seneca, Illinois the evening of April 21, and an online webinar scheduled for April 27.
- The Marquette Action Plan survey may be taken by accessing NIRPC's website and a business card was provided with access via smartphone through a QR code on the card.
- Following the principles of the Wingspread Accord signed by NIRPC and the three MPOs of southeast Wisconsin, northeast Illinois, and southwest Michigan, there have been increased meetings by the Executive Directors of these agencies to enhance cross-state collaboration. Updates to NIRPC's cooperative agreements with Chicago Metropolitan Area for Planning and Southwest Michigan Planning Commission specifically will be voted on today, and will help to further increase the effectiveness of joint planning work across state lines.
- The Northwest Indiana Forum hosted "*For the Love of the Region*," an afternoon discovering all that is right in our region, with NIRPC staff participating. Keynote speaker, Peter Kageyama, author of the books *For the Love of Cities* and *Love Where You Live*, shared his insights on what makes a community "lovable." The following workshop with Kageyama generated many good ideas for helping northwest Indiana's residents fall in love with their region.

Environmental Management Policy Committee:

- Stephen Sostaric referred to the Public Comment Report on the Deep River-Portage Burns Waterway Watershed Management. There was one comment made, but it did not require any major modifications.
- Geof Benson reported that the committee met on April 7 and recommends adoption of Resolution 16-10, approving the Deep River-Portage Burns Waterway Watershed Plan. Kevin Breitzke motioned to adopt the resolution, seconded by Greg Stinson. Bill Emerson said he was impressed with Kathy Luther and Joe Exl's involvement in this project. Kevin Breitzke noted this was a bi-county effort and it is important that we work together toward a common end. Geof Benson said the Indiana Department of Environmental Management asked NIRPC to take this on and it is groundbreaking. Jim Ton called for a vote, noting a motion and second were made. The Executive Board voted to adopt Resolution 16-10, the Deep River-Portage Burns Waterway Watershed Plan.

Transportation Policy Committee:

Dave Decker reported that the Transportation Policy Committee met on April 12th. The Committee heard staff presentations on nine miles of new trails opening in 2016, and the survey for the Marquette Action Plan which will help improve access to Lake Michigan.

At the TPC meeting, there was a lengthy discussion and several motions on how to best divide \$1.149 million in unprogrammed funds at risk of being returned to INDOT. Consensus was reached with the City of Hammond receiving \$200,000 and prorating the remaining funds based on the project applications submitted by the transit operators. The STIP, which is the State TIP, submission window deadline was April 13 and NIRPC issued an emergency amendment allocating the funds.

Several actions were presented for consideration. The first two regard the approvals of Cooperative Agreements with the Chicago Metropolitan Agency for Planning found on pages 9-11, and the Southwestern Michigan Planning Commission found on pages 12-13. Steve Strains briefed the Board on the agreements. Dave Decker said the Transportation Policy Committee recommended action on the two agreements. On a motion by Kevin Breitzke and seconded by Geof Benson, the Executive Board voted to approve the agreement with the Chicago Metropolitan Agency for Planning and the agreement with Southwestern Michigan Planning Commission.

Stephen Sostaric referred to the Public Comment Report on the FY 2016-2019 Transportation Improvement Program. A 7-day public comment period was held and no comments were received.

Belinda Petroskey described the two Indiana Dunes projects and two INDOT projects for highways in Amendment 18. Dave Decker said the Transportation Policy Committee recommends action on Resolution 16-11. On a motion by Dave Decker, seconded by Geof Benson, the Executive Board voted to adopt Resolution 16-11, Amendment #18 to the FY 2016-2019 Transportation Improvement Program.

Belinda Petroskey described the various NICTD transit projects under Federal Transit Administration Section 5337 in Amendment 19. No comments were received during the comment period. Dave Decker said the Transportation Policy Committee recommends action on Resolution 16-12. On a

motion by Dave Decker, seconded by Kevin Breitzke, the Executive Board voted to adopt Resolution 16-12, Amendment #19 to the FY 2016-2019 Transportation Improvement Program.

The next meeting date of the Transportation Policy Committee will be Tuesday, May 10th at 9:00 a.m. at the NIRPC office.

Indiana Department of Transportation:

Rick Powers said there was an issue with delivery of parts needed for replacement of cable strip barriers along I-65, but all the work should be completed by the end of the month. The road-marking work around Renaissance School in LaPorte has been done, which answers a comment made at last month's Executive Board meeting. Construction season is here and summer maintenance and repair is beginning. Matt Deitchley from INDOT answered a question by Bob Carnahan concerning US 41 from 135th to US 30 and said communication with the Town of Cedar Lake is being improved. Geof Benson thanked INDOT for their help with fueling with the National Lakeshore. Dave Decker thanked INDOT for their help in closing a road for the Pyrotechnics Fireworks Convention coming to LaPorte in August. Jim Ton said the work on SR 49 was greatly needed. Tom McDermott thanked INDOT for their diligent work with the cable strip barriers.

Other Business:

Tom McDermott initiated a discussion on the impacts of the Great Lakes Basin Railroad proposal for a freight rail bypass around Chicago. Currently, there is no federal funding involved, nor has a route been determined. Jim Ton said the railroad is in the information-gathering stage. Geof Benson said the final route has yet to be determined, so the current line on maps doesn't matter as much as a final location. He mentioned the problem is how to separate grade crossings. Dave Decker said that there are 62 proposed bridges planned over major highways on its route and it could go higher. There are a lot of unknowns until the draft Environmental Impact Statement (EIS) is completed. Ty Warner said the EIS will provide a list of alternatives. NIRPC is taking an active role in providing population and other data to the STB.

Public Comment on Agenda Items:

Jim Nowacki, resident of Gary, commented on money that spent recently on roads, particularly U.S. 12 in Gary, and commended East Chicago for rebuilding the Cline Avenue Bridge.

Announcements:

Bob Carnahan announced that Lake County Solid Waste District's first program of the summer on April 30 from 9 a.m. to 2 p.m. at Hudson Campbell Center in Gary, and tomorrow morning 19 municipalities are meeting in Schererville to continue discussion on tax appeals for big box properties and potential loss of revenue.

Hearing no other business, on a motion by Kevin Breitzke and a second by Dave Decker, Jim Ton adjourned the meeting at 10:10 a.m.

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.

For requests for alternate formats, please contact Mary Thorne at NIRPC at (219) 763-6060 extension 131 or at mthorne@nirpc.org. Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

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FINANCE AND PERSONNEL COMMITTEE

**Meeting Agenda
Thursday
May 19, 2016
8:00 a.m.
NIRPC Office
Portage, Indiana**

- 1. Call to Order**
- 2. Meeting Minutes of March 17, 2016**
- 3. Review of Financial Status**
- 4. Approval of Claims Register**
- 5. Accrued Time Rounding Policy**
- 6. AccuFund Contract Amendment**
- 7. 2016 Budget Amendment**
- 8. Resolution for Management Plan for the LaPorte County Revolving Loan Fund**
- 9. Procurement Recommendation**
- 10. Other Business**
- 11. Adjournment**

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Requests for alternate formats please contact Angie Hayes at (219) 763-6060 extension 104 or ahayes@nirpc.org. Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

FINANCE AND PERSONNEL COMMITTEE

**March 18, 2016
NIRPC Offices
Portage, Indiana**

Members Present

Geof Benson
Dave Decker
Richard Hardaway
Diane Noll
Greg Stinson

Staff and Others Present

Ty Warner
Angie Hayes
Kelly Wenger
David Hollenbeck
Robert Carnahan
George Topoll

Members Absent

John Bayler
Jeff Dekker
Jim Ton
David Uran

Call to Order

The meeting was called to order at 8:00 a.m. by Diane Noll.

Approval of Minutes

Upon a motion by Geof Benson, seconded by Greg Stinson, the Committee approved the minutes of the February 18, 2016 meeting.

Review of Financial Status

Angie Hayes presented the financial report. At this time there are no cash issues to report. The Budget to Actual reports were presented to the Committee. The total expenditures of the period ending February 29, 2016 are at 10.25%.

Approval of Claims Register

Kelly Wenger presented the claims register to the Committee for approval. Upon a motion by Dave Decker, seconded by Geof Benson, the Committee approved the claims register.

Kankakee River Basin Commission Contract

Angie Hayes presented the annual Kankakee River Basin Commission (KRBC) general services contract to the Committee. The KRBC board has already reviewed and approved the contract. Upon a motion by Geof Benson, seconded by Greg Stinson, the Committee recommended the contract to the Executive Board for approval.

Subrecipient Audit Findings & FTA Reimbursement

Angie Hayes informed the Committee that the audit report for North Township was recently received. As a subrecipient, North Township receives federal transit funds through NIRPC. In this audit report North Township received three audit findings. The audit corrective action plan proposed by North Township indicates that all deficiencies will be corrected no later than June 30th. North Township is a small entity that cannot afford to have federal funds withheld until July. Upon a motion by Geof Benson, seconded by Richard Hardaway, the Committee approved NIRPC to continue to pay North Township their federal transit funds as long as they send their new hired oversight employee to NIRPC for help with training, can show they are making a good faith effort, and NIRPC continues to provide proper oversight to ensure no misuse of funds is occurring.

Accounting Software Update

Angie Hayes updated the Committee on the status of the Accufund Accounting Software. Staff have set up the payroll module and are in the process of testing it so that it is ready to go live for the first payroll payment in April.

Building Status Update

Angie Hayes informed the Committee that the City of Portage has officially moved out of the building. There are some minor things to be worked out in the meeting room but staff are hopeful the April meeting will be able to be held back at NIRPC.

Other Business

Nothing to report at this time.

Adjournment

There being no further business, the meeting adjourned at 8:44 a.m.

PROPOSED 2016 BUDGET AMENDMENT
Additional Funds

Amendment 3: To add new revenue

\$ 1,000 TO: STP Planning Projects Third Party Match

Purpose: To add new funds to the 2016 budget.
 These are additional local funds to be spent on additional work on the Trail Guides Project.

DETAILED BUDGET LINE	Original	Addition	Amended
Contractual: Trail Guides	14,730	1,000	15,730
STP Planning Projects Third Party Match	4,400	1,000	5,400

RESOLUTION 16-19

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ESTABLISHING THE UPDATED MANAGEMENT PLAN FOR THE LAPORTE COUNTY REVOLVING LOAN FUND

Whereas, the Northwestern Indiana Regional Planning Commission hereafter referred to as "The Commission" desires to establish the Management Plan for the LaPorte County Revolving Loan Fund; and

Whereas, the U.S. Department of Commerce, Economic Development Administration (EDA) requires the Management Plan for the LaPorte County Revolving Loan Fund; and

Whereas, in the mid 1980's a Revolving Loan Fund grant was sought out from the EDA for LaPorte County due to their high unemployment rates. The City of LaPorte and the City of Michigan City provided the local funding for the grant and collectively agreed to have the Commission administer the funds. In 1987, the Commission established the LaPorte Revolving Loan fund to account for the financial resources used for the revolving loan fund program in LaPorte County; and

Whereas, the Commission, is required to update and/or revise the Management Plan every five (5) years or earlier as needed; and

Now, Therefore Be It Resolved, by the Commission the Management Plan for the LaPorte County Revolving Loan Fund, attached to this resolution, as revised is adopted.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 19th day of May 2016.

James G. Ton, Chair

ATTEST:

Geof R. Benson, Secretary



LaPorte County Revolving Loan Fund Management Plan

UPDATED: MARCH 11, 2016

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PART I: REVOLVING LOAN FUND STRATEGY

Introduction

The Northwestern Indiana Regional Planning Commission (NIRPC) is a multi-purpose, sub-state, area-wide planning agency. NIRPC was originally established as the Lake-Porter County Regional Transportation and Planning Commission in 1965, pursuant to State-enabling legislation. An amendment to this legislation in 1973 provided the Commission with its current name and allowed for the addition of new member counties. Under this provision, LaPorte County joined NIRPC in 1979. In 1996 the legislation was again amended to provide a seat on the Commission for all mayors in the three county region. The legislation was again amended in 2003 to provide for representation of all 41 cities and towns in the Tri-County area, and to specify that representatives must be elected officials, making NIRPC the metropolitan planning organization and council of government for the three county region. The most current legislative change was in 2007 adding trustees of a township with a population over 8,000. This amendment added two more voting Board members, bringing the total number of Commissioners to 53.

Revolving Loan Fund Program Established

High unemployment rates in the region in the mid 1980's initiated LaPorte County to search to spark economic development. The revolving loan grant was pursued from the Economic Development Administration and NIRPC was chosen to administer the revolving loan fund given its neutrality in the Region and its capacity to run the program. In 1987, the Commission established the LaPorte Revolving Loan fund to account for the financial resources used for the revolving loan fund program in LaPorte County. The principal participants in the LaPorte County Revolving Loan Fund are the City of LaPorte, the City of Michigan City, and the Economic Development Administration.

The Revolving Loan Fund program is one of several tools of the U.S. Department of Commerce, Economic Development Administration (EDA), available to assist areas of high unemployment. A Revolving Loan Fund (RLF) is a pool of money used by an eligible recipient for the purpose of making loans to achieve certain economic benefits. As the loans are repaid by borrowers, the money is returned to the Fund to make other loans. In that manner, the Fund becomes an ongoing or "revolving" financial tool.

The goal of the RLF is private-sector job creation and capital formation. RLF's are not substitutes for conventional lending sources. Given the small size of the RLF program and the limited resources of each project, Revolving Loan Funds are not intended to match or replace the capacity of lending organizations. RLF's are designed to fill gaps in existing local financial markets and provide or attract capital which otherwise would not be available for economic development.

Comprehensive Economic Development Strategy (CEDS)

In 2009 NIRPC and the Northwest Indiana Forum (Forum) came together to create the Northwest Indiana Economic Development District (NWIEDD) as a Not-For-Profit Corporation. In 2014, the NWIEDD changed bylaws to become an autonomous self-appointing board. Currently the NWIEDD maintains and implements the CEDS plan for the Lake, Porter, and LaPorte County areas. The CEDS represents the confluence of local public and private interests and is intended to be a roadmap to a bright future in Northwest Indiana. The deliberation and forethought incorporated in the CEDS is designed to help create jobs, foster a more stable and diversified economy, and improve quality of life. It provides a mechanism to coordinate the efforts of individuals, organizations, local governments, and private industry concerned with economic development.

The overall goal of the CEDS is to create a pro-growth business climate that fosters economic development in harmony with the environment. In order to achieve this goal the CEDS calls for Northwest Indiana work toward these goals:

- Maximize technology, productivity, and efficiency of existing core industries
- Create diverse, emerging, and sustainable industries
- Strengthen public/private partnerships resulting in increased Regional investment
- Redevelop urban core areas
- Utilize and expand transportation and other infrastructure advantages
- Promote growth that protects and enhances the environmental assets such as Lake Michigan, recreational lakes and streams, nature preserves, and the high quality moraine forest
- Improve the workforce of the Region to accommodate growth in emerging industries
- Create a region that is desirable for businesses and families to live and work

The NWIEDD CEDS identifies twelve major traded industry clusters for LaPorte County. These clusters include:

- Automotive
- Downstream Chemicals
- Downstream Metals
- Hospitality
- Medical Devices
- Metalworking
- Paper and Packaging
- Plastics
- Production Technology
- Upstream Chemicals
- Upstream Metals
- Vulcanized Materials

The RLF financing in the LaPorte County area will be used to foster growth in employment levels while working towards reaching the goals as identified within the CEDS. The LaPorte County Revolving Loan Fund Management Plan includes the current EDA Regulations for RLF's approved as of December 19, 2014.

A. ECONOMIC ADJUSTMENT OVERVIEW

CEDS and the Region

The 2013 CEDS reflects the priorities of the Region including the areas within Lake, Porter, and LaPorte Counties. The CEDS acts as a guide to improve the overall economic condition. The implementation of economic development resides with the public and private entities within Northwest Indiana. With the local CEDS and RLF's in mind local government is encouraged to consider the regional efforts and funding mechanisms available when working with private partnerships in recruitment, retention, and expansion efforts within the region.

The CEDS identifies twelve traded clusters for LaPorte County as Automotive, Downstream Chemicals, Downstream Metals, Hospitality, Medical Devices, Metalworking, Paper and Packaging, Plastics, Production Technology, Upstream Chemicals, Upstream Metals, and Vulcanized Materials. Of these clusters 55% of LaPorte County's employment is in Hospitality and Tourism, Production Technology and Heavy Machinery, Distribution and Electric Commerce, Automotive, and Business Services. LaPorte County has experienced some newly emerging clusters in Downstream Chemical Products, Metalworking Technology, and Upstream Chemical Products.

Regional Economic Adjustment Problems and Economic Distress

The LaPorte County area has been dependent upon durable goods manufacturing and within the past decade has suffered from the effects of the recession. A lack of any corporate headquarters has resulted in some manufacturers closing operations causing unemployment rates higher than the national rate. There is a decline in jobs of the core clusters due to foreign competition globalization and the workforce is not skilled in the new emerging industry clusters. In addition, the population in LaPorte County is slowing largely due to an aging population. The diminishing number of younger individuals could have serious implications for the provision of services required by ever increasing older populations. Since 2010 the population age group zero through four decreased 0.91%, five through seventeen decreased 3.94%, eighteen through twenty four increased 2.48%, twenty five through forty four decreased 1.49%, and sixty five plus increased 10.51% according to information reported by STATS Indiana (www.stats.indiana.edu).

LaPorte County had a large automotive manufacturer close in the early 2000's that increased unemployment throughout the County. The economic recession of 2008 took its toll on LaPorte County as well. Within the County some of the older, urban areas experienced decay, vacant lots, empty stores, and closed businesses. As expected this

neighborhood blight results in depressed property values, low per-capita income, high unemployment, and poor infrastructure. There is no uniform inventory of underutilized properties within the County. Thus far there has not been a centralized group responsible for the development. Governmental units compete for new business and attracting existing companies to relocate.

As a result, lenders are reluctant to participate in long-term fixed-asset financing for commercial and industrial purposes. This is especially true in the case of small and start-up businesses with little or no historical track record showing profits or potential of sustainability. The LaPorte County RLF will provide another source of funds, which will occupy second position, in order to leverage more commercial banks to provide loans. This will enable start-up businesses or job creating development and expansion projects to receive loans with reasonable interest rates and terms. Loans will act as an incentive for the banks to participate in various projects, and attract private lenders that would otherwise not participate.

Plan to Deal with the Regional Economic Adjustment Problems and Economic Distress

The intended purpose of the LaPorte County RLF is job retention and creation, particularly in the low and moderate income sector. The goal is to achieve this through loans for new or start-up businesses, business expansion, or to circumvent business closure. The LaPorte County RLF funding is most desired to assist in leveraging private investment back into the County. The LaPorte County RLF is a tool used to help support the overall goals of the CEDS within LaPorte County.

The two major cities in LaPorte County, the City of Michigan City and the City of LaPorte, have focused on downtown revitalization to help attract both families and businesses to the area. While downtown businesses may not boast the highest employment numbers it does add to the revitalization goals of the two largest cities in the County. This will be taken into account with LaPorte County RLF applications.

RLF: Supporting Economic Adjustment Activities/Strategies

In order to assure that the LaPorte County RLF will be used to support specific economic adjustment activities identified in the CEDS, NIRPC staff and any support service rendered will ensure that as applicant reviews are underway the lending is in line with the regional efforts and strategies identified in the CEDS.

B. BUSINESS DEVELOPMENT STRATEGY

Objectives

The purpose of the business development strategy is to increase the capacity of the local economy by providing local businesses and private entities a financing source to grow, maintain and/or sustain their operations locally that will add value to the overall region.

Specific objectives include:

- To provide gap financing for businesses that intend to relocate or expand within the County, and to create or retain a variety of jobs in various industries.
- To expand business employment and ownership opportunities for County residents through economic development that is compatible with and will enhance the areas existing regional strategies and physical and social environment.
- To promote the economic well-being of the County by helping to finance projects which maximize private sector investment, offer benefit to low and moderate income individuals, and continually add value to the economic base of the region.
- To work with the commercial lenders in the County to ensure that there are alternatives and support if small businesses aren't qualified for lending programs.

Targeted Businesses

The LaPorte Revolving Loans will be targeted to those geographic areas within the County which have concentrations of low and moderate income families and, in addition, will be targeted toward low and moderate income individuals. Priority will be given to those firms which provide/retain local jobs and export a product outside of the area. Those firms which provide for the sale of existing products which will be involved with sales outside of the area, but which will accrue back to the area, will be given the next level of consideration. Those firms which are involved strictly within the area with no potential for export of product will be given the lowest priority.

Business Needs

The business needs mentioned below have been identified from previous loan application meetings. The types of assistance needed by targeted businesses for the area typically are:

- Access to knowledge/services available through other community members
- Access to potential partners for their projects
- Access to a variety of financing (startup financing, inventory, working capital, equipment, real estate, construction, community/local match, etc.)
- Access to affordable real estate in ideal locations to benefit the target markets

Other Programs and Activities

There are many other agencies that assist in economic development within the LaPorte County area. Along with working with lenders in the area to identify financing needs the local Chambers of Commerce are a great resource. Several entities described below are also very active in economic development within LaPorte County as well as a good source of information.

Greater LaPorte Economic Development Corporation

The Greater LaPorte Economic Development Corporation (GLEDC) was formed in 2001 to provide LaPorte with a "One Stop Shop" for all business needs. GLEDC provides prospect development, project development, project coordination, and retention & expansion services. Focuses include:

- New business attraction efforts
- Incentive information and assistance
- Small business assistance
- Available property information and listings
- Project coordination
- Contact for SBA 504 programs and the LaPorte County Revolving Loan
- Marketing and promotion efforts for development opportunities and growth
- Retention and expansion efforts in conjunction with the Chamber of Commerce
- Professionalism and knowledge of the area

Economic Development Corporation of Michigan City

The Economic Development Corporation of Michigan City's mission is to develop and implement seamless policies, procedures and programs for economic and community development that drive systemic and long-term viability through collaboration and consensus with stakeholders and community resources. In line with that the Economic Development Corporation of Michigan City strives to assure the long-term viability of Michigan City with a healthy and robust business environment, modern public infrastructure, a stable tax base, outstanding customer service and quality human, technical and financial resources so that local leaders are able to sustain needed change.

LaPorte County Office of Economic Development

The LaPorte County Office of Economic Development aims to develop innovative strategies to create an environment of success for their county's employers and employees. Their approach to workforce development includes bringing in diverse and long-term job opportunities. They hope to take a more aggressive approach to furthering employment opportunities within the incorporated areas of the county. The office strives to be the one-stop-shop for both current and prospective businesses looking to expand or relocate within LaPorte County.

Northwest Indiana Forum

The Northwest Indiana Forum is the regional voice for the business community and the premier source of a full package of services that promote economic development and retention of quality jobs. With more than 130 member organizations, the Forum's mission is to increase the broad-based wealth in Northwest Indiana through economic development. Funded by membership contributions and grants, Forum membership translates into a direct investment in the Region to support growth and economic innovation. The Forum works to create a positive business climate promoting investment and job creation. Two critical components of a sustainable regional economy. Enabling this growth includes stable tax policies, reasonable operations and

living costs and a workable regulatory environment that protects the quality of life and does not inhibit growth and opportunities.

Indiana Small Business Development Center

The Indiana Small Business Development Center (ISBDC) was created to have a positive and measurable impact on the formation, growth, and sustainability of small businesses in Indiana, and to help Hoosier Entrepreneurs start stronger, grow faster, and work smarter. The ISBDC Network aims to accomplish this through a continuous focus on impact, realizing it is not enough to hold training events and meet with clients, but that tangible value needs to be provided to clients as a result of outcome-focused ISBDC engagement.

Indiana Economic Development Corporation

The Indiana Economic Development Corporation (IEDC) is the State of Indiana's lead economic development agency. The IEDC was officially established in February 2005 to replace the former Department of Commerce. In order to respond quickly to the needs of businesses, the IEDC operates like a business. The IEDC is committed to attracting and supporting new business investment, creating new jobs for Hoosiers, and furthering Indiana's legacy as one of the top states in the nation for business. The IEDC aggressively pursues every opportunity that represents a promise for Hoosier jobs, and will compete locally and at a state level to win these opportunities. The IEDC also continues to seek opportunities to attract new business and grow local companies at home, and continue to improve the economy for the state of Indiana.

Regional Development Company

The Regional Development Company (RDC) is a Certified Development Company within the State of Indiana. The RDC makes loans under the SBA 504 loan program to assist small business. The RDC processes, approves, closes and services all loans. Funding is arranged by the RDC through the Central Servicing Agent whom issues a bond. In all ways, the RDC is the direct lender for the SBA 504 loan program. The RDC has funded over 400 loans, representing more than \$135 million of 504 financing and \$350 million in total leveraged investment, creating or retaining over 4,500 jobs in Indiana.

C. FINANCING STRATEGY

The LaPorte County RLF financing strategy is based on the sources of financing, both public and private, available to support the business development objectives discussed earlier in this plan and the differing needs of the types of business targeted for investment.

Financing Needs

The type of financing needs and opportunities for target businesses identified in the business development strategy include:

- Access to knowledge/services available through other community members regarding financing options

- Access to potential financial partners for projects
- Access to a variety of financing types (startup financing, inventory, working capital, equipment, real estate, construction, community/local match, etc.)
- Access to reasonable real estate/development financing for real estate

Local Capital Market

As LaPorte County recovers from the effects of the recession, the lending opportunities available have seen an increase. Within the past decade the County has also seen an increase in entities taking an interest in economic development. In 2013 LaPorte County created a new office, the office of Economic Development. Other entities taking an interest in economic development in LaPorte County include the Greater LaPorte Economic Development Corporation, Michigan City Economic Development Corporation, Purdue University Extension, Northwest Indiana Forum, Northwest Indiana Economic Development District, the Greater LaPorte Chamber of Commerce, Center for Workforce Innovations, Elevated Ventures, Indiana Economic Development Corporation (Northwest Region), Northwestern Indiana Regional Planning Commission, Northwest Indiana Small Business Development Corporation, and the Regional Development Company. This has increased the recognition of additional funding sources both public and private. With the additional resources businesses are capable of putting more pressure on lending institutes for reasonable interest rates. This is more likely effective when working with the smaller localized banks over the national banks' lending criteria which is not adjusted for the various local environments. National bank criteria has not changed much over the years.

RLF Financing Niche

The LaPorte County RLF loans are intended to be small or supplemental loans and quite often are used when no other sources of lending are available. Borrowers are first referred to other programs, such as SBA 504, that they may better qualify for. In any regard, the LaPorte County RLF strives to maintain a diverse portfolio and is open to fixed asset or working capital loans made to start-up, expansion, or retention businesses. Historically speaking, loans have been made with five year terms, however in certain situations longer loans may be necessary.

D. FINANCING POLICIES

This section discusses the specific policies designed to guide RLF financing, taking into consideration the need to manage and protect the RLF capital while accomplishing the objectives of the Business Development Strategy. The standard lending terms and any special financing techniques that the RLF may utilize are discussed below in detail. The financing policies below are consistent with EDA policies and requirements.

Eligible Lending Area

The eligible applicants proposed location of business must be within LaPorte County but is preferred to be within the city limits of Michigan City or LaPorte. The major goals of stabilizing the economy, diversifying the economy, and reducing unemployment will be taking place primarily in the two cities.

Allowable Borrowers

In order to be eligible, an applicant must meet the following eligibility requirements. The business can be either a private for-profit or non-profit firm, industry, corporation, partnership or sole proprietorship. The LaPorte County RLF does not limit the allowable sector that the business operates. All applicants will be required to certify that neither themselves, the business, nor any affiliated business have been suspended or debarred or voluntarily excluded from receiving funds of this program pursuant to 15 CFR 26.215, 26.220 and/or 26.625.

Allowable Lending Activities

The allowable lending activities for the LaPorte County RLF program include:

- Land costs, including engineering, legal, grading, testing, and site mapping; and related costs associated with acquisition and preparation of land.
- Building costs, including real estate, engineering, architectural, and legal; and related costs associated with acquisition, construction, and rehabilitation of buildings.
- Machinery and equipment costs, including delivery, installation, and engineering; architectural, legal, and insurance; and related costs.
- Other costs contributing directly to the value of project fixed assets, such as sales and use taxes, and interest on interim construction financing.
- Working and start-up capital.
- Infrastructure costs. In a situation where infrastructure development is being included in the loan application, those costs must be identified.
- Purchase of a business or equity in a business if the need for RLF financing is sufficiently justified and documented in the loan write-up. Acceptable justification could include acquiring a business to substantially save it from imminent closure or acquiring it to expand it with increased investment.
- Refinancing of loans by other lenders if there is sound economic justification and there is sufficient documentation in the loan write-up that the RLF is not replacing private capital solely for the purpose of reducing the risk of loss to an existing lender(s) or to lower the cost of financing to the borrower.

The foregoing list is intended as a general guide and does not necessarily include all categories of eligible costs. In any case, all proposed uses of revolving loan funds will be subject to approval on the basis of the information contained in individual loan applications. All lending activities shall be pursuant to 13 CFR 307

Prohibited Lending Activities

The following list of uses will not be allowed with the LaPorte County RLF program:

- Projects which would cause unemployment resulting from relocation of a business.
- Projects which include facilities for generation, transmission, or distribution of electrical energy.
- Projects located outside of LaPorte County.
- Projects for which funds are otherwise available from private lenders or other public agencies on terms which will permit the accomplishment of the project.
- Projects on which there is not reasonable assurance of repayment of the proposed loan(s).
- Partially completed construction.
- Relocation of a local business to gain competitive advantage over another area.
- Costs incurred prior to the approval of a loan application
- Subsidy of interest payment on loans.
- The equity contribution required of borrowers participating in other federal loan programs.

Loan Size

Loans will not ordinarily be made in amounts less than \$10,000 or more than \$200,000 to any one company or organization, with the average loan expected to be between \$50,000 and \$150,000. In addition, the fund shall not usually have more than \$200,000 in credit outstanding to any individual borrower at one time. Active loan(s) to a single borrower will not exceed 25% of the LaPorte County RLF lendable capital.

Interest Rates

The minimum interest rate the LaPorte County RLF can charge is 4 percentage points below the current money market center prime rate quoted in the Wall Street Journal for loans of similar size, maturity, and purpose; or the maximum interest rate allowed under State law, whichever is lower, but in no event shall the interest rate be less than 4%. However, should the prime interest rate exceed 14%, the minimum LaPorte County RLF interest rate is not required to be raised above 10% if doing so would compromise the ability of the loan recipient to implement its financing strategy. The interest rate for each loan will, among other things, depend upon a job/cost ratio, be determined by the amount of equity in the project, and consider the fulfilling of the area's goals. Loans will have fixed interest rates to be set once the complete application packet is prepared and ready for board approval.

Terms

The standard term for working capital and fixed asset loans will be five to ten years. Real estate loans will be ten years. Loan payments will be monthly, to commence on the first of the month to begin after one full month from the loan disbursement, but may

be scheduled in accordance with the needs of the individual borrowers. In extenuating situations, in order to encourage financial participation in a direct fixed asset loan project by other lenders and investors, the LaPorte County RLF may be repaid after other loans made in connection with the project have been paid in part or in full. Deferral of repayment of principal may be scheduled as is determined necessary for this purpose, but in no case shall commencement of principal repayment be deferred beyond six months after total disbursement of project funds. Priority of payments on defaulted LaPorte County RLF loans will first compensate any costs of collections, then credit the outstanding penalties and fees, then pay any accrued interest to the extent due and payable before finally paying the outstanding principal balance. Prepayment of principal may be made by applicant at any time without penalty. Interest that has accrued will be paid at the time of prepayment of principal.

Fees

Loan Application Fee: A non-refundable loan application fee of two hundred dollars (\$200) will be charged to all loan applicants. If the loan is approved, the fee will be applied to the loan processing fee.

Closing Fee: Borrowers will pay NIRPC one thousand dollars (\$1,000) at the time of closing to provide for certain administrative and legal fees associated with loan preparation and closing.

Late Payment Penalty: A late payment fee will be construed as any payment which is not postmarked by the 15th day of each month. The penalty charge will be 5% of the current scheduled payment.

Equity and Collateral

When appropriate and practical, RLF financing may be secured by liens or assignments of rights in assets of the assisted firms. The lien position of the RLF may be subordinated and made inferior to the lien or liens securing other loans made in connection with the project. The RLF will normally obtain collateral such as liens of record, receivables, fixed assets, and/or other available assets of borrowers. Such liens may be subordinated only to existing liens of record and other loans involved in the project.

Moratoria

The LaPorte County RLF managing board has the authority to negotiate special financing, such as approval of a temporary moratorium on principal payments because of temporary difficulty or extenuating circumstances which a project may be experiencing. Loan recipients must make all requests for loan moratoria in writing to NIRPC with detailed reasoning as to why the request is necessary, and a plan as to how the business will be able to make payments after the moratorium period is over. All requests should include the desired length of moratoria not to exceed nine months. All

requests will be forwarded to the LaPorte County RLF managing board for review and approval.

Start-ups

The LaPorte County RLF Managing Board will more cautiously look at financing of start-ups applying for a loan. Financing information provided with the loan application will be different seeing as how the borrower most likely will not have business financial statements to provide. NIRPC, as well as any designated contractor of NIRPC's, will work with the start-up to supply financial supporting documents that will satisfy the financial obligation of the application packet. A business will be considered a start-up if it has been operational for 24 months or less.

Working Capital

The LaPorte County RLF does permit working capital loans.

Prudent Lending Standards and Operating Procedures

As the majority of the RLF proceeds have been received from the U.S. Economic Development Administration NIRPC follows the loan and accounting principles as identified in 13 CFR 307.15. RLFs shall operate in accordance with generally accepted accounting principles ("GAAP") as in effect from time to time in the United States and the provisions outlined in OMB Circular A-133 and the Compliance Supplement, as applicable. In accordance with GAAP, a loan loss reserve may be recorded in the RLF Recipient's financial statements to show the fair market value of an RLF's loan portfolio, provided this loan loss reserve is non-funded and represents non-cash entries. Prior to the disbursement of any EDA funds, NIRPC shall certify that standard RLF loan documents reasonably necessary or advisable for lending are in place and that these documents have been reviewed by its legal counsel for adequacy and compliance with the terms and conditions of the Grant and applicable State and local law. The LaPorte County RLF holds the Federal Government harmless from liabilities in regards to the LaPorte County RLF.

The standard loan documents must include, at a minimum, the following:

- Loan application;
- Loan agreement;
- Board of directors' meeting minutes approving the RLF loan;
- Promissory note;
- Security agreement(s);
- Deed of trust or mortgage (as applicable);
- Agreement of prior lien holder (as applicable); and
- Signed bank turn-down letter demonstrating that credit is not otherwise available on terms and conditions that permit the completion or successful operation of the

activity to be financed. EDA will permit NIRPC to accept alternate documentation only if such documentation is equivalent to the bank turn-down letter.

Credit Not Otherwise Available

The LaPorte County RLF cannot be used to substitute for available private capital and potential borrowers must demonstrate that credit is not otherwise available. The borrower must demonstrate that financing for a project is not otherwise available on terms and conditions that would permit completion and/or successful operation or accomplishment of the project. LaPorte County RLF funds will not be disbursed until written evidence to this effect has been received. This would typically be in the form of a bank "turn-down" letter or letter indicating that the bank can only finance a portion of the money the borrower needs.

E. PORTFOLIO STANDARDS AND TARGETS

Target Percentages

The following is the targeted percentage breakdown of borrowers for the LaPorte County RLF program. It is anticipated that the breakdown of borrowers by percentage of dollar amount is as follows:

- Public/Private (Ownership): 0/100
- Fixed Asset/Working Capital: 70/30
- Start-Up/Expansion/Retention: 40/50/10
- Locally owned/Outside owned: 70/30
- Industrial/Commercial/Service: 60/15/25

Private Sector Leverage

The LaPorte County RLF will follow the EDA required minimum ratio of two dollars in private investment for every one dollar of RLF loans as identified in 13 CFR 307.15(d). Private investment may include (1) capital invested by the borrower or others; (2) financing from private entities; and (3) 90% of the guaranteed portions of SBA 7(a) and SBA 504 debenture loans. Projects that provide higher private investment will receive consideration over those providing lower investment, all other factors (such as job creation) being equal.

Job Cost Ratio

The LaPorte County RLF's target job/cost ratio is one job created or retained per every \$25,000 of proceeds used. Applicants with a lower investment per job will be given priority over larger investments per job. The LaPorte County RLF will concentrate on creating family-wage employment, primarily for low and moderate income families. Skilled and semi-skilled jobs in light manufacturing will be viewed as those most desirable for long-term employment.

F. RLF LOAN SELECTION CRITERIA

The LaPorte County RLF loan selection will be based on the financing policies and portfolio standards discussed earlier in this document. However, proposed projects that can demonstrate the following criteria will take higher/priority when awarding loans:

- Businesses locally owned and operated
- Businesses which show women and minority enterprise development to be actively sought
- Projects that show strong potential future growth
- Projects which complement other firms in the area
- Borrowers willing to retrain and upgrade unskilled, semi-skilled, or displaced workers.

G. PERFORMANCE ASSESSMENT PROCESS

Loan Portfolio Review

The LaPorte County RLF will be evaluated on a semi-annual basis in conjunction with the reporting to the Economic Development District by the NIRPC staff. The only time changes in the plan will occur will be when a loan is made and or closes. A review of the loan portfolio will also be made available to the Loan Management Board at each meeting in which a loan is being discussed or issued.

Updates to the Management Plan

The LaPorte County RLF will update its management plan in accordance with 13 CFR 307.9. At a minimum the plan will be updated every five years. Notification will be given to the Economic Development Administration of any changes made to the plan as well as any changes that affect the RLF. NIRPC can choose to update the LaPorte County RLF management plan sooner than every five years as they see fit.

Part II: REVOLVING LOAN FUND OPERATIONAL PROCEDURES

This section serves as the LaPorte County RLF's internal operating manual and will identify the administrative procedures for operating the RLF. All operating procedures will be consistent with the "Prudent Lending Practices," as defined in 13 CFR 307.8. As NIRPC is the administer of the RLF funds, NIRPC will be responsible with complying, and ensuring that potential borrowers comply, with applicable laws and regulations including but not limited to 13 CFR Part 307.

A. ORGANIZATIONAL STRUCTURE

NIRPC

The LaPorte County RLF Program will be administered through NIRPC, a multi-county planning commission established under state law. NIRPC will administer the program in

conjunction with LaPorte and Michigan City Economic Development Corporations. NIRPC does not employ loan processing staff so some services will be contracted.

NIRPC is responsible for the following tasks either through staff or contracted services:

- Developing the publicity about the availability of the RLF
- Provides business assistance and advisory services to prospective and actual borrowers to identify the types and sources of services available
- Regulatory compliance assurance
- Loan Processing; including reviewing applications, conducting credit analysis, preparing loan write-ups and recommendations to the LaPorte County RLF Managing Board
- Loan closings
- Loan Servicing (administrating loan collections, handling defaulted loans and foreclosures)
- Organizational administration (financial record keeping, ensuring compliance with EDA requirements)
- Federal grant reporting
- Loan portfolio reviews
- Update the Management Plan for recommendation by the LaPorte County RLF Managing Board and approval to submit to EDA from the NIRPC Finance and Personnel Committee

NIRPC Finance and Personnel Committee

NIRPC has established a Finance and Personnel Committee composed exclusively of Commission members appointed by the Chair of the Board of Commissioners. This Committee exercises financial oversight, procurement, budget development, and personnel policies over Commission operations and establishes more detailed accounts. Meetings typically take place prior to Commission and Executive Board meetings where the Finance and Personnel Chair reports and presents any actions taken by the Committee.

The NIRPC Finance and Personnel Committee is responsible for setting the budget for NIRPC on an annual basis. Since the LaPorte County RLF money is held by NIRPC the annual budget for those funds is approved by the Finance and Personnel Committee. In addition the Finance and Personnel Committee is the final approval for submission of any LaPorte County RLF Management Plan updates to the Economic Development Administration.

LaPorte County RLF Managing Board

The LaPorte County RLF Managing Board will be responsible for the following:

- Accepts and applies for RLF grants and sub-grants.
- Reviews, amends, and recommends the Management Plan to NIRPC's Finance and Personnel Committee.
- Provides overall policy guidance.

- Appoints and/or replaces members of the Managing Board.
- Makes final decisions on all loans, including loan approvals, modifications, and foreclosure actions.

The board will be comprised of a maximum of eleven members:

- 6 bankers from financial institutions in LaPorte County
- 2 appointee from the LaPorte Chamber
- 1 appointee from the Mayor of the City of LaPorte
- 1 appointee from the Mayor of the City of Michigan City
- 1 LaPorte county resident appointed by NIRPC

A Loan Committee member who misses two consecutive meetings without reasonable cause may be relieved of this responsibility. Appointments may be changed at any time by the responsible appointing party. Meetings will be called on an as needed basis but not more frequently than twice a month. A quorum for a meeting will consist of a majority of the current Board Members present.

Conflicts of Interest

In the event a LaPorte County RLF Managing Board member or government agency representative has a separate financial interest in an applicant for a LaPorte County RLF loan, the representative/board member shall so notify NIRPC and be excused from its review function with respect to the proposed loan for that applicant.

No loans shall be made to a business entity if the owner of such entity or any owner of an interest in such entity is related by blood, marriage, law, or business arrangement to any officer or employee of the NIRPC staff, NIRPC Commissioners, LaPorte County RLF Management Board, or any other person or entity which advises, approves, recommends, or otherwise participates in decisions concerning loans or the use of LaPorte County RLF funds.

No person or entity referred to above shall receive any benefits resulting from the use of loan funds, unless that person or entity first discloses, in writing, the proposed or potential benefit and receives written determination that the benefit involved is not so substantial as to affect the integrity of the application decision process and the services of said person or entity.

Former board members and others involved in the decision process are ineligible to apply for or receive loan funds for a period of one year from the date of termination of his or her services.

B. LOAN PROCESSING PROCEDURES

Application Process

Anyone desiring to participate in the program will be referred to contact NIRPC, or the designated contractor, to request assistance. An initial interview will be scheduled and the program will be explained along with the eligibility standards. An application will be given to the potential borrower as well as a contact person to work with. Multiple meetings may be required with any potential applicant in addition to on-site visits or field research.

Eligibility Establishment

As soon as the potential project is considered ineligible, then: (1) the potential applicant will be informed of the decision (via email, phone call or letter) and the reasons why: and/or (2) the potential applicant will be provided with information and changes needed in order to qualify for the program. In either case, the applicant is invited to resubmit a proposal if the revised proposal appears to meet requirements.

Submittal Requirements from Each Applicant

If the potential project is considered eligible, then the following information must be submitted to create the loan application package:

- Application with \$200 application fee
- Balance Sheet and Profit and Loss Statement
- A current Balance Sheet and a current Operating Statement (not over 90 days' old).
- A pro forma Balance Sheet and projected Operating Statement for two years.
- Copies of the applicant's last three years' income tax statements.
- A brief narrative description of the proposed project, including:
 - The number of long-term jobs to be created (not including construction jobs).
 - Total project Cost.
 - Amount of loan requested.
 - Source of other required funds.
 - Purpose of loan (use of proceeds).
 - Term requested.
 - A history and description of the business.
 - The names of affiliates or subsidiary firms.
 - Complete outline of current debts.
 - Statement/description of the collateral for the project including terms.
 - Franchise agreement(s), if applicable.
- Environmental review (construction projects)
 - Applicants must ensure that they are in compliance with 13 CFR 302; 13 CFR 314, the National Environmental Policy Act of 1969 and all other federal environmental mandates.

- Current personal financial statement of each proprietor, partner, and officer, and each stockholder with 50% or more ownership.
- Documentation of credit not otherwise available (bank letter).
- Signed release to check credit.
- Any other pertinent information requested by the Board of Directors pertaining to the loan package.

Application Review and Credit/Financial Analysis

NIRPC staff will analyze the application and accompanying information. Staff will also ensure that the LaPorte County RLF Managing Board reviews and approves loans in accordance with the approved financing policies, targeting criteria, and loan selection criteria of the RLF Plan. A credit analysis will be completed and included in with the application package for the Board. The complete package along with loan documents is submitted to legal counsel for review for reporting to the Board.

Recommendations to the LaPorte County RLF Managing Board

Once the complete application package is gathered and all eligibility requirements and Economic Development Administration regulations are met then a meeting of the LaPorte County RLF Managing Board will be scheduled. The complete application package along with the credit analysis and any additional information will be sent to the board for review prior to the meeting. The material will be discussed and the final decision for funding will be made. The board will determine the frequency and reporting requirements of financials and job creation. If the application is denied by the Board, a letter will be sent to the applicant stating the reasons for the denial and, where appropriate, suggestions will be made to the applicant on how to make it acceptable and an invitation will be issued to submit a revised application. If the application is approved then staff will proceed to the loan closing stage. Minutes of all Board meetings will be retained to document the approval/denial of loans. A quorum for a meeting will consist of a majority of the current Board Members present.

Loan Closing Schedule, Fund and Close of Loan

The loan documents that have been reviewed by legal counsel and approved by the Board are collected and a signing with the applicant(s) is scheduled, a check is disbursed and the loan is closed. The applicant, prior to receiving the loan check, is required to pay in full the \$1,000 loan closing fee less the application fee of \$200.

Confidentiality

Confidentiality regarding financial information will be guarded at all times. No LaPorte County RLF Management Board member, NIRPC staff member or NIRPC contractor will use his or her official position or office to obtain financial gain for themselves other than salary and/or reimbursement of expenses, or for any member of his household or for any business with which he or a member of his household is associated. Further, no

LaPorte County RLF Management Board member, NIRPC staff member or NIRPC contractor will further his personal interests through the use of confidential information gained in the course of, or by reason of, his official position or activities in any way. (Code of Ethics, RCW 42.123).

Other Compliance Requirements

Assurances of regulatory compliance will be obtained before any loan is disbursed. Compliance will be monitored during the payback period and, in a case of confirmed non-compliance, the loan may be called. Provisions will be made in the loan agreement to call the loan for non-compliance of any of the following items.

Civil Rights: The LaPorte County RLF program will be marketed to reach as broad a spectrum of potential borrowers as possible. Staff will monitor borrower compliance, both pre- and post-loan, through discussion, requiring written assurances, reports on equal employment opportunity, and observation during periodic site visits.

Flood Hazard Insurance: Loans are not made for project activity located in a flood plain unless proof of flood hazard insurance is provided.

Davis-Bacon Requirements: Construction activity financed in whole or in part by the LaPorte County RLF must comply with the requirements of the Davis-Bacon Act, as amended.

Access for the Handicapped: All LaPorte County RLF financed construction projects, to which the public will have access, will provide access to the handicapped in compliance with Public Law 90-480, as amended (42 U.S.C. 4151, et seq.) and the regulations issued thereunder, or those loans will not be approved.

Contract Work Hours and Safety Standards and Anti-Kickback Act: Where applicable, LaPorte County RLF borrowers shall be required to comply with the Contract Work Hours and Safety Standards Act, as amended (40 U.S.C. 327-333) and with the anti-Kickback Acts, as amended (40 U.S.C. 276 (c); 18 U.S.C. 874).

C. LOAN CLOSING AND DISBURSEMENT PROCEDURES

Commitment Letter (Credit Agreement): The applicant is advised of the loan approval including the terms and conditions set forth. A commitment letter shall indicate all reporting requirements necessary on behalf of the loan recipient.

Loan Closing Documents

Below is a minimum list of documents that will be required for the types of loans made under the RLF and any special timing requirements. Per 13 CFR 307.15(b) (2), the required documents should at a minimum include:

- Loan application

- Loan agreement
- Board meeting minutes approving the RLF loan
- Promissory note
- Security agreement(s)
- Loan amortization schedule
- Deed of trust or mortgage (as applicable),
- Agreement of prior lien holder (as applicable)
- A signed bank "turn-down" letter demonstrating that credit is not otherwise available.
- Board meeting minutes, resolutions, etc. confirming the approval of the LaPorte County RLF Managing Board

Loan Agreement Provisions

NIRPC will ensure that the LaPorte County RLF funds will be used as intended by following up with the applicant on a semi-annual basis in addition to reviewing any required reports from the applicant. Each loan agreement will clearly state the purpose of each loan. See 13 CFR 307.17(a). Staff will review all loan documents to ensure that the procedures in place protect and hold the Federal government harmless from and against all liabilities that the Federal government incur as a result of providing an RLF Grant to assist directly or indirectly in site preparation or construction, as well as the direct or indirect renovation or repair of any facility or site. See 13 CFR 307.10(c). Staff will review and go over all loan agreement provisions during the initial intake of application requirements and during the signing of documents for ensuring that prospective borrowers, consultants, or contractors are aware of and comply with the Federal statutory and regulatory requirements that apply to activities carried out with the RLF loans. These loan agreement provisions will also be reviewed at closing of the loan. All EDA RLF loans must include loan call stipulations for instances of non-compliance. See 13 CFR 307.10(b).

Loan Disbursement

Once all loan documents and agreements are mutually accepted by all parties, a signing with the applicant(s) is scheduled, and check is issued. After the applicant signs all necessary paperwork then the loan check is remitted. The applicant must pay in full the \$1,000 closing fee prior to the disbursement of any funds.

D. LOAN SERVICING PROCEDURES

Loan Servicing

NIRPC will closely monitor the performance of all loans within the loan portfolio in order to improve opportunities for both the repayment of loans and for the success of the borrower. Loan servicing will be performed by NIRPC or NIRPC's hired contractor(s), with recommendations from the LaPorte County RLF Managing Board. All contracting and procurement completed by NIRPC is conducted pursuant to Federal procurement

regulations. Staff will provide accounting and loan collection services and provide a financial report to the Board at meetings, including a statement of individual account status. A commercial bank will be selected as the depository of the loan funds. Included in the loan servicing and accounting are the following:

- Late payment notices to borrowers.
- Monthly accounting to the NIRPC Finance and Personnel Committee of principal and interest received on all loan accounts, as well as monthly bank account reconciliations.
- Delinquent account listing.
- Annual ledger listing for each account.
- Site visits may be conducted on a regular basis.

Repayment

Repayment is to be made directly to NIRPC and typically begins thirty (30) to forty-five (45) days after a loan is closed and funds are disbursed. Loan payments will be made monthly, to commence on the first of the month to begin after one full month from the loan disbursement, but may be scheduled in accordance with the needs of the individual borrowers. The standard method of loan payment by RLF borrowers is check. NIRPC will deposit the checks in the chosen depository bank within twenty four (24) hours of receipt (excluding holidays or the weekends). A designated staff member will be in charge of receiving the payments, documenting the payments and depositing the payments. Repayment is considered late if it is received after the 15th day of each month. A late fee will be assessed.

Since no notices of regularly scheduled payments are sent to borrowers all borrowers will receive a copy of the loan amortization schedule which will serve as the repayment schedule. The amortization schedule will be provided with the check. Late payment notices will be mailed to the borrower and give the borrower several opportunities to pay or respond in some other manner to the default. The series will include two or more written requests (via email and/or mail) and may begin with a telephone call. A meeting with the borrower will be called if the delinquency is more than 45-60 days. A demand letter prepared by an attorney may be used as an effective collection procedure. Specific cases will be discussed with legal counsel to determine the best course of action.

Monitoring

The standard procedures for monitoring loan conditions may include required procedures for financial statements, annual insurance renewals, borrower site visiting and any other EDA requirements. All monitoring will be conducted by NIRPC staff or contractors hired by NIRPC.

The collection of financial statements, as required by the loan agreement, will be handled in a manner similar to the collection of payments. Quarterly financials may be requested or required per the loan agreement. These will be reviewed for the results of

the most recently completed period as well as year to date results. This review will compare the reports to the projections or budgets previously submitted. Changes in the balance sheet or financials will be sought and examined for indications of deterioration in financial strength. Early warning signs will include:

- Losses that were not anticipated
- Lower gross and net margins
- Reduction in net working capital
- Lower current ratio
- Additional long term liabilities

Serious changes will warrant a phone call and/or meeting with the borrower to discuss progress and assess existing or potential problems. Site visits may occur periodically as deemed necessary.

Job Creation

The initial job creation claims will be reviewed and jobs will be tracked after loan approval through regular communication with the borrower. At a minimum this information will be requested on a semi-annual basis. This information will be used in reporting to the Board as well as the semi-annual reports to the Economic Development Administration.

Delinquency Management

If defaults have occurred and are not cured in a reasonable amount of time, actions can be taken prior to restructuring loan agreements and pursuing legal action to recover the investment. NIRPC staff will stay in close contact with the business to monitor activity and be immediately aware of further deterioration. Possible activities include:

- Increasing financial reporting
- Require monthly cash flow reconciliation
- Hold monthly meetings with management
- Attend meetings of the board of directors

Default Loans: Any loan that is in arrears up to 90 days is considered to be a defaulted loan. Late penalty requirements will follow what is stated in the promissory note and/or loan agreement. Under default all loan proceeds must be immediately repaid or default proceedings will be initiated. Security items will be sold, and proceeds used to recover loan amounts outstanding, legal fees, and other costs of recovery.

If a loan should become delinquent, the following procedures will occur:

- Telephone contact will be made 10 days after due date.
- First notice of delinquent payment will be sent 15 days after due date.
- Second notice will be sent 30 days after due date.
- Third notice will be sent 60 days after due date.
- Fourth notice will be sent 75 days after due date. A certified, return receipt notice will be sent. During the first 75 days of delinquency, written and oral

communication, as well as site visits, will be utilized to resolve the delinquency. Every effort will be made through personal contact to resolve the delinquency.

- After 90 days of delinquency, a loan due demand notice will be sent by legal counsel. If after 90 days a delinquency still exists, and the loan has not been renegotiated or brought current, the loan may be declared in default. NIRPC may immediately commence procedures to recover on borrower's security. No loan modification will be approved unless it can be demonstrated that modification will improve the borrower's ability to repay the loan.

Any recipient proven guilty of discrimination in employment practices or determined to have used discriminatory practices in hiring shall be in default and subject to repay all loan funds immediately. Illegal business transactions or illegal business practices by the recipient may be cause for immediate recall of loan funds.

Restructuring of Loans: If the cash flow of the business is inadequate to make the scheduled payments, it may be necessary to alter the terms of the note in order to cure defaults. If there is no need to formally cure defaults, payment terms may be reached without amending the notes. Restructuring of loans include but are not limited to interest rate amendments, maturity date extensions, or added balloon payment. However, all loan modifications must be reviewed and approved by the LaPorte County RLF Managing Board. Terms and repayment schedules will be defined and agreed upon by the Board.

Write-Offs: A percentage of the loans made through the LaPorte County RLF will be lost due to business failure and inadequate collateral coverage. The anticipated percentage of these losses will be approximately 25% of total funds loaned. Loans will be written off when all actions to recover funds as described above have been exhausted or when pursuit of further recovery is no longer considered cost effective. Through monitoring and tracking of the loan portfolio regularly, the NIRPC staff will work to minimize risk through necessary changes in policies and procedures within the quality control process. NIRPC will report loans in default and if staff recommends that a loan should be charged off, it will be presented to the LaPorte County RLF Managing Board for recommendation and will require the board to approve the write-off. When the board deems a loan to be a loss, the charged off loan must be in compliance with full and fair disclosure requirements of any relevant rules and regulations pertaining to the funding of the loan.

Loan Files

NIRPC maintains an office open for business currently located at 6100 Southport Road, Portage, IN 46368. The telephone number is (219) 763-6060. Professional staff services are available at the office during regular business hours to administer and provide loan servicing. Records of all loans shall be kept at the office, as well as the Management Plan, procedures, and other records. For the safekeeping of all active loan documents particularly loan closing documents and at a minimum, all original notes, loan agreements, personal guarantees and security agreements will be placed in a

fireproof facility or container. NIRPC will always maintain the minimum required loan documentation as set by the Economic Development Administration.

For closed loan files and related documents, NIRPC shall maintain closed loan files and all related documents, books of account, computer data files and other records over the term of the closed loan and for a three-year (3) period from the date of final disposition of such closed loan. The date of final disposition of a closed loan is the date principal, interest, fees, penalties and all other costs associated with the closed loan have been paid in full; or the final settlement or discharge and cessation of collection efforts of any unpaid amounts associated with the closed loan have occurred.

E. ADMINISTRATIVE PROCEDURES

New RLF's

NIRPC received the LaPorte County RLF grant in 1987 at which time the local share commitment from the City of Michigan City and the City of LaPorte were receipted into the account. Since then the local share and federal Economic Development Administration funds have been held in one separate fund by NIRPC. This has made it possible for NIRPC to ensure that the local share proportion to the federal funds is adequate for the grant.

Accounting and Audits

Since the LaPorte County RLF program is administered by NIRPC its existing policies and procedures apply to this program. The financial statements of NIRPC are prepared annually in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. Every year NIRPC receives a federal audit in compliance with the federal regulations annually by the Indiana State Board of Accounts. As the LaPorte County RLF funds are part of NIRPC's financials they are included in the audit and are reported in compliance with the RLF Standard Terms and Conditions Part I.F.

The LaPorte County RLF has its own separate fund, and bank account, within the NIRPC accounting system and all loans are tracked separately within that fund. If more than fifty percent (50%) of revolving loan funds income, or \$100,000, is used to cover costs of administering the LaPorte County RLF program, a Revenue and Expense Statement must be submitted to EDA. Program income is defined as interest earned on outstanding loan principal, interest earned on accounts holding RLF funds not needed for immediate lending, all loan fees and loan-related charges received from borrowers.

Administrative Costs

NIRPC intends to use the LaPorte County RLF income to cover eligible administrative costs associated with the grant. The anticipated maximum percentage of income to be used for expenses will be in compliance with EDA's allowed percentage. NIRPC will submit form ED-209I for administrative costs that are either 50% or \$100,000 of the LaPorte County RLF income in a six-month Reporting Period. NIRPC will apply, track, and report the administrative costs in compliance with 13 CFR 307.

Capital Utilization and Sequestration

The LaPorte County RLF portfolio is constantly watched. On a semiannual basis, in conjunction with reporting, the capital utilization will be reviewed. NIRPC will strive to maintain, at a minimum, 75% of the capital to be in use. If at any point NIRPC is required to sequester funds then such funds will be deposited into an interest bearing account and interest shall be remitted to EDA as instructed. NIRPC will maintain compliance of 13 CFR 307.16 with regards to capital utilization and sequestered funds.

Economic Development Administration Reporting

NIRPC will complete and submit Revolving Loan Fund semi-annual report and Income and Expense Statements to the Economic Development Administration (EDA) as required. As part of this reporting NIRPC will certify to EDA that the LaPorte County RLF is operating in accordance with the applicable LaPorte County RLF Management Plan.

Procurement Recommendations

May 19th, 2016

Corridor Study- Safety at the Crossroads I-65 and US 30 Safety Planning

- Purchasing of Consulting Services to prepare a plan to reduce pedestrian and auto conflicts by creating safe pedestrian street crossings in and around the area of I-65 and US 30 in the Town of Merrillville and the City of Hobart.
- Paid with Highway Safety Improvement Program Funds (100%) for \$250,000.
- Recommendation to purchase consulting services up to the total price of \$250,000.

JOINT ENVIRONMENTAL MANAGEMENT POLICY COMMITTEE – URBAN WATERS PARTNERSHIP MEETING

Woodland Park, Sycamore Room

April 7, 2016

Members/Guests: Geof Benson, Susan Mihalo, Stephen McCracken, Natalie Johnson, Tim Kingsland, Dorreen Carey, Kaitlyn McClain, Drew Hart, Jeff Edstrom, Deb Backhus, Lynne Westphal, Cherie Fisher, Lauri Keagle, Ashley Snyder, Meredith Nevers, Murdie Cyappanahalli, George Malis, Derek Schmitt, Beth Jacobson, Stephanie Cwik, Elizabeth McCloskey, Ethan Brown, Arianne Campbell, Diane Trgovichc-Zacok, David Wright, Young Choi, Daniel Goldfarb, Mary Jane Thomas, Nancy Arazon, Diane Banta, Lee Botts, Pat Wisniewski, Sherry Meyer, John Beckman, Maggie Byrne, Brenda Scott-Henry

NIRPC Staff: Kathy Luther, Joe Exl, Sarah Geinosky, Gabrielle Biciunas, Meredith Stilwell

Call to order and Pledge of Allegiance

Environmental Management Policy Committee (EMPC) Chairman Geof Benson called the meeting to order at 9:08 a.m. with the Pledge of Allegiance and self-introductions.

Approval of March 3, 2016 EMPC Minutes

On motion by Susan MiHalo and second by Dorreen Carey, the March 3, 2016 EMPC meeting minutes were unanimously approved as presented.

Overview of Urban Waters Initiative – Natalie Johnson, Urban Waters Coordinator

Designated in 2011, the Urban Waters Partnership has 19 locations across the nation and help people work together to promote clean waterways, especially by being involved with communities to see what can be done to help advance initiatives in water quality, quantity, education and appreciation. In essence Urban Waters is a network that can be used as a toolbox to enhance initiatives being done.

Urban Waters Presentation

Illinois DuPage River Salt Creek Workgroup Success Stories – Stephen McCracken, DuPage River Salt Creek Workgroup

Stephen introduced himself to the group noting that while he works for the Conservation Foundation, an environmental non-profit in DuPage County Illinois, all of his time is spent working for the 501c4 Illinois DuPage River Salt Creek Workgroup. The Workgroup is a voluntary organization made up of wastewater agencies; MS4 districts; environmental organizations and engineering firms and is funded out of membership dues. The project area is in Cook and DuPage Counties and involves 360 square miles of watershed with mostly impervious surface; three waterways and 24 wastewater treatment plants. In addition to water quality issues there are many physical problems within this area.

The organization wanted to improve waterways in an efficient way. Originally, chloride and dissolved oxygen total maximum daily loads (TMDLs) were worked on and models created to include more empirical data. In addition, a monitoring network was established to collect the information. The chloride TMDL work is basically salt management with a training system established that involves two workshops every year.

Stephen addressed how the watershed plan was arrived at and how the organization used its own monies to fund the plan. Priorities had to established and multiple, extremely costly regulations on wastewater and stormwater were being introduced. Aquatic life was chosen as the focus since it is the most complete measure of stream resource quality; an outcome the public can understand; the

principal goal of the Clean Water Act and the largest driver of NPDES permit conditions, and in the future, stormwater permits. All of the waterways with wastewater treatment plants discharging into them were found to be lacking in fish and macroinvertebrate diversity. As a result, the wastewater treatment plants had certain permit requirements for reducing their effluence impact on the waterway. Data was collected on fish and macroinvertebrates; habitat; water chemistry and sediment chemistry from about half of the over 120 sample points in a five square mile area. Combined sewer overflows; dams and wastewater treatment plants were also looked at. Most of the areas were found to not be supporting aquatic life designated use. Gathering the data themselves allowed them to see the scores of the macroinvertebrates and fish at each level. In the beginning 200 variables were in play which were whittled down to 40 and were looked at in correlation to fish and insect scores. From that, nine mathematically significant physical and chemical stressors were found. The sites were prioritized by how many of the nine stressors were present; how far away from the thresholds the sites were and the presence of open space. From the results, several projects were identified that if accomplished would lift in those reaches and in many cases in the whole watershed.

The roadblock to the completion of these projects was lack of money. During this period of time the State and Feds were approaching wastewater treatment plants about removing phosphorous in their wastewater efforts. The Workgroup questioned what if they could convince the State and Feds that more progress could be made on biological goals by completing their projects rather than lowering phosphorous 1 mg per Liter. A cost model was developed and it was found to be much more fiscally advantageous for the treatment plants to put a fraction of the money they would save by not removing phosphorous for one year and give it to the workgroup to implement the work plan. Over the ten years of the permit, the plants' costs would be cut in half for maintenance and operation. The amount of money needed to proceed was determined and a cost model developed for each plant. After all of the plants were interested in proceeding with the Workgroup's model the Sierra Club and the Prairie Rivers Network were approached and also agreed that removing phosphorous was not going to be as impactful as the Workgroup's plan. The next steps included negotiating with IEPA and federal government with eventually a special conditions template developed to go into each wastewater permit listing the Workgroup's projects. The final result was the plants putting money into the Workgroup's plan for eight years after which they swap over to doing capital upgrades to meet the new phosphorous standard. Stephen relayed the example of a dam removal project in 2012 on the East Branch DuPage River which resulted in an IBI jump of over 10 points within six months of its removal. While the 303d list indicated the need for phosphorous removal in the area of the dam, it was evident that phosphorous removal alone would not have had the same result as removing the dam. The project cost was less than a year's operating maintenance costs of phosphorous removal for the three plants upstream of the dam. Agency member fees are determined by an algorithm. During the period of time the Workgroup has been around, only one member has dropped out.

NIRPC Business –

Marquette Action Plan Survey – Sarah Geinosky, NIRPC

The Marquette Plan is an idea to create a livable lakefront and is a sustainable and collaborative vision for northwest Indiana's lakefront. The first stage of the Plan, from Illinois to Portage, was completed in 2005 and the second stage from Portage to Michigan completed in 2008. An update to the Plan was completed in 2015 that combined both phases and changes to the original Plan.

In addition to the update, a three purpose Marquette Action Plan is being created to point out concrete ways to improve access to the lakeshore. The first purpose is to try to achieve the goal to make 75% of the lakeshore accessible by pointing out areas which are not currently, but possibly could be open to the public. The second is to improve recreation and transportation to what is already accessible making sure individuals can get to desired areas and be able to do desired activities when they reach their

destinations. The third is to encourage and support improved connections and quality in the Marquette communities.

A survey has been released to find out what is important to the public and the results of the survey will impact the Action Plan. There are currently already over 200 responses, but the hope is to get a lot more. The survey will close the beginning of May.

****EMPC Action Item****

Deep River-Portage Burns Waterway Watershed Management Plan Adoption Recommendation – Joe Exl, NIRPC

The 30 day public comment period has ended on the Deep River-Portage Burns Waterway Watershed Restoration Plan. One comment was received regarding invasive species. IDEM has given their comments and those edits are currently being made to the Plan. Comments from EPA are expected within the next week or two and as with IDEM will be mostly technical. Kathy Luther informed the group that procedurally a motion is being requested for recommendation to the NIRPC Full Commission at their April meeting to adopt the Watershed Restoration Plan pending state and federal approval. A draft resolution was included in the meeting packet. Discussion was held regarding the Plan title including Restoration instead of Management and the difference between the two terms. After discussion, Susan MiHalo motioned to change the title of the Plan to the Deep River-Portage Burns Waterway Watershed Restoration and Management Plan and to recommend the Plan for adoption by the NIRPC Board at their April meeting pending state and federal approval. With second by Daniel Goldfarb, one abstention by Tim Kingsland from the City of Hobart and no opposition votes the motion passed.

Public Comment: None.

During a break in the meeting Lee Botts invited the group to attend the Shifting Sands: Pathway to Sustainability documentary premier at Indiana University April 21st. The film will also be broadcast on Channel 56, Lakeshore Public Television, on April 22 and shown on May 7th at the Field Museum. The Field Museum will also have a special exhibit with items scientists have collected in the Indiana Dunes since the 1890s. The film is about the history of the south-end region of Lake Michigan from an environmental perspective and the reason why the region is known as the birthplace of ecological science in North American and remains one of the most of greatest interest from scientists all over.

Urban Waters Presentation

a. Urban Forestry Regional Master Plan for NW Indiana – Drew Hart, US Forest Service

At the January Urban Waters Meeting it was suggested that the region needed a regional urban forestry plan to address issues that are regional and individual in nature. At the last Urban Waters meeting the idea was brought forward with a few individuals agreeing to work on a plan.

Urban forests is a system of trees, other vegetation, and water within and urban area and provide cities and municipalities with environmental, economic, and social benefits. Urban forests can be forest preserves/natural areas; buffer trees; street trees; trees in parks and trees on private property. They provide environmental, economic and social benefit which lead to enhanced quality of life.

The Urban Forestry Regional Plan for Northwest Indiana reinforces the ideas that trees provide multiple benefits; partnerships make us stronger; resources can be shared; similar challenges are faced and the regions urban forest provides connectivity. Components of the Plan include urban tree canopy data; canopy goals for region and for cities; field based inventories and assessments; urban forest management plan, which includes BMPs; natural areas management plans; regional plans/watershed

management plans; urban forestry budget and staff; and private property tree programs. As many participant/stakeholders as possible are desired. More details will be forthcoming regarding how to be more engaged in the process.

b. Pertinent Partner Updates:

- David Wright from GPTC noted they are working on new bus stations on Broadway. They are currently putting together specs to send to INDOT and would like to include pervious concrete as the base for the bus shelters. He asked for recommendations on the type they should include in the specs.
- Arianne Campbell from the Indiana Dunes relayed that she visited the artisan well at Chase Street and noted her disappointment with the condition around it. She is attempting to establish a clean-up effort and eventually would like to see a long-term maintenance program.
- Wildlife Habitat Council (WHC) has been working with their Indiana DNR Coastal grant and Donnelley Foundation funding to reach out to industries in the northwest Indiana coastal areas to develop invasive species programs. They have helped several industries with different programs which really took off when WHC teamed up with the Cooperative Weed Management Group on cooperative work days. Once every couple of months the members of the Group go to work on each other's properties. WHC hosted a work day at the 80 acre Exxon Mobil Hammond terminal wildlife area and since then there has been a lot of interest expressed by others. Praxair in Burns Harbor will be having a work day on Earth Day.
- The Nature Conservancy is getting ready to launch the Indiana Coastal Invasive Plant Network. TNC developed a focus list of around 17 species. There is a Great Lakes Early Detection Network smart phone App and there will be training for EDDMapS, the PC based system for reporting invasive species, on June 11 at the Douglas Environmental Center. On September 17 there will be training on EDDMapS and the smartphone app with the Northwest Indiana Paddling Association (NWIPA) at their Trail Creek cleanup. The event will also feature training on how to clean invasive species from paddling vessels.
- DNR and Urban Forestry group are partnering with Purdue to put on a training workshop to identify forest pests using the Great Lakes Early Detection Network on July 21st at Purdue Northwest Calumet. There will be afternoon training for municipality staff and early evening training for community members.
- Wilderness Inquiry is coming in May. There will be two days of cognitive, disabled adult canoeing and camping. They will be back in the area beginning September 19th for at least three solid weeks. Help will be needed for land based activities.
- The Coastal Program is in the process of changing their priority setting process for the grant program to be more robust and strategic. A public input meeting will be held on April 20 seeking public input for the 2017 funding cycle grant program priorities. Final decisions will be made during the June public meeting. The public will have a month to send their input to Maggie Byrne.
- The Dunes Learning Center will be hosting their National Get Outdoors Day Open House on Saturday, June 11.
- Save the Date! Urban Waters National Training Workshop July 26-28, 2016 in Arlington, VA.

Meeting adjourned at 11:17 a.m.

Transportation Policy Committee Meeting

NIRPC Lake Michigan Room
6100 Southport Road, Portage

April 12, 2016

MINUTES

Members Present

Bob Carnahan, Lyndsay Quist, Art Biciunas, David Wright, Taylor Wegrzyn, Dean Button, Tom MacLennan, Phil Gralik, Claudia Taylor, Margot Sabato, Bruce Lindner, Bruce Spires, Joe Crnkovich, Mitch Bishop, Mark O'Dell, Robin Barzoni-Tillman, Spike Peller, Jerry Siska, Frank Rosado, Jr., Mike Yacullo, Catherine Yoder, Susan Orona, with Mary Enright and Joyce Newland on the conference phone.

Guests

Mark Gordish, Mark McLoughlin, Chris Moore, Jeff Sheridan, Jill Murr, Rebecca "Sis" Williams, K-Todd Behling, Jarvis Jointer, Eric Wolverton, Ismail Attallah, Andrew Steele, James Mandon, Denny Cobb, Jake Dammarrell and Ron Wiedeman.

NIRPC Staff

Steve Strains, Mitch Barloga, Gary Evers, Eman Ibrahim, Scott Weber, Belinda Petroskey, James Winters, Gabrielle Biciunas, Mary Thorne and Stephen Sostaric.

1. Call to Order, Opening and Announcements

- a) Bruce Spires called the meeting to order at 9:10 a.m. with the Pledge of Allegiance and self-introductions.
- b) The INDOT voluntary participation survey was available for attendees to complete.
- c) On a motion by David Wright and a second by Bruce Lindner, the minutes of the March 8, 2016 meeting were approved as presented.

- 2. Presentation:** Mitch Barloga gave a presentation on the 2016 trails regional network. There are currently over 600 miles of trails, 145 miles of them paved. Nine miles of trails will be constructed in 2016. New trails highlighted include the C&O Greenway, Marquette Greenway segment in Hammond, Gary Greenlink Phase II, and Oak-Savanna. Once completed, there will then be a confluence of three major trails – the C&O to the Oak-Savanna to the Erie Lackawanna within three years. Other new trail segments include the Dunes Kankakee connection from US 20 to the Visitor's Center, a Crown Point project which will provide a trailhead and side path at 93rd on the Erie Lackawanna; Chesterton Westchester Library Trail Phase II, and a Valpo Pathways trail. The Calumet Trail failed due to drainage issues, but a remedial project will hopefully be completed in 5-10 years.

Bob Carnahan announced that a meeting will be held at Schererville Town Hall on April 27 at 9 a.m. to fight business tax reduction efforts.

3. Programming

- a) Stephen Sostaric reported that the 7 day public comment period on TIP Amendments 18 and 19 ended with no comments. The report will be presented at the NIRPC Board meeting on April 21. The I-65 added travel lane public comment period ends this Friday, with the report to follow.
- b) Gary Evers described the two Indiana Dunes National Lakeshore Projects and the four new INDOT projects in Amendment #18 to the FY 2016-2019 Transportation Improvement Program (TIP). On a motion by Dean Button and a second by Francisco Rosado, the Committee voted to recommend FY 2016-2019 Transportation Improvement Program amendment #18 to the NIRPC Board for adoption.
- c) Belinda Petroskey described the NICTD transit projects in Amendment #19 to the FY 2016-2019 Transportation Improvement Program from Section 5337 funds for NICTD only. Joe Crnkovich added that NICTD is getting \$2 million from the FAST Act. On a motion by Francisco Rosado and a second by Phil Gralik, the Committee voted to recommend FY 2016-2019 Transportation Improvement Program amendment #18 to the NIRPC Board for adoption.
- d) Gary Evers discussed the closeout report for FY 2016. In the Lake and Porter urbanized area, the current projected total expense was \$22.6 million. There is \$1.149 million in unprogrammed funds which is at risk of being returned to INDOT. The STIP submission window deadline is April 13 and NIRPC can issue an emergency amendment today. April 29 is the final date for FMIS requests for change orders. Transfers to FTA are due May 2. The INDOT deadline for CAPWISE is May 6. Requests for unprogrammed funds came from Opportunity Enterprises, South Lake County Community Services, Valpo Dash, Porter County Aging & Community Services, East Chicago Transit and two from Gary Public Transportation Corp. totaling \$3.8 million. The minimum available is \$1.149 million and the maximum available is \$1.397 million. Dean Button promoted Hammond's \$800,000 request for funding for right of way purchase for its project to widen Chicago Street. Belinda Petroskey said she met with the transit operators about their needs and the status of their fleet replacements. The operators are requesting \$1.5 million. This is the only opportunity for them to get additional funding. Transit projects move very quickly, unlike highway projects. In answer to a question from David Wright, Gary Evers said that GPTC's project would be funded as originally submitted. The distribution of the unprogrammed funds needs to be decided today by consensus. A lengthy discussion on the funding requests followed with Hammond and the transit operators outlining their needs and justification for their share of the funding.

Mark O'Dell moved to divide the \$1.149 million as follows: \$104,000 to Opportunity Enterprises, \$120,000 to South Lake County Community Services, \$32,000 to Porter County Aging and Community Services, \$300,000 to East Chicago Transit, \$120,000 to GPTC and \$473,836 to the City of Hammond. Dean Button seconded the motion. On a voice vote of 14 no to 3 yes, the motion failed.

Bruce Lindner moved to award \$200,000 to Hammond with the balance to the transit operators to be apportioned out by them at their meeting immediately following the Transportation Policy Committee meeting. Taylor Wegrzyn seconded the motion. Gary Evers said this could not be done as the decision would need to go before the Board and the decision needed to be agreed upon today. He said the operators have another solicitation program coming up. Bruce Lindner withdrew his motion and Taylor Wegrzyn removed his second.

David Wright moved to award Hammond \$200,000 and prorate the remaining funds based on the project applications. Margot Sabato called for point of clarification that the funds are only those from the unprogrammed funds. The motion was seconded by Bruce Lindner. On a voice vote of 9 yes to 8 no, the motion passed.

With regard to the \$247,530 in the high risk project category, which projects may or may not make the deadline, Dean Button moved that if the projects do not make the deadline, the entire amount of \$247,530 be awarded to Hammond. Mark O'Dell seconded the motion. On a voice vote of 6 yes, 8 no and 3 abstention, the motion failed.

Tom MacLennan moved to award the \$247,530 from the high risk projects to the transit operators if the projects do not make the deadline. The motion was seconded by Francisco Rosado. On a voice vote of 12 yes, 4 no, 1 abstention, the motion passed.

With regard to the Michigan City Urbanized Area, Gary Evers said over one-third of all funds (\$1.2 million) are going to transit projects due to a failure of construction and right of way projects to make it in the system. The one letting came in less than expected.

4. Planning

- a) Steve Strains said MAP-21 caused some things to change and new agreements have been signed with our neighboring metropolitan planning organizations, CMAP in Illinois and SWMPC in Michigan. The agreements will go before the NIRPC Board next week.
- b) Gabrielle Biciunas presented on the Marquette Action Plan Survey. Responses to the survey are crucial for producing the Marquette Action Plan, which will detail ways to make Lake Michigan more accessible. A press release and a smart phone e-link were provided. The survey is available at <http://nirpc.org/hot-topics/marquette-action-plan-survey.aspx>.
- c) Mitch Barloga gave an update on the trail wayfinding signage. The inter-local agreement is being rewritten, redistributing the local match for Erie Lackawanna and Prairie Duneland Trails. The wayfinding guide advisory committee being formed has a good cross section of experience, ideas, etc.

5. Indiana Department of Transportation

Lyndsay Quist reported on the INDOT lettings through April. This week is Work Zone Safety Awareness Week.

6. Transit Operators Reports

- a) **GPTC** – David Wright reported that March ridership was up 6% over March 2015. A naming survey for the Broadway Rapid Transit ends Friday and can be found on their website and Facebook. The bus shelters are now a part of an INDOT resurfacing project.
- b) **NICTD** – Joe Crnkovich reported that March ridership was down 1% due to the weather. Contracts were let for rehabilitation of five bridges under way this summer. There will be no service interruptions. A contract for double tracking from Gary to Michigan City for \$4 million was issued for engineering. The work is expected to be completed in 2020. Catenary replacement work is ongoing in LaPorte. No busing is needed this year. The fare increase hearings are ongoing, with one tonight at Michigan City City Hall. The Bikes on Trains pilot program started April 2. People are going from Chicago to Indiana. A pamphlet was available. The bad weather restricted ridership.
- c) **Opportunity Enterprises** – Claudia Taylor said the RTAP Roadeo will be held April 16 in Columbus, Indiana. Eight drivers from OE are participating.
- d) **Porter County Council on Aging and Community Services** – Bruce Lindner said a maintenance contract was signed for both Opportunity Enterprises and Porter County Council on Aging and Community Services.
- e) **South Lake County Community Services** – Margot Sabato reported that they just started procurement for maintenance services. Referrals are needed.

7. Regional Transportation Partners –

South Shore Clean Cities (SSCC) – Catherine Yoder reported that Green Fleet projects will be implemented this year for Hobart, Valparaiso, East Chicago, Alpha Baking, Hammond, Michigan City and Bohren Transportation. There is also 100% funding available through CMAQ and NIRPC for bus heaters for any school district in Lake, Porter or La Porte Counties. Grants are coming out for replacing diesel vehicles with cleaner newer diesel vehicles or alternative fuels. They are working with National Park Service on a grant due April 15 for green vehicles to the national and state park. Finally, Midwest Drives is a US DOE funded program offering fleets free demonstrations of advanced and alternate fuel and technology vehicles. Upcoming events include Earth Day April 16, Clean Diesel Refuse Truck acquisition press conference at Whiting City Hall on April 18 and Green Drives Conference and Expo on May 19 in Naperville.

8. **Federal Highway Administration and Federal Transit Administration** – No reports were given.

9. **Planning Neighbors** – No reports were given.

10. **Public Comment on Agenda Items** – No comments were given.

11. **Other Business, Staff Announcements and Upcoming Meetings**

a) **Staff Announcements** –

- James Winters said the Great Lakes Basin Railroad project is privately funded. NIRPC has no direct authorization or position, but is following it closely. Contact the Surface Transportation Board or Great Lakes Basin Railroad for more information. Meeting dates can be found on their websites.
- Belinda Petroskey said there is a transit bus in the parking lot for viewing and inspection.
- Steve Strains referred to a flyer on a *For the Love of the Region* workshop to be held April 19 at the Blue Chip Casino in Michigan City.
- Amanda Pollard referred to the 2016 schedule of quarterly tracking meetings and encouraged the LPAs to fill out their reports.

b) Upcoming Meetings at NIRPC –

- The Executive Board will meet on Thursday, April 21 at 9 a.m. in the NIRPC Lake Michigan Room, 6100 Southport Road, Portage.
- The Ped, Pedal & Paddle Committee will meet on April 28 at 1:30 p.m. in the NIRPC Lake Michigan Room, 6100 Southport Road, Portage
- The Environmental Management Policy Committee will meet on May 5 at 9 a.m. in the NIRPC Lake Michigan Room, 6100 Southport Road, Portage

The next Transportation Policy Committee will be on May 10, 2016 at 9 a.m. in the NIRPC Lake Michigan Room, 6100 Southport Road, Portage.

On a motion by Francisco Rosado and a second by Tom MacLennan, Bruce Spires adjourned the meeting at 11:25 a.m.

A Digital MP3 of this meeting is filed. Contact Mary Thorne at the phone number or email below should you wish to receive a copy or a portion of it.

For requests for alternate formats, please contact Mary Thorne at NIRPC at (219) 763-6060 extension 131 or at mthorne@nirpc.org. Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

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Public Comment Report

Northwestern Indiana Regional Planning Commission

May 3, 2015

The Northwestern Indiana Regional Planning Commission (NIRPC) convened a 30-day public comment period to amend added travel lanes on I-65 from SR 2 to SR 10 to the 2040 Comprehensive Regional Plan Update Companion (CRP), the 2016-2019 Transportation Improvement Program (TIP), and a new Air Quality Conformity Analysis. The request for this came from the Indiana Department of Transportation. The comment period began on Wednesday, March 16, 2016 and ended on Friday, April 15, 2016. A public meeting was held at the Lowell Public Library on March 31, 2016 from 2:00 to 4:00 pm. There were a total of six attendees at the meeting.

The following pages contain the comments received, the manner in which the comments were considered by staff, whether or not the comments are considered significant, and if there was a need to modify the document. This format fulfills the requirements of NIRPC's 2014 Public Participation Plan. The comments received were largely positive, with one comment against the project.

Comment	Manner Considered by Staff	Significant?	Need to Modify?
Comment Received via Telephone			
<p>I'd like to comment on the I-65 project. Whenever the work is started, I would like to make sure that the slow down for the construction zone is far enough back so that the truck drivers don't ram us from behind like they killed that family over in Crown Point, and there have been other accidents like that too. Please inform the public and drivers that there is construction way ahead so that there is enough room to slow these trucks down. That's the only comment I have and I'm happy that it's going to be starting soon. Thank you.</p>	<p><i>Response from INDOT:</i> Safety to the traveling public through our construction work zones is always a high priority for INDOT. While utilizing the latest in onsite traffic cueing system and message boards to allow the motorist plenty of early warning for the upcoming construction work zone.</p>	No	No
Comments Received via Email			
<p>This is a much needed project. In fact it doesn't do enough. An extra lane is needed on I-65 all the way to Indianapolis. This road is heavily traveled and is dangerous. The state needs to make this important roadway safer and more efficient.</p>	<p>NIRPC appreciates your comment and participation in the process.</p>	No	No
<p>Just do it please, and extend all of I-65, such as Kentucky has done with I-75 and most of I-65.</p> <p>I-65 is overcrowded, and dangerous at times with people passing trucks on the right, vehicles that sit in the left lane, and heavy, heavy volume of traffic and tailgating.</p> <p>Project should have been done years ago!</p> <p>Thanks for moving this forward!!</p>	<p>NIRPC appreciates your comment and participation in the process.</p>	No	No
<p>The purpose of this email is to comment on the plan to add lanes on I-65 from State Road 2 to State Road 10.</p> <p>I strongly support this effort because the lanes are needed!!!</p>	<p>NIRPC appreciates your comment and participation in the process.</p>	No	No

<p>Yes I-65 should have additional lanes. If the state is to keep travel lanes safe I-65 should be three lanes from the very north end of the state all the way to KY. It is a travesty that it has not already been accomplished. Many accidents have happened as a result of inaction.</p> <p>Think of it this way. The only way to work on a lane of I-65 would be to divert traffic to the other side or limit traffic to one lane. With as much traffic that is on I-65 this makes little to no sense.</p> <p>My comment would be stop talking about it and get it done.</p>	<p>NIRPC appreciates your comment and participation in the process.</p>	<p>No</p>	<p>No</p>
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<p>In regards to the proposed widening of I-65 from U.S. 30 south to State Route 10 I would like to make the following comments.</p> <p>I drive I-65 on almost a weekly basis and unless there is an accident or bad weather I find it rare that I cannot do the posted speed limit. I do not find traffic volumes that heavy that I am required to drive slower because of heavy traffic. From the beginning reports of proposed widening I do not recall any traffic count justification to widen I-65. Please have those counts published with validation as to why the widening should be done.</p> <p>Should the road be widened, what can be done to limit continued urban sprawl and lose of farm ground? I believe sprawl is inevitable if three lanes are built.</p> <p>I believe the money needed to fund this project should instead be used on improving some of the horrendous state highways in the area. A good example is State Road 2 between I-65 going east to US 231 which is a bone jarring ride in my pick-up truck.</p> <p>In closing I am not in favor of this proposed project. I don't think the case has been made for the need and should such widening happen will lead to continued urban sprawl. Building new expressways, and in this case widening them, is a 20th century solution that should not be used in the 21st century. Better urban planning and re-development should be used rather than giving in and promoting urban sprawl with more roads.</p>	<p>Response from INDOT: The added travel lanes for the I-65 Northwest Indiana Project will be completed within the existing INDOT right of way. The added travel lanes will be placed in the existing grass median. You will be happy to know the section of SR2 between I-65 and US231 is proposed for construction in 2017.</p> <p>Response from NIRPC: Policies that control sprawl and restrict where and how development can take place can be adopted. While NIRPC casts a regional vision for future land use patterns and can provide planning resources to communities, actual development authority is at the county and municipal level. NIRPC has discussed sprawl and smarter land use planning through its Creating Livable Communities program, the Sustainable Tools Handbook, and the Region's 2040 Comprehensive Regional Plan. Thank you for your participation in this process.</p>	<p>No</p>	<p>No</p>
<p align="center">Comments Received at Lowell Public Meeting; March 30, 2016</p>			
<p><i>There were no comments received at the Lowell public meeting.</i></p>			

RESOLUTION 16-13

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION MAKING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 2040 COMPREHENSIVE REGIONAL PLAN COMPANION UPDATE AND FISCAL YEAR 2016 to 2019 TRANSPORTATION IMPROVEMENT PROGRAM AS AMENDED WITH RESPECT TO OZONE AND FINE PARTICLES

May 19, 2016

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

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

WHEREAS, Lake and Porter Counties have been designated as a non-attainment area with respect to the "8-hour" standard for ozone and Lake and Porter Counties have been designated as a maintenance area of the 1997 annual standard for fine particles; and

WHEREAS, The Clean Air Act Amendments of 1990 requires that a Metropolitan Planning Organization's Long Range Transportation Plans and Transportation Improvement Programs conform to the State Implementation Plan for Air Quality by causing the Summer day emissions of Volatile Organic Compounds and Nitrous Oxides from highway mobile sources to be at or below the Motor Vehicle Emissions Budgets in the State Implementation Plan for the ozone non-attainment area and by causing annual direct emissions of PM_{2.5} and annual PM_{2.5} precursor emissions of Nitrogen Oxides from highway mobile sources in Lake and Porter Counties to be at or below the Motor Vehicle Emissions Budgets in the State Implementation Plan for the PM_{2.5} maintenance area; and

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "The Commission," being designated the Metropolitan Planning Organization for the Lake, Porter and La Porte County Region, has established a regional, cooperative, and comprehensive planning program to develop the unified planning work program, long-range transportation plan and transportation improvement program; to annually endorse the plans and programs; to facilitate federal transportation funding for the Indiana Department of Transportation, regional communities and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS, the Commission performs the above mentioned activities to satisfy regional requirements under the Fixing America's Surface Transportation (FAST) Act, as well as other federal, state and local legislation mandating cooperative, comprehensive and continuing regional transportation planning activities; and

WHEREAS, the 2040 Comprehensive Regional Plan Companion Update and Fiscal Year 2016 to 2019 Transportation Improvement Program are the products of a multi-modal, continuous, cooperative, and comprehensive transportation planning process; and

WHEREAS, the implementation of the projects in the 2040 Comprehensive Regional Plan Companion Update as amended and the Fiscal Year 2016 to 2019 Transportation Improvement Program as amended will result in Summer day highway mobile source emissions of Volatile Organic Compounds and Nitrogen Oxides in 2015, 2020, 2025, 2030, 2035, 2040 and 2045 that will be below the motor vehicle emissions budgets in the State Implementation Plan for the ozone non-attainment area and will result in annual highway mobile source emissions of direct PM_{2.5} and Nitrogen Oxides in 2015, 2020, 2025, 2030, 2035, 2040 and 2045 that will be below the motor vehicle emission budgets in the PM_{2.5} maintenance area; and

WHEREAS, the Commission has solicited public comment on the Air Quality Conformity Analysis between March 15, 2016 and April 15, 2016; and

WHEREAS, the Commission's Transportation Policy Committee approved the Air Quality Conformity Analysis on March 15, 2016

NOW, THEREFORE, BE IT RESOLVED that Commission officially makes the Air Quality Conformity Determination for the 2040 Comprehensive Regional Plan Companion Update as amended and Fiscal Year 2016 to 2019 Transportation Improvement Program as amended with respect to ozone and fine particles.

Duly adopted by the Northwestern Indiana Regional Planning Commission this nineteenth day of May 2016.

James G. Ton
Chairman

ATTEST:

Geof R. Benson
Secretary

Air Quality Conformity Determination

Between

**The 2040 Comprehensive Regional Plan as updated and amended
The Fiscal Year 2016 to 2019 Transportation Improvement Program
and**

The Indiana State Implementation Plan for Air Quality

May 19, 2016

**Northwestern Indiana Regional Planning Commission
Portage, Indiana**

www.nirpc.org

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Purpose

The purpose of this report is to document compliance with section 176(c) of the Clean Air Act as amended (CAAA), and the related requirements of the Final Transportation Conformity Rule (40 CFR Part 51 and 40 CFR Part 93). The air quality conformity determination establishes the compatibility between the state implementation plan, the regional transportation plan and transportation improvement program. The transportation plan includes the region's guide for transportation system development over a minimum twenty-year period. The transportation improvement program (TIP) includes the region's choices for Federal spending on expansion and preservation of the transportation system over a four to five year period. The State Implementation Plan (SIP) includes strategies for attainment and maintenance of the National Ambient Air Quality Standards (NAAQS). The conformity determination is based on a regional emissions analysis that demonstrates compatibility among these three planning documents. The regional emissions analysis uses the region's transportation network model and the USEPA's MOVES emissions simulator to quantify the emissions from all vehicles on the future transportation system. For Lake and Porter Counties, annual emissions of nitrogen oxides, volatile organic compounds and fine particles must not exceed Motor Vehicle Emissions Budgets as established in the State Implementation Plan. The system that was analyzed includes, regardless of funding sources, all regionally significant capacity expansion projects in the Lake, Porter and LaPorte County area, all significant projects in northeastern Illinois, and a portion of Newton and Jasper Counties in order to satisfy the logical termini consistency with the NEPA process 23 CFR 771.

Applicability

Action Applicability

This conformity determination is required for: adoption, acceptance, approval or support of the Regional Transportation Plan (2040 Comprehensive Regional Plan as updated and amended) and the Transportation Improvement Program (Fiscal Year 2016 to 2019 Transportation Improvement Program) developed pursuant to 23 CFR Part 450 and 49 CFR Part 613.

Geographic Applicability

This conformity determination is required in the ozone non-attainment area, including the Lake/Porter County non-attainment area with respect to the Summer day mobile-source emissions of VOCs and NOx. Lake and Porter Counties are designated as non-attainment of the 1997 National Ambient Air Quality Standard (NAAQS) for "8-hour" ozone. Lake and Porter Counties are designated nonattainment for the 2008 Ozone NAAQS, but since no approved SIP exists for this NAAQS, conformity is only required for the 1997 Ozone SIP. This analysis examines parts of Newton and Jasper Counties in order to be consistent with the logical termini requirement for the NEPA process. LaPorte County is in attainment of NAAQS.

This conformity determination is not required in the PM2.5 unclassifiable area, with respect to annual mobile source emissions of NOx and direct PM2.5. Lake and Porter Counties in Northwestern Indiana are classified as unclassifiable of the 2012 annual National Ambient Air Quality Standard (NAAQS). However, the Interagency Consultation Group decided the 1997 annual National Ambient Air Quality Standard (NAAQS) for PM2.5 applies. Lake and Porter Counties are maintenance areas for the 1997 PM2.5 NAAQS. Also, this analysis examines parts of Newton and Jasper Counties in order to be consistent with the logical termini requirement in the NEPA process.

This conformity determination is based on the requirement of 40 CFR 93.118 (Federal Transportation Conformity Rule) for the regional emissions analysis to indicate compliance with the emissions budgets established in the State Implementation Plan for VOC and NOx emissions in Lake and Porter Counties. The regional transportation plan and transportation improvement program must not result in Summer day

emissions of VOC and NO_x in 2020, 2025, 2030, 2035 and 2040 in excess of the applicable budgets. 2045 is added as an analysis year in order to satisfy the desires of the Interagency Consultation Group on Air Quality.

This conformity determination is based on 40 CFR 93.119 for the regional emissions analysis to indicate interim reductions of the annual emissions of Nitrogen Oxides and direct PM_{2.5} in the PM_{2.5} maintenance area, including Lake and Porter Counties. The regional transportation plan and transportation improvement program must not result in annual emissions of direct PM_{2.5} and NO_x from mobile sources in 2015, 2020, 2025, 2030, 2035 and 2040 in excess of the applicable budgets.

Priority

Transportation Control Measures (TCM) in the State Implementation Plan must be given funding priority in the FHWA/FTA approval of any action with air quality consequences. The State Implementation Plan for Lake and Porter Counties and for LaPorte County includes no transportation control measures. This conformity determination is not required to demonstrate priority for TCMs.

Consultation

This conformity determination has been conducted with the involvement of the United States Department of Transportation (USDOT) through the Federal Highway Administration Indiana Division (FHWA) and Federal Transit Administration Region 5 (FTA), United States Environmental Protection Agency Region 5 (USEPA), Indiana Department of Transportation (INDOT), Indiana Department of Environmental Management (IDEM), and Northwestern Indiana Regional Planning Commission (NIRPC).

The consultation process included the issues and procedures that are listed in 40.CFR 93.105 of the final conformity rule and the August 2007 Interagency Consultation Guidance.

An Interagency Consultation Group (ICG) meeting was conducted on January 14, 2016 at 1:00 p.m. Eastern Time by teleconference. The meeting was attended by Scott Weber, of NIRPC, Frank Baukert, Jay Mitchell, and Jim Earl of INDOT, Joyce Newland of FHWA, Tony Maietta of USEPA, and Shawn Seals of IDEM. David Cleveland and Johnny Hahn of the Corradino Group, under contract with INDOT to update the MOVES post-processor, also joined the call. The teleconference included an overview of the I-65 Added Travel Lanes project from US-30 to SR-10, with the portion from SR-2 to SR-10 still needing to be amended into NIRPC's 2040 CRP and FY 2016 to 2019 TIP by first demonstrating conformity. Scott Weber informed the ICG that NIRPC planned on having the amendment to include the I-65 Added Travel Lane Project by the April 2016 NIRPC Commission meeting, which would mean having the Conformity Determination draft completed by the March 15, 2016 Transportation Policy Committee Meeting. This would enable NIRPC to circulate a draft of the document out for public view and comment between March 16, 2016 and April 15, 2016, satisfying the NIRPC 30-day public comment period.

Scott Weber updated the group on the Latest Planning Assumptions, stating that NIRPC intends to use the forecasts as originally adopted as the growth and revitalization hybrid scenario in the 2040 CRP. This is consistent with past Conformity Determinations. The ICG concurred.

Scott then asked to clarify that the emissions that need to be modeled as part of the Regional Emissions Analysis are VOC and NO_x for Ozone, and Direct PM and NO_x precursor emissions for PM_{2.5}. Shawn Seals said that indeed these were the emissions that need to be modeled and the ICG agreed. Scott wanted to clarify that USEPA's plans to revoke the 1997 PM_{2.5} NAAQS would not take effect soon enough, and Shawn Seals confirmed that the revocation would likely be around May 2016, too late for the timeline

to forego having to make a conformity determination in regards to PM2.5 Motor Vehicle Emissions Budgets.

An Interagency Consultation Group (ICG) teleconference call was held March 7, 2016 at 10:00 a.m. Central Time. Scott Weber of NIRPC, Jim Earl, Julie Ritzler, Lindsay Quist, Michael Ready, and Frank Baukert of INDOT, Shawn Seals of IDEM, Tony Maietta of USEPA, and Joyce Newland of FHWA participated. David Cleveland and Johnny Hahn of the Corradino Group joined in. Scott Weber shared the results from the modeling that showed the emissions at or below the Motor Vehicle Emissions budgets, and the ICG agreed.

Public consultation

In compliance with the adopted NIRPC Public Participation Plan, an opportunity for public comment on the proposed conformity determination has been provided. A media release was issued on March 15, 2016 that established a comment period extending from March 16, 2016 to April 15, 2016. This proposed conformity determination is available to the public for review at the NIRPC offices, 6100 Southport Road, Portage and on the web at www.nirpc.org. A public meeting was held March 31, 2016 at the Lowell Public Library to gather public input. The comments and responses will be inserted here at the end of the public comment period.

Content of the Transportation Plan

The transportation plan specifically describes the transportation system envisioned for the following horizon years: 2020, 2025, 2030, and 2040. An additional horizon year of 2045 was agreed to by the ICG. These horizon years meet the USEPA's requirements of 40 CFR 93.106 (a)(1) of the conformity rule.

The 2040 Comprehensive Regional Plan quantifies and documents the demographic and employment factors influencing expected transportation demand. The future levels of population, households and employment imply the magnitude of development envisioned for each traffic analysis zone. These forecasts are based on the 2040 Growth and Revitalization Vision adopted by NIRPC on October 28, 2010. The NIRPC 2040 Comprehensive Regional Plan was formally adopted on June 23, 2011 and updated on May 21, 2015. This conformity determination applies adjustments from the 2010 Census to the forecasts, a directive agreed to by the ICG.

The highway and transit systems are described in terms of the regionally significant additions or modifications to the existing transportation network, which the transportation plan envisions to be operational in the analysis years. The capacity-expansion projects in the 2040 Regional Transportation Plan are listed on Table 1.

Additions and modifications to the highway network are sufficiently identified to indicate intersections with existing regionally significant facilities, and to determine their effect on route options between transportation analysis zones. Each added or modified highway segment is sufficiently identified in terms of its design concept and design scope to allow modeling of travel times under various traffic volumes, consistent with the modeling methods for area-wide transportation analysis in use by NIRPC. The NIRPC transportation model includes network links representing road segments for all collector and higher functional classifications, with nodes representing all significant intersections.

Transit facilities, equipment, and services envisioned for the future are identified in terms of design concept. The design scope and operating policies for these transit projects have been assumed for the regional emissions analysis, based on local transit services. The NIRPC transportation model includes a mode choice model, and the transportation model is used to estimate transit ridership from the implementation of future transit facilities, equipment and services. Table 1 lists the projects, beginning with projects proposed for completion since 2010.

Table 1. 2040 Comprehensive Regional Plan as Update and FY 2016 to 2019 Transportation Improvement Program Capacity Expansion Projects in the Regional Emissions Analysis

2020 Network (includes the following projects)

ID	Agency	INDOT	Completion before	2020
242	Road	I-65	Concept	Interstate Highway
	From	SR-2	Scope	Added Travel Lanes
	To	SR-10	Model Representation	Add 1 NB & 1 SB travel lane
ID	Agency	INDOT	Completion before	2020
243	Road	I-65	Concept	Interstate Highway
	From	US-231	Scope	Added Travel Lanes
	To	SR-2	Model Representation	Add 1 NB & 1 SB travel lane
ID	Agency	INDOT	Completion before	2020
244	Road	SR-912	Concept	Other Expressway
	From	Riley Rd Interchange	Scope	New Construction
	To	0.6 miles West of Michigan Avenue Interchange	Model Representation	New links, 2 travel lanes in each direction, other expressway attributes, \$2.50 tollbooth
ID	Agency	INDOT/IDOT	Completion before	2020
233	Road	Illiana	Concept	Limited access toll road
	From	I-65	Scope	New facility
	To	I-55 (IL)	Model Representation	New 4-lane limited access toll road, \$0.11 per mile
ID	Agency	INDOT	Completion before	2020
234	Road	I-65	Concept	Interstate Highway
	From	US-30	Scope	Added Travel Lanes
	To	US-231	Model Representation	Add 1 NB & 1 SB travel lane
ID	Agency	INDOT	Completion before	2020
250	Road	US-41	Concept	Principal Arterial Highway
	From	93 rd Ave	Scope	Added Center Turn Lane
	To	US-231	Model Representation	Increase Capacity by 10%
ID	Agency	Lake County	Completion before	2020
235a	Road	45th Avenue	Concept	Minor Arterial Street
	From	Whitcomb Street	Scope	Added Center Turn Lane
	To	Grant Street	Model Representation	Increase Capacity by 10%
ID	Agency	Merrillville	Completion before	2020
105a	Road	Mississippi Street	Concept	Minor Arterial Street
	From	US-30	Scope	Added Travel Lanes
	To	93 rd Ave	Model Representation	Add 1 travel lane in each direction

ID	Agency	Munster	Completion before	2020
217	Road	45th Avenue	Concept	Minor Arterial Street
	From	At Calumet Avenue	Scope	Intersection Realignment
	To		Model Representation	Reconfigure intersection links

ID	Agency	Hobart	Completion before	2020
226	Road	61st Avenue	Concept	Minor Arterial Street
	From	Colorado Street	Scope	Added Center Turn Lane
	To	SR-51	Model Representation	Increase capacity by 10%

ID	Agency	Gary Public Transp. Corp.	Completion before	2020
248	Service	Lakeshore North	Concept	New Fixed Route Bus Service
	From	Hammond	Scope	Added Fixed Route Transit Service
	To	Loop via Horseshoe Casino	Model Representation	Add Transit Line on Road Links

ID	Agency	Gary Public Transp. Corp.	Completion before	2020
249	Service	Livable Broadway	Concept	Enhanced Fixed Route Bus Service
	From	Gary Metro Center	Scope	Added Fixed Route Transit Service
	To	Crown Point	Model Representation	Add Transit Line on Road Links

2025 Network (includes the 2020 network, plus the following projects)

ID	Agency	Hammond	Completion before	2025
240	Road	Gostlin/Sheffield/Chicago	Concept	Minor Arterial Street
	From	Illinois State Line	Scope	Added Travel Lanes
	To	US-41	Model Representation	Add 1 travel lane in each direction

ID	Agency	Lake County	Completion before	2025
235b	Road	45th Avenue	Concept	Minor Arterial Street
	From	Colfax Street	Scope	Added Center Turn Lane
	To	Whitcomb Street	Model Representation	Increase Capacity by 10%

ID	Agency	Merrillville	Completion before	2025
105b	Road	Mississippi Street	Concept	Minor Arterial Street
	From	93 rd Ave	Scope	Added Travel Lanes
	To	101 st Ave	Model Representation	Add 1 travel lane in each direction

ID	Agency	Merrillville	Completion before	2025
214	Road	101st Avenue	Concept	Minor Arterial Highway
	From	SR-53	Scope	Added Travel Lanes
	To	Mississippi Street	Model Representation	Add 1 travel lane in each direction

ID	Agency	Schererville	Completion before	2025
96	Road	Kennedy Avenue	Concept	Minor Arterial Street
	From	Main Street	Scope	Added Travel Lanes
	To	US-30	Model Representation	Add 1 travel lane in each direction

ID	Agency	St. John	Completion before	2025
218	Road	93rd Avenue	Concept	Minor Arterial Street
	From	White Oak Avenue	Scope	Added Center Turn Lane
	To	US-41	Model Representation	Increase capacity by 10%

2030 Network (includes the 2025 network, plus the following projects)

ID	Agency	Munster	Completion before	2030
86	Road	Main Street	Concept	Minor Arterial Street
	From	Burnham Avenue	Scope	New Construction and added travel lanes
	To	Calumet Avenue	Model Representation	New links, 2 travel lanes in each direction, Minor Arterial attributes, add 1 lane / direction in existing segment

ID	Agency	Valparaiso	Completion before	2030
214	Road	Vale Park Road East	Concept	Minor Arterial Street
	From	Calumet Avenue	Scope	Added Travel Lanes
	To	Silhavy Road	Model Representation	Add 1 travel lane in each direction

ID	Agency	Porter County	Completion before	2030
237	Road	Willowcreek Road	Concept	Minor Arterial Highway
	From	CR-700N	Scope	New Construction
	To	CR-100S	Model Representation	New links, 2 travel lanes in each direction, Minor Arterial attributes

2040 Network (includes the 2030 network, plus the following projects)

ID	Agency	Valparaiso	Completion before	2040
238	Road	Division Road	Concept	Minor Arterial Street
	From	SR-2	Scope	Added Travel Lanes
	To	US-30	Model Representation	Add 1 travel lane in each direction

The NIRPC transportation modeling process does not include a land use model. The socioeconomic data for the traffic analysis zones reflect the 2040 Growth and Revitalization Vision for northwestern Indiana.

Relationship of Transportation Plan and TIP Conformity with the National Environmental Policy Act (NEPA) Process

The degree of specificity required in the transportation plan and the specific travel network assumed for air quality modeling do not preclude the consideration of alternatives in the NEPA process, including environmental assessment and preparation of environmental impact statements, or other project development studies. Should the NEPA process result in a project with design concept and scope significantly different from that in the transportation plan or transportation improvement program, the project must meet the tests for total annual system emissions equal to or below the level of the 2002 emissions or the applicable budgets for the analysis years, and provide for TCM priority, if applicable, before NEPA process completion.

During the congestion management process and other analyses for the capacity expansion projects in the 2040 Regional Transportation Plan, options other than the assumed design concept and design scope must

be considered.

Fiscal Constraints for the Transportation Plan and TIP

NIRPC has reviewed all of the projects in the 2040 Comprehensive Regional Plan as updated to determine through project sponsor interviews and the Transportation Policy Committee that the projects meet requirements for fiscal constraint. INDOT has submitted under separate cover a document that describes how the proposed Statewide Transportation Improvement Program (STIP), including those projects in the FY 2016 to 2019 Transportation Improvement Program, meets fiscal constraint requirements. The Transit Operators Roundtable has thoroughly vetted the transit projects in the 2040 Comprehensive Regional Plan as updated to determine that they meet fiscal constraint requirements.

Criteria and Procedures for the Conformity Determination

The Interagency Consultation Group Conformity Consultation Guidance establishes the criteria and procedures for the Conformity Determination. The Indiana SIP includes a duplicate of the original Federal transportation conformity rule. On August 15, 1997, after the establishment of the Indiana conformity rule as part of the SIP, the Federal conformity rule was amended to provide flexibility and streamlining. On June 1, 1998, IDEM issued a nonrule policy document that provides guidelines for conformity determination in light of Federal amendments. The nonrule policy document established the intent of IDEM to revise the SIP to mirror the new Federal amendments and to exercise its enforcement discretion to allow the features of the Federal amendments to be used.

The conformity determination for the 2040 Comprehensive Regional Plan as updated and amended and Fiscal Year 2016 to 2019 Transportation Improvement Program meets the requirements of 40 CFR 93.110 (latest planning assumptions), 93.111 (latest emissions model), and 93.112 (consultation) of the Federal conformity rule, for conformity determinations during all periods, and 40 CFR 93.113 (b and c) (transportation control measures), 93.118 (adherence to motor vehicle emissions budgets), and 93.119 (interim emissions reductions) of the conformity rule, for the transportation improvement program conformity determination with respect to Summer day VOC and NO_x emissions and the annual direct PM_{2.5} and NO_x emissions.

Latest Planning Assumptions

The conformity determination is based on the latest planning assumptions. The transportation model uses the assumptions derived from estimates of current and future population, households, employment, travel and congestion most recently developed by NIRPC and approved by NIRPC. The estimates include 2010 population estimates from the 2010 Census, and employment estimates from the Indiana Department of Workforce Development ES-202 file. Trip generation rates, trip length, mode choice and other model parameters are based on a 1995 Household Travel Survey in Northwestern Indiana and compared to nationwide data. The 2007-2008 Household Travel Survey has not been incorporated into the trip generation rates for the transportation network in time for this Conformity Determination, although this is consistent with prior conformity determinations. The travel demand model was validated with respect to the year 2012 Highway Performance Monitoring System. The 2020, 2025, 2030, 2035 and 2040 population, household and employment forecasts were prepared in March 2011 and intermediate years updated to take into account the 2010 Census in January 2015 by NIRPC, using the latest available information.

The transit operating policies (including fares and service levels) were changed for the previous conformity determination and are reflected in this conformity determination. Changes are assumed in existing transit fares within northwest Indiana over time. The model represents tolls on the Indiana Toll Road, the Illiana Expressway, and Cline Avenue Bridge by links that correspond to tollbooths with a fixed travel time, based on the toll amount. The toll increases have been reflected in the transportation networks.

Planning Assumptions

1. Population forecasts have been prepared by NIRPC. For the development of the 2040 CRP, NIRPC has been allowed to use forecasts that are not constrained by the county control totals, which have tended to underestimate growth in the region. The population numbers show a large increase in Porter County, and a slight increase in LaPorte County and Lake County. The population, households and employment data are allocated to the traffic analysis zones and are used in the regional emissions analysis. The totals for the three-county area are included in Table 2.

Table 2. Socioeconomic Totals

Year	Population	Households	Employment
2000	741,468	277,324	303,850
2010	771,815	292,477	277,584
2015	775,200	291,315	280,147
2020	827,438	337,211	302,828
2025	855,249	359,578	315,450
2030	883,060	381,944	328,071
2035	910,872	404,311	340,693
2040	938,683	426,678	353,315
2045	966,497	449,046	365,937

2. The Highway Performance Monitoring System (HPMS) data provided the basis for an analysis of the growth in Vehicle-Miles of Travel. Based on this data, the actual annual rate of growth of travel can be determined. For the three-county area, the rates range from -0.88% per year to 2.84% per year between 1993 and 2008. Over this period, the annual rate of growth is 1.85% per year.

Table 3. Vehicle-Miles of Travel

Data from the Highway Performance Monitoring System (HPMS)

Year	VMT Estimate (HPMS)	Annual Rate of Growth
1993	18,829,591	
1994	18,663,552	-0.88%
1995	19,847,112	2.67%
1996	19,842,716	1.76%
1997	21,058,741	2.84%
1998	21,638,065	2.82%
1999	21,249,847	2.04%
2000	21,527,000	1.93%
2001	21,987,000	1.96%
2002	22,147,635	1.82%
2003	22,201,000	1.66%
2004	22,154,000	1.49%
2005	22,216,000	1.39%
2006	22,305,000	1.31%
2007	22,397,000	1.25%
2008	21,792,000	0.98%
2009	26,507,000	2.55%
2010	20,359,000	0.48%

2011	26,545,000	2.28%
2012	25,461,000	1.85%

3. Vehicle registration data have been received from the Indiana Bureau of Motor Vehicles. These data are split by vehicle type, and have an associated date of approximately December 31, 2014. The Indiana Department of Environmental Management provided vehicle age information for cars and light trucks, from the application of a vehicle identification number (VIN) decoder as well as registrations by vehicle type directly from the Bureau of Motor Vehicles. This vehicle registration data have been used in MOVES, reflecting vehicle fleet age by vehicle type for smaller vehicles. For larger vehicle types, default data have been determined to be the best available fleet age information.

Horizon Year

The horizon year is 2040. An extra horizon year of 2045 was added by consultation with the ICG. The 2040 Comprehensive Regional Plan provides a policy-oriented distribution of population and households. This distribution is reflected in the project selection system for the plan, giving significant weight to projects in the revitalization areas in Gary, Hammond, East Chicago and Michigan City, as well as livable centers that provide for mixed land uses and greater transportation options.

The methods and assumptions for the transportation network model in the regional emissions analysis are included in The Transportation Model Documentation Report.

Latest Emissions Model

On March 2, 2010 the USEPA officially released the MOVES model, with a two year grace period. The MOVES model was updated in July 2014. INDOT has provided a utility that prepares the output of a TransCAD model for use with MOVES. INDOT has also run the MOVES model and provided emissions factors to all metropolitan areas in the state for use in conformity analysis. The MOVES2014a model has been used for this conformity analysis. The motor vehicle emissions budgets have been revised to use the MOVES emissions rates.

TCM Implementation

The 2040 Regional Transportation Plan and Fiscal Year 2016 to 2019 Transportation Improvement Program are not required to provide for timely implementation of TCMs from the SIP, since the SIP currently contains no TCMs.

Consistency with the Motor Vehicle Emission Budgets in the SIP

The regional emissions analysis has estimated emissions of VOC and NO_x as ozone precursors. The regional emissions analysis includes estimates of emissions from the entire transportation system, including all regionally significant projects contained in the transportation plan and all other regionally significant highway and transit projects expected in the nonattainment area in the time frame of the transportation plan. Table 4 shows that regional emissions for the ozone precursors fall at or below the budgets in the State Implementation Plan for the 1997 Ozone Summer Day 8-hour standard (used in lieu of an applicable 2008 Ozone Summer Day 8-hour standard because Indiana has yet to adopt a State Implementation Plan for that standard).

The emissions analysis methodology meets the requirements of 40 CFR 93.122(b) of the Federal Conformity Rule, for conformity determinations based on estimates of regional transportation-related emissions completed after January 1, 1997.

Implementation of the Lake and Porter County projects in the regional transportation plan results in motor vehicle emissions that are at or below the levels of the applicable Motor Vehicle Emissions Budgets, as shown in Table 4. This table also indicates that the implementation of the Lake and Porter County projects in the regional transportation plan result in motor vehicle emissions that are at or below the level of the proposed Motor Vehicle Emissions Budgets in the State Implementation Plan for the PM_{2.5} unclassifiable area.

Emission Reductions in Areas Without Motor Vehicle Emissions Budgets

The establishment of Motor Vehicle Emissions Budgets that cover ozone and fine particles and their precursor emissions eliminates the requirements to demonstrate emissions reductions.

Procedures for Determining Regional Transportation-Related Emissions

The regional emissions analysis for the transportation projects includes calculations of vehicle emissions at the aggregate level for the entire transportation system, including all regionally significant expansion projects expected in the nonattainment area. The analysis includes FHWA/FTA-funded projects proposed in the transportation plan, all Indiana Toll Road projects and all other regionally significant projects which are disclosed to NIRPC. Vehicle miles traveled (VMT) from projects which are not regionally significant are estimated in accordance with reasonable professional practice, using the regional travel demand model and the procedure for projects that are regionally significant.

The regional emissions analysis does not include any TCMs for emissions reduction credit. The regional emissions analysis does not include emissions reduction credit from projects, programs, activities, or control measures which require a regulatory action in order to be implemented.

Ambient temperatures used for the regional emissions analysis are consistent with those used to estimate the emissions in 2002. All other factors, for example the fraction of travel in a hot stabilized engine mode, are consistently applied.

Reasonable methods have been used to estimate nonattainment area VMT on off-network roadways within the urban transportation planning area, and on roadways outside the urban transportation planning area. For 2020, 2025, 2030, 2035, 2040 and 2045, estimates of regional transportation-related emissions used to support the conformity determination have been made using the MOVES2014a post-processor updated with the latest vehicle registration data.

Land use, population, employment, and other network-based travel model assumptions have been documented based on the best available information. The land development and use in the 2040 Growth and Revitalization Vision adopted by NIRPC and underpinning the 2040 Regional Transportation Plan are consistent with the future transportation system alternatives for which emissions have been estimated. The distribution of employment and residences are reasonable.

A capacity-sensitive assignment methodology has been used, and emissions estimates are based on a methodology, which differentiates between peak and off peak link volumes and speeds, and uses speeds based on final assigned volumes, post-processed in the database. Zone-to-zone travel impedances used to distribute trips between origin and destination pairs are in reasonable agreement with the travel times that are estimated from final assigned traffic volumes, using a feedback procedure iterated five times. These times have also been used for modeling mode splits. The network-based travel model is reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices. Reasonable methods in accordance with good practice have been used to estimate traffic speeds and delays in a manner that is sensitive to the

estimated volume of travel on each roadway segment represented in the network-based travel model. Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) are considered the primary measure of VMT within the portion of the nonattainment area and for the functional classes of roadways included in the nonattainment area.

Regional Transportation-Related Emissions Results

Table 4 presents the results of the regional transportation emissions analysis for the 2040 Comprehensive Regional Plan as updated and amended, and the FY 2016 to 2019 Transportation Improvement Program including the projects as specified in Table 1. As seen in this table, the emissions are at or lower than the budgets in all cases.

Table 4. Regional Emissions Analysis Results

Ozone Emissions in U.S. Tons per Day Lake and Porter Counties

	2020	2025	2030	2035	2040	2045
VOC Budget	5.99	5.99	5.99	5.99	5.99	5.99
VOC Emission	5.99	5.20	4.02	3.15	2.81	2.72
NOx Budget	16.69	16.69	16.69	16.69	16.69	16.69
NOx Emissions	14.91	9.86	7.80	6.62	6.39	6.39

PM2.5 Emissions in U.S. Tons per Year Lake and Porter Counties

	2020	2025	2030	2035	2040	2045
Direct PM Budget	374.30	188.73	188.73	188.73	188.73	188.73
Direct PM Emission	198.25	143.45	123.87	115.74	115.71	116.43
NOx Precursor Budget	10,486.08	5,472.34	5,472.34	5,472.34	5,472.34	5,472.34
NOx Precursor Emissions	6,085.26	4,045.18	3,185.78	2,756.22	2,677.08	2,684.65

Conclusion

The Summer day on-road mobile source emissions of the precursors of ozone (VOC and NOx) in Lake and Porter Counties that result from the implementation of the projects in the 2040 Regional Transportation Plan as updated and the Fiscal Year 2016 to 2019 Transportation Improvement Program in the years 2020, 2025, 2030, 2035, 2040 and 2045 are at or less than the Motor Vehicle Emission Budgets established in the Maintenance Plan included in the U.S. EPA approved State Implementation Plan for Lake and Porter Counties. The on-road mobile source emissions of annual direct PM2.5 and annual nitrogen oxide in the PM2.5 maintenance area that result from the implementation of the projects in the 2040 Regional Transportation Plan as updated and the Fiscal Year 2016 to 2019 Transportation Improvement Program in the years 2020, 2025, 2030, 2035, 2040 and 2045 are less than the Motor Vehicle Emissions Budgets established in the Maintenance Plan included in the U.S. EPA approved State Implementation Plan for Lake and Porter Counties. Therefore, the 2040 Regional Transportation Plan as updated and the Fiscal Year 2016 to 2019 Transportation Improvement Program have been found to conform to the requirements of section 176(c) of the Clean Air Act Amendment and the related requirements of the Federal Transportation Conformity Rule (40 CFR Part 51 and 40 CFR Part 93) with respect to ozone and PM2.5.

RESOLUTION 16-14

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION APPROVING THE ENVIRONMENTAL JUSTICE ANALYSIS FOR THE I-65 LANE WIDENING PROJECT SPONSORED BY INDOT

May 19, 2016

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 stakeholder interests; and

WHEREAS, the Commission performs the above activities to satisfy regional requirements under the Fixing American Surface Transportation Act (FAST Act, 2015), as well as other federal, state and local laws mandating transportation planning activities; and

WHEREAS, In accordance with Executive Order 12898 of February 11, 1994, which requires a detailed understanding of the potential benefits and burdens transportation projects can place on low-income and minority communities (environmental justice communities). NIRPC has performed an Environmental Justice (EJ) Benefits and Burdens Analysis for the widening of I-65 from SR 2 to SR 10 which concluded that the I-65 widening project between SR 2 and SR 10 will not negatively affect the environmental justice communities identified in Northwest Indiana. SR 2 to SR 10 is too far away from environmental justice communities to negatively impact them, however NIRPC advises that local planners and municipalities should consider adopting smart growth planning practices to curb urban sprawl and further disinvestment of environmental justice communities. These practices are not only highlighted as part of the Environmental

Justice Analysis, but also are an integral part of the 2040 Comprehensive Regional Plan. These planning concepts are specifically defined as values and goals in the 2040 Plan, including “Embrace constrained, planned growth and encourage sustainable development within existing communities whose population centers will be livable and vibrant,” and “Managed growth that protects farmland, environmentally sensitive areas and important ecosystems.” For a more detailed explanation, see the attached analysis.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby approves the Environmental Justice Analysis for the I-65 Lane Widening Project sponsored by INDOT.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this nineteenth day of May, 2016.

James G. Ton
Chairperson

ATTEST:

Geof R. Benson
Secretary

Environmental Justice Benefits and Burdens Analysis

for the SR-2 to SR-10 I-65 Lane Widening

Prepared by the Northwestern Indiana Regional Planning Commission

February 2016

Purpose and Background

On Feb. 11, 1994, President Bill Clinton issued an Executive Order on Federal actions to address environmental justice in minority and low income populations. It directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on “minority populations and low income populations.” The order was designed to focus Federal attention on the environmental and human health conditions in minority communities and low income communities with the goal of achieving environmental justice. The order promotes nondiscrimination in Federal programs substantially affecting human health and the environment, and to provide minority communities and low income communities’ access to public information on, and an opportunity for public participation in, matters relating to human health or the environment.

The Northwestern Indiana Regional Planning Commission (NIRPC) is committed to addressing environmental justice in all of its work. As the Metropolitan Planning Organization (MPO) for Northwest Indiana, NIRPC is responsible for planning and programming transportation projects that use Federal funds to maintain and expand the transportation system in the region. Transportation projects have often caused undue burdens on environmental justice communities in the past, and NIRPC’s goal is to prevent such undue burdens from occurring in the future. The purpose of this document is to analyze the proposed lane widening from US-30 to SR-10 on I-65 to determine what benefits and/or burdens the project may have on environmental justice populations in Northwest Indiana.

The proposed lane widening would add an extra travel lane on Interstate 65 between US Highway 30 and Indiana State Road 10. The environmental justice analysis for the section of I-65 between US Highway 30 and State Road 2 has already been completed as part of the Illiana project in November 2013. This analysis will explore lane widening on the remaining portion of I-65 between State Road 2 and State Road 10. The extra travel lane will increase the lanes on I-65 from two lanes northbound and southbound to three lanes in both directions and six lanes total.

Approach

NIRPC defines the “minority” and “low-income” requirements of an environmental justice community in the following ways. “Minority” people are those who do not identify as “white, non-Hispanic,” when completing the Census. People who are considered, “low income” are defined as people who have lived in poverty, at any time, during the last 12 months. Sources used in extrapolating data for this population were taken from the most recent data sets from the Census and the American Community Survey.

Understanding how the proposed widening of I-65 may impact Northwest Indiana’s environmental justice population was divided into three distinct parts. First, NIRPC sought to understand how the proposed infrastructure changes may impact environmental justice communities in a very physical way. Would the proposed changes dislocate disadvantaged people? Would the proposed changes cause disadvantaged people to disproportionately absorb more environmental burden through pollution and other impacts of building roads? Second, NIRPC explored how the added travel lanes may impact the rest of the travel network by disproportionately harming environmental justice communities in terms of travel delays to key community resources. Third, NIRPC explored the relationship between local land use policies and the possible spread of suburban sprawl, leading to disenfranchisement in the environmental justice communities.

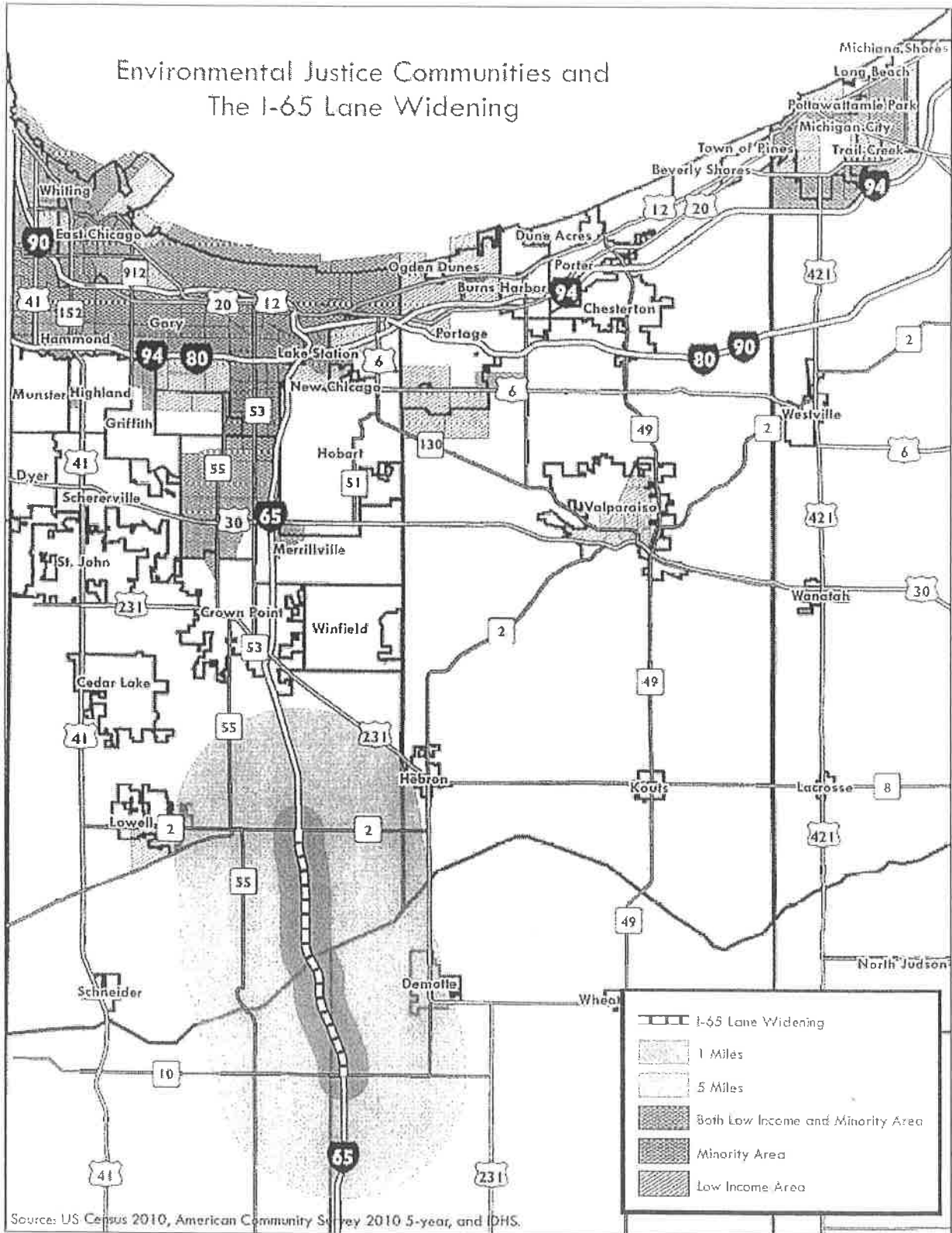
To understand the project's potential impact, environmental justice populations were identified, and concentrations of the populations were mapped. Two future scenarios, a "baseline" scenario and a "build" scenario developed and used to determine the effects of the I-65 lane widening project on environmental justice populations. The baseline scenario consisted of the entire 2040 road network that was adopted for the 2040 CRP. The build scenario added the extra travel lanes on I-65 to the baseline network. Each scenario was run through the NIRPC transportation model. The model results were used to analyze the effects of the added travel lanes on environmental justice populations using 11 performance measures developed to capture resources that are critical to a community's health. The performance measures are as follows:

- Average number of jobs within a 20 minute drive
- Average number of shopping destinations within a 20 minute drive
- Average number of other destinations within a 20 minute drive
- Average travel time for work trips
- Average travel time for shopping trips
- Average travel time for other trips
- Average travel time for all trips
- Percent of population within 20 minutes of a livable center
- Percent of population within 20 minutes of a retail center
- Percent of population within 20 minutes of a hospital

Lastly, NIRPC will examine the relationship between the I-65 lane widening and the potential impact the local growth pattern of communities that are near the project area. An underlying assumption of this portion of the analysis is that the increased efficiency of a corridor may incite development along the corridor, if the policies in place by local governments allow for rapid suburban growth. Suburban growth or sprawl can potentially impact environmental justice communities by attracting investment out of the urban core, where environmental justice communities are located, and pushing it out to the urban periphery. The spread of suburban investment can do more than negatively impact environmental justice communities, it can also negatively impact the entire transportation system. To understand these relationships, NIRPC examined the local policies in place concerning land use and development within all the governments contained by the NIRPC planning region near the project area; namely: Lowell, Hebron, and Lake County. Policies examined pertained to:

- Minimum lot sizes
- Minimum parking requirements
- Mixed-use developments
- Sidewalk ordinances
- Local annexation requirements

Figure 1: Map of the proposed I-65 lane widening project



Results

The first portion of NIRPC's analysis is starkly clear. As seen in Figure 1, the proposed project does not directly impact any concentration of an EJ population in Northwest Indiana. The portion of I-65 that will be widened is too far from existing EJ communities to make a direct impact, either from displacement or from added pollution.

The second conclusion of NIRPC's analysis is less obvious, however similarly benign. The following table, Table 1, indicates how the low income and minority populations of Northwest Indiana are affected in two distinct scenarios: building the proposed expansion of I-65 and not building the expansion of I-65.

Table 1: Performance Measures for the I-65 lane widening project

		Low Income Population		Minority Population		Impact
		Build	No Build	Build	No Build	
Within a 20 min drive:	Average number of jobs	48,127 (14% of total)	43,905 (12% of total)	44,341 (13% of total)	44,394 (13% of total)	Minimal
	Average number of shopping destinations	27,636 (11% of total)	26,074 (10 % of total)	27,679 (11% of total)	27,699 (11% of total)	Minimal
	Average number of "other" destinations	155,185 (12% of total)	150,700 (12% of total)	153,072 (12% of total)	153,340 (12% of total)	None
Average travel time for:	Work trips	20.1 min	20.1 min	20.4 min	20.4 min	None
	Shopping trips	13.5 min	13.5 min	14.6 min	14.6 min	None
	"Other" trips	13.7 min	13.7 min	14.1 min	14.1 min	None
	All trips	15.3 min	15.3 min	15.7 min	15.7 min	None
Percent of the population within 20 minutes of a:	Livable Center	99.9%	99.9%	99.1%	99.1%	None
	Retail Center	89.3%	89.3%	89.1%	89.1%	None
	Hospital	93.9%	93.9%	93.6%	93.6%	None
	University	83.8%	85.0%	80.1%	79.6%	Minimal

In every measure of how the potential lane widening project may impact environmental justice communities, the results are none to minimal. Where there is a minimal change, such as average number of jobs within a 20 minute drive, the change is only beneficial. By widening I-65 the average number of jobs within a 20 minute drive changes from 43,905 to 48,127, or a 2% increase. The same is true for every minimal change in the environmental justice community due to lane widening.

After completion of the environmental justice analysis it is clear the proposed changes to I-65 will have extremely limited negative impact on the environmental justice communities in Northwest Indiana. However, the widening of I-65 has the potential to incentivize growth in southern Lake County. NIRPC has traditionally emphasized the need to encourage development within the urban core of Northwestern Indiana. In NIRPC's 2040 Comprehensive Regional Plan, NIRPC specifically calls for "managed growth that

protects farmland, environmentally sensitive areas and important ecosystems,” as well as the “compact mixing of uses” within the urban core. This commitment to sustainable development and smart growth patterns is echoed in other NIRPC plans including the 2013 Creating Livable Communities Plan.

If transportation is made more efficient on the periphery of urban development, there is a risk that the gains in travel time may lead to further suburban development along the corridor. This kind of sprawling development can cause increased reliance on the regional highway system and can choke any gains made in travel times with further congestion.

One measure of the likelihood of sprawl is to examine the minimum lot size for the lowest density of housing development within a community. “R-1” developments in Lowell are required to have a minimum square footage of 10,000 square feet, no more than 15,000 square feet. Hebron has a minimum lot size of 12,000 square feet and no maximum. Unincorporated Lake County R-1 developments must be 7,500 square feet with no maximum. In terms of residential density, Lowell is the most likely to control the growth of their municipality, given they have capped the lot size of residences within their community, unlike Hebron and Lake County.

Table 2: Minimum R-1 Lot Sizes

Municipality	Minimum R-1 Lot Size
Lowell	10,000 – 15,000 sq ft
Hebron	12,000 sq ft (no maximum)
Lake County	7,500 sq ft (no maximum)

Another method of determining the likelihood of sprawl is identifying if the community has parking minimums for commercial developments. Sprawling suburban developments often have large parking lots that remain unused for most of the year. If a community enforces parking minimums, it can arbitrarily inflate the amount of parking needed for a commercial development without considering (1) the pedestrian or multimodal needs of smart urban growth, or (2) the actual required parking necessary to sustain the business. Often the required parking needed is less than what is estimated by both the private market and local decision makers. A positive way to encourage smart parking strategies is to encourage mixed-use developments in downtown districts while providing street parking, or municipal parking lots close to, but not adjacent, to downtown attractions and shopping. Currently, Lowell does not have a minimum parking ordinance, however, both Hebron and Lake County do. An alternative to requiring a parking minimum for a type of store can be to require different types of parking based on a proposed store’s location to the urban framework of a community. Currently, none of the examined municipalities have this type of policy.

A mixed use development is a type of development pattern that can layer different uses for the community in the same location. Typically, this means that a mixed use development has a retail or commercial property on the first one or two floors of a building and residential units above. These types of development help keep communities dense near their urban core, increase pedestrian connectivity, and decrease the reliance on automobiles. Currently, Lowell is the only community that easily allows for this type of development within their zoning ordinances. Hebron has no such provision in their current zoning code, and Lake County only allows for mixed-use developments through the use of a “Planned Unit Development,” that requires special permissions.

Both Lowell and Hebron have a sidewalk ordinance requiring developers to build a sidewalk in a new development, however Lake County has no such provision.

Lastly, if a community can easily annex adjacent property, it may propagate sprawl as a community can potentially keep expanding outward into unincorporated land. Currently, Lowell and Hebron only allow annexation through approval of special committee and Lake County provides no immediate restrictions on how unincorporated county property is annexed.

Between the three governments included in the study, Lowell is the most prepared for smart growth and Hebron is the most at risk of sprawl. While examining the local policies of these communities is not strictly within the scope of environmental justice, the identification of potential problems now can prevent the rapid spread of urban sprawl and disinvestment of the environmental justice communities. Local decision makers from Lowell, Hebron, and Lake County should consider adopting tools for smart growth from NIRPC's 2007 Sensible Tools Handbook or other sources for smart growth.

Summary

As current conditions illustrate, the I-65 lane widening project will not negatively affect the environmental justice communities in Northwest Indiana. The proposed infrastructure is enough away from an environmental justice area to displace the population, and the proposed development does not increase travel times for disadvantaged people. The only feasible concern is the continuation of suburban sprawl and the continued disinvestment of the urban core. However, with some adjustments to policy, this too can be avoided.

RESOLUTION 16-15

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION FINDING THE 2040 COMPREHENSIVE REGIONAL PLAN COMPANION UPDATE AS AMENDED AND FISCAL YEAR 2016 to 2019 TRANSPORTATION IMPROVEMENT PROGRAM AS AMENDED TO PASS THE CONGESTION MANAGEMENT PROCESS

May 19, 2016

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

WHEREAS, Titles 23 and 49 Sections 134 and 5303 respectively of the United States Code legislating Federal Aid Highways and Public Transportation require Metropolitan Planning Organizations in Transportation Management Areas (TMAs) to conduct a Congestion Management Process; and

WHEREAS, Titles 23 and 49 Sections 134 and 5303 respectively of the United States Code define a Transportation Management Area as an area with a population greater than 200,000 people; and

WHEREAS, the Northwestern Indiana Regional Planning Commission is a Metropolitan Planning Organization that conducts transportation planning in Lake Porter, and LaPorte Counties in Indiana that collectively have a population greater than 200,000 people; and

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "The Commission," being designated the Metropolitan Planning Organization for the Lake, Porter and La Porte County Region, has established a regional, cooperative, and comprehensive planning program to develop the unified planning work program, long-range transportation plan and transportation improvement program; to annually endorse the plans and programs; to facilitate federal transportation funding for the Indiana Department of Transportation, regional communities and transit operators, to provide technical assistance and expertise to regional transportation interests; and to provide a Congestion Management Process pursuant to Titles 23 and 49 Sections 134 and 5303 respectively of the United States Code; and

WHEREAS, the Commission performs the above mentioned activities to satisfy regional requirements under the Fixing America's Surface Transportation (FAST) Act, as

well as other federal, state and local legislation mandating cooperative, comprehensive and continuing regional transportation planning activities; and

WHEREAS, the 2040 Comprehensive Regional Plan Companion Update and Fiscal Year 2016 to 2019 Transportation Improvement Program are the products of a multi-modal, continuous, cooperative, and comprehensive transportation planning process; and

WHEREAS, the implementation of the projects in the 2040 Comprehensive Regional Plan Companion Update as amended and the Fiscal Year 2016 to 2019 Transportation Improvement Program as amended will result in traffic conditions that meet the goals of the Northwestern Indiana Regional Planning Commission's Congestion Management Process; and

WHEREAS, the Commission's Transportation Policy Committee approved the Congestion Management Process on March 15, 2016

NOW, THEREFORE, BE IT RESOLVED that Commission officially finds the Congestion Management Process for the 2040 Comprehensive Regional Plan Companion Update as amended and Fiscal Year 2016 to 2019 Transportation Improvement Program as amended to pass.

Duly adopted by the Northwestern Indiana Regional Planning Commission this nineteenth day of May 2016.

James G. Ton
Chairman

ATTEST:

Geof R. Benson
Secretary

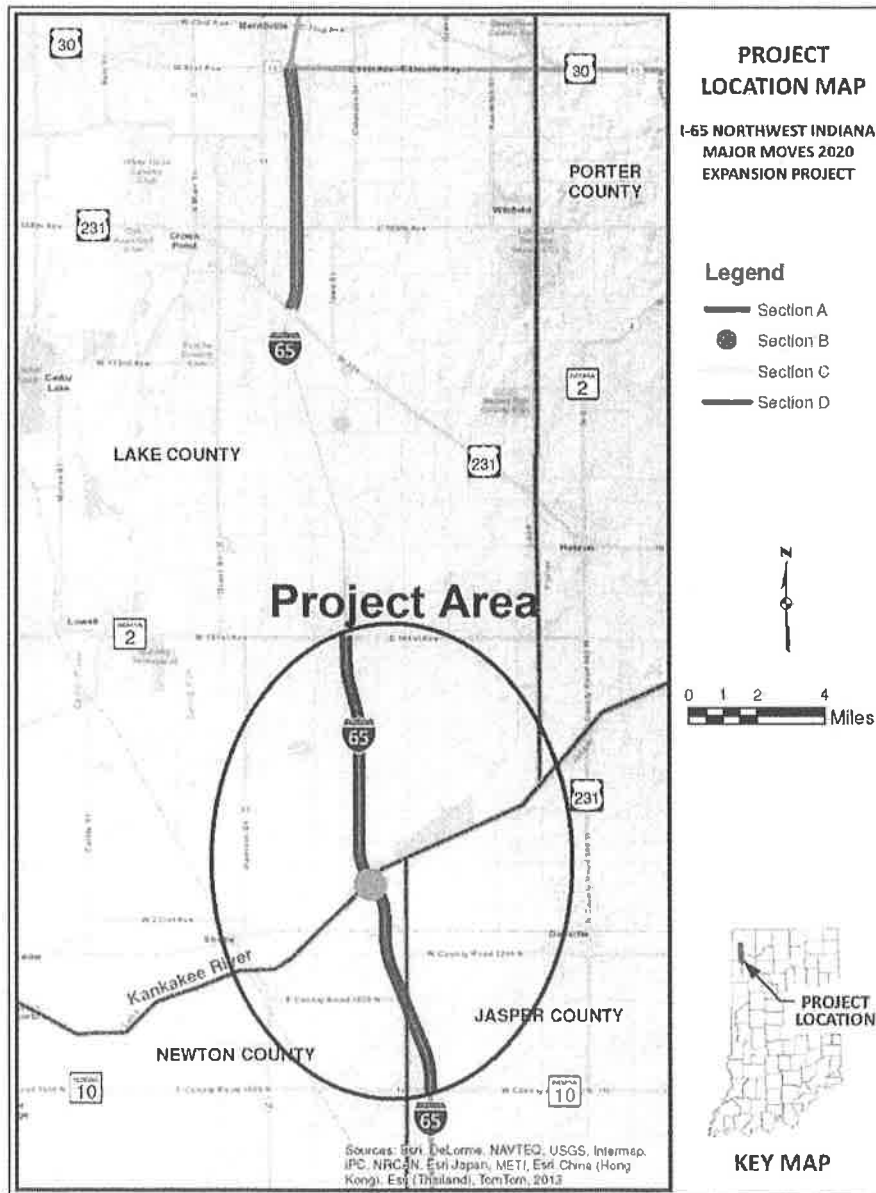
I-65 Added Travel Lanes Project: Congestion Management Process



Prepared by the Northwestern Indiana
Regional Planning Commission

Overview of the Project: The Indiana Department of Transportation (INDOT) has proposed amending a project to add travel lanes to I-65 between SR-2 and SR-10 into the NIRPC 2040 Comprehensive Regional Plan (CRP) and FY 2016 to 2019 Transportation Improvement Program (TIP). This is a 10-mile stretch of I-65 between SR-2 in Lake County near Lowell and SR-10 in Jasper County near Roselawn and DeMotte. NIRPC does not normally plan for any territory outside of Lake, Porter, and LaPorte Counties, but for the purposes of demonstrating Air Quality Conformity and for fulfilling the logical termini requirement of 23 CFR 771, NIRPC has added the 5-mile segment of the project between the Kankakee River and SR-10 in Newton and Jasper Counties. A map of the project area is shown below in Figure 1.

Figure 1: Map of the I-65 ATL Project Area



Introduction: In order for NIRPC to approve the inclusion of the I-65 Added Travel Lanes project into the NIRPC 2040 Comprehensive Regional Plan (Companion Update as adopted in 2015) and Fiscal Year 2016 to 2019 Transportation Improvement Program, NIRPC must find the project to pass the Congestion Management Process. For a project to pass the Congestion Management Process, the proposed capacity adding strategy must relieve congestion more than alternative non-capacity adding strategies. NIRPC's Congestion Management Process is a 12-step process outlined in Appendix C of the 2040 Comprehensive Regional Plan:

1. Establish a congestion management subcommittee
2. **Collect Data**
3. Develop Congestion Management Objectives
4. **Identify Area of Application**
5. Define System/Network of Interest
6. Develop Performance Measures
7. **Evaluate growth and development scenarios to identify future congestion problems in the context of the CRP**
8. Institute System Performance Monitoring Plan
9. **Identify/Evaluate Strategies**
10. Incorporate Strategies into the CRP and Transportation Improvement Program (TIP)
11. Implement Selected Strategies/-Manage System
12. Monitor Strategy Effectiveness

Bolded items indicate items that need to be addressed as part of this Congestion Management Process Project Evaluation, as explained in Section XI of Appendix C in the 2040 CRP. Non-bolded items do not need to be addressed in the Project Evaluation because either they have already been addressed (Item 1, 3, 5, and 6) or are actively being addressed as part of the 2040 CRP Plan Implementation (Items 8, 10, 11, and 12). The following describes how the proposed I-65 ATL project Congestion Management Process meets the bolded items.

CMP Process #2: Collect Data: NIRPC collects data routinely as part of its planning process outlined in the Fiscal Years 2015-2016 Unified Planning Work Program found on the NIRPC website at <http://nirpc.org/transportation/unified-planning-work-program.aspx>. In particular for the Congestion Management Process, NIRPC relies on data from both the NIRPC Travel Demand Model (for data related to vehicle capacities, volume, volume to capacity ratios [V/C], level of service [LOS], and speed) as well as real-time data (vehicle travel times, speeds, and crash rates).

CMP Process #4: Identify Area of Application: Since the proposed I-65 ATL project between SR-2 and SR-10 is a Project Evaluation explained in Section XI of Appendix C of the 2040 CRP, only a specific area of application applies. The area of application for this project is I-65 between SR-2 and SR-10. See Figure 1 for a project area map.

CMP Process #7: Evaluate growth and development scenarios to identify future congestion problems in the context of the CRP: The Project Evaluation for the I-65 ATL project between SR-2 and SR-10 accomplishes this by examining the conditions of congestion in both the existing and projected future no-build scenario. Tables 1 and 2 show the existing 2015 congestion and projected 2040 no-build congestion respectively.

Table 1: Congestion Conditions on Existing I-65 in Project Area in 2015

		Level of Service (LOS)
Project Length (mi)	10.28	
2015 Total Volume to Capacity (V/C) Ratio	0.474	C
2015 AM Volume to Capacity (V/C) Ratio	0.433	C
2015 PM Volume to Capacity (V/C) Ratio	0.460	C
2015 OP Volume to Capacity (V/C) Ratio	0.483	C
2015 % Below Posted Speed	10.9%	A
2015 Crash Rate (crashes per million VMT)	0.89	A
Total Level of Service (LOS)		B

Table 2: Projected Congestion Conditions on I-65 Project Area from 2040 CRP in 2040

		Level of Service (LOS)
Project Length (mi)	10.28	
2040 Total Volume to Capacity (V/C) Ratio	0.610	C
2040 AM Volume to Capacity (V/C) Ratio	0.536	C
2040 PM Volume to Capacity (V/C) Ratio	0.576	C
2040 OP Volume to Capacity (V/C) Ratio	0.628	C
2040 % Below Posted Speed	23.6%	D
2040 Crash Rate (crashes per million VMT)	1.45	B
Total Level of Service (LOS)		C

Table 1 shows that the Project Area segment of I-65 currently performs at Level of Service B – Reasonably Free Flow. Table 2 shows that if nothing is done in the project area, in 2040 the segment will perform at Level of Service C – Stable Flow. The growth and development assumptions in the projected 2040 no-build scenario in Table 2 have the same growth and development assumptions as in the NIRPC 2040 CRP.

CMP Process #9: Identify/Evaluate Strategies: According to the 2040 CRP Congestion Management Process Project Evaluation, alternative strategies to adding capacity need to be examined in order to conclude that the capacity-adding strategy improves congestion better than the alternative strategies. Alternative strategies are divided into 2 categories: demand management strategies and transportation systems strategies.

There are 4 demand management strategies identified in the 2040 CRP Congestion Management Process: telecommuting, carpooling, school pool, and flextime. In the context of this Project Area, 3 of the 4 strategies, with the exception of school pool because there are no district school busses that use this segment, are considered viable. Altogether, these 3 strategies are assumed to reduce demand for this segment by 4.5%. Table 3 shows projected 2040 congestion on the segment if these 3 demand management strategies are implemented.

Table 3: Projected Congestion Conditions on I-65 Project Area with Demand Management in 2040

		Level of Service (LOS)
Project Length (mi)	10.28	
2040 Total Volume to Capacity (V/C) Ratio	0.575	C
2040 AM Volume to Capacity (V/C) Ratio	0.512	C
2040 PM Volume to Capacity (V/C) Ratio	0.550	C
2040 OP Volume to Capacity (V/C) Ratio	0.599	C
2040 % Below Posted Speed	20.7%	D
2040 Crash Rate (crashes per million VMT)	1.38	B
Total Level of Service (LOS)		C

From Table 3, it appears that demand management improvements alone have little effect on congestion compared with the 2040 projected no-build scenario in Table 2.

There are 9 transportation systems strategies identified in the 2040 CRP Congestion Management Process: signal timing, intersection turn lanes, traffic operations improvements, driveway controls, median controls, incident management/Intelligent Transportation Systems (ITS), railroad grade separation, transit, and growth management. Of these 9 strategies, only incident management/ITS is viable for the Project Area because it is already a limited access Interstate Highway with multiregional significance. Implementing the incident management/ITS strategy yields an effective 10 percent capacity increase. Table 4 shows the projected 2040 congestion on the segment if both the demand management strategies and the transportation system strategy are implemented.

Table 4: Projected Congestion Conditions on I-65 Project Area with Demand Management and Transportation System Strategies in 2040

		Level of Service (LOS)
Project Length (mi)	10.28	
2040 Total Volume to Capacity (V/C) Ratio	0.523	C
2040 AM Volume to Capacity (V/C) Ratio	0.466	C
2040 PM Volume to Capacity (V/C) Ratio	0.500	C
2040 OP Volume to Capacity (V/C) Ratio	0.545	C
2040 % Below Posted Speed	19.2%	C
2040 Crash Rate (crashes per million VMT)	1.38	B
Total Level of Service (LOS)		C

Compared with Table 3 showing just demand management strategies, Table 4 shows that implementing both demand management strategies and a transportation system strategies does not significantly affect Level of Service on the segment.

After considering both demand management and transportation system strategies, the Congestion Management Process considers the supply adding strategies of building one added travel lane in each direction, increasing the total number of lanes from 4 to 6 for a 50 percent increase in capacity. Table 5 shows the projected 2040 congestion on the segment if both the demand management strategies and the added travel lanes are implemented.

Table 5: Projected Congestion Conditions on I-65 Project Area with Demand Management and Added Travel Lanes Strategies in 2040

		Level of Service (LOS)
Project Length (mi)	10.28	
2040 Total Volume to Capacity (V/C) Ratio	0.386	B
2040 AM Volume to Capacity (V/C) Ratio	0.344	B
2040 PM Volume to Capacity (V/C) Ratio	0.369	B
2040 OP Volume to Capacity (V/C) Ratio	0.402	C
2040 % Below Posted Speed	10.1%	A
2040 Crash Rate (crashes per million VMT)	1.39	B
Total Level of Service (LOS)		B

Compared with Tables 3 and 4, it is clear that adding one travel lane in each direction as shown in Table 5 significantly improves performance. Table 5 shows by adding one travel lane in each direction as well as implementing demand management strategies, the corridor is expected to perform at Level of Service B – Reasonably Free Flow.

Finally, the Congestion Management Process considers the effects of implementing all available strategies –demand management, added travel lanes, and transportation system improvements. Table 6 shows the projected congestion conditions in 2040 implementing all of these strategies.

Table 6: Projected Congestion Conditions on I-65 Project Area with Demand Management, Added Travel Lanes, and Transportation System Strategies in 2040

		Level of Service
Project Length (mi)	10.28	
2040 Total Volume to Capacity (V/C) Ratio	0.351	B
2040 AM Volume to Capacity (V/C) Ratio	0.312	B
2040 PM Volume to Capacity (V/C) Ratio	0.336	B
2040 OP Volume to Capacity (V/C) Ratio	0.366	B
2040 % Below Posted Speed	10.1%	A
2040 Crash Rate (crashes per million VMT)	1.39	B
Total Level of Service (LOS)		B

Table 6 shows very little change from Table 5 indicating that adding one travel lane in each direction on I-65 between SR-2 and SR-10 has a much greater effect on improving congestion than transportation system strategies. Also, since Table 3 shows very little change from Table 2, it appears that demand management strategies alone have little effect on congestion in the project area. This suggests that the added travel lanes strategy has significantly the greatest effect on improving congestion from the strategies considered in the Congestion Management Process.

In summary, Table 7 shows the strategies that the Congestion Management Process considers and their projected total Levels of Service.

Table 7: Congestion Management Process Strategies and their Projected Levels of Service (LOS)

I-65 Added Travel Lanes Between SR-2 and SR-10	
LOS 2015	
LOS 2040 No Build or Strategies	C
LOS 2040 with Demand Management	C
LOS 2040 with Demand Management and Transportation System Strategies	C
LOS 2040 with DM and Added Travel Lanes	B
LOS 2040 with Added Travel Lanes, DM and Transportation System Strategies	B

In conclusion, the Congestion Management Process for the I-65 added travel lanes project shows that only the added travel lanes strategy for improving congestion achieves the existing 2015 Level of Service in 2040. Demand management and transportation system strategies alone fail to adequately improve congestion. Therefore, the analysis recommends that the I-65 added travel lanes project pass the NIRPC Congestion Management Process.

Case Study: NIRPC examined a case study of an added travel lanes project similar in type to the proposed I-65 added travel lanes project: a 9-mile added travel lanes project on I-95 in Middlesex County, New Jersey opened to traffic in November 2014. Like the proposed I-65 added travel lanes project, this project added one travel lane in each direction. Also similar to the I-65 project, this project is roughly 50 miles outside of a major city. NIRPC also chose this case study because it has available probe data on travel time both before and after the project opened to traffic. The National Performance Measure Research Data Set (NPMRDS) provides travel time data at 5-minute intervals for all probe-equipped vehicles (i.e. vehicles with cellphones and in-vehicle GPS devices) between July 2013 and December 2015. NIRPC analyzed all available data for this stretch of I-95 between July 2013 and October 2014 as a before added travel lanes scenario, and data between November 2014 and December 2015 as an after added travel lanes scenario. Four key measurements of change between the before added travel lanes and after added travel lanes scenarios are presented in Table 1.

Table 8: Measurements of Change on I-95 in Middlesex County, New Jersey Before and After ATL

Measurement	Before Added Travel Lanes	After Added Travel Lanes	Before to After Change	Before to After Percent Change
Total Travel Time (hours)	115,132	108,525	-6,607	-5.7%
Delayed Hours	18,079	4,842	-13,237	-73.2%
Mean Speed (mph)	56.8	64.8	8.0	14.1%
Median Speed (mph)	65.4	67.0	1.6	2.5%

Source: National Performance Measure Research Data Set (NPMRDS)¹

¹ Based on NPMRDS Data available for a 9-mile segment of I-95 in Middlesex County, NJ. July 2013 to October 2014 for Before Added Travel Lanes scenario, November 2014 to December 2015 for After Added Travel Lanes scenario. Measurements are from NPMRDS available data and are only a sample size and not

Based on the case study, adding travel lanes to a major Interstate Highway in order to increase capacity by 33 percent (I-65 Added Travel Lanes would be 50 percent) appears to significantly improve congestion across several measures. First, travel time improved by 5.7 percent after the project was opened to traffic. More significantly, delay hours, defined as hours spent below the posted speed limit, decreased dramatically by 73.2 percent. Thirdly, vehicle speeds improved substantially, evidenced by mean vehicle speeds increasing by 14.1 percent and median vehicle speeds increasing by 2.5 percent.

Since the I-65 added travel lanes project is a very similar type of project, NIRPC expects a similar improvement in congestion by adding travel lanes. The effect may even be more substantial given that expanding from four to six travel lanes is a 50 percent expansion in capacity, whereas the I-95 New Jersey project expanded only 33 percent from six to eight lanes.

Conclusion: The I-65 added travel lanes project between SR-2 and SR-10 is recommended to pass the NIRPC Congestion Management Process. Demand management and transportation system strategies alone fail to adequately improve congestion, and only the adding travel lanes alternative achieves a Level of Service in 2040 consistent with existing conditions. Examining the case study of added travel lanes on a similar Interstate Highway project in New Jersey show substantial reduction in congestion after the travel lanes opened to the public. A similar result could reasonably be expected on this I-65 added travel lanes project.

expanded based on AADT or actual highway usage. Total Travel Time and Delayed Hours were sample weighted to compare After Added Travel Lanes and Before Added Travel Lanes scenarios.

RESOLUTION 16-16

**A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
ADOPTING AMMENDMENT NO. 2 TO THE 2040 COMPREHENSIVE REGIONAL PLAN
UPDATE COMPANION FOR NORTHWESTERN INDIANA**

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "The Commission", being designated the Council of Governments, representing all local governments in the region has established a comprehensive planning process including the three domains of environmental, economic development and transportation planning; and

WHEREAS, the Commission, being designated the Metropolitan Planning Organization for the Lake, Porter and La Porte County Region, has established a regional, cooperative and comprehensive planning program to develop the unified planning work program, long-range transportation plan and transportation improvement program; to annually endorse the plans and programs; to facilitate federal transportation funding for the Indiana Department of Transportation, regional communities and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS, the Commission performs the above mentioned activities to satisfy regional requirements under the Fixing America's Surface Transportation Act of 2015 (FAST Act), as well as other federal, state and local laws mandating 3-C transportation activities; and

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

WHEREAS, the 2040 Comprehensive Regional Plan Update Companion as amended is the product of a continuous, cooperative, and comprehensive planning process; and

WHEREAS, the Commission has analyzed the benefits and burdens of the implementation of the expansion project listed in the attachment, and has found that there are no unfair burdens, nor unfair lack of benefits for low income and minority populations; and

WHEREAS, the project was subjected to NIRPC's Congestion Management Process analysis and were found to be consistent; and

WHEREAS, the Commission has solicited public comment on the proposed amendment, and the comment from which and the responses to them have been made available; and

WHEREAS, the NIRPC Transportation Policy Committee acted on May 9, 2016 to recommend inclusion of the transportation expansion project as an amendment; and

WHEREAS, the Commission found it necessary to amend the 2040 Comprehensive Regional Plan Update Companion as amended to include the project listed in the attachment.

NOW, THEREFORE, BE IT RESOLVED that The Commission hereby adopts this Amendment #2 to the 2040 Comprehensive Regional Plan Update Companion as amended.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this nineteenth day of May, 2016.

James G. Ton
Chairperson

ATTEST:

Geof R. Benson
Secretary

2040 Comprehensive Regional Plan Update Companion

Amendment #2

Amendment #2 to the 2040 Comprehensive Regional Plan Update Companion will expand an existing project currently listed in the Capacity Expansion Projects published on Page II-62 of the Plan. The revised scope is as follows:

- **I-65 Added Travel Lanes, from US 30 to State Road 10** (adds one travel lane in each direction for a total of six). Changes southern termini from US 231.

Open-to-traffic date: Before December 31, 2019

Project Sponsor: Indiana Department of Transportation (INDOT)

RESOLUTION 16-17

A RESOLUTION OF THE NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION AMENDING THE
2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM FOR LAKE,
PORTER, AND LAPORTE COUNTIES, INDIANA
AMENDMENT NO. 17

May 19, 2016

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 2016-2019 Transportation Improvement Program is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *2040 Comprehensive Regional Plan (CRP)*; and

WHEREAS, the FY 2016-2019 Transportation Improvement Program is an implementation of the *2040 Comprehensive Regional Plan (CRP)*; is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

WHEREAS, the FY 2016-2019 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

WHEREAS, the changes to the FY 2016-2019 Transportation Improvement Program brought about by this amendment were reviewed by the Air Quality Conformity Task Force's Interagency Consultation Group (ICG).

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby amends the 2016-2019 Transportation Improvement Program 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 nineteenth day of May, 2016.

James G. Ton
Chairperson

ATTEST:

Geof R. Benson
Secretary

2016-2019 Transportation Improvement Program for Lake, Porter, and LaPorte Counties, Indiana

Amendment #17 May 2016

I-65 Added Travel Lanes Projects (SR 2 to SR 10)

DES	Sponsor	Project	Action Requested	Federal		Funds				
				Funds	Phase	Year	Total	Federal	Non-Federal	
1600318	INDOT	I-65 Added Travel Lanes from SR 2 to SR 10	Add New Phases	NHPP Interstate	CN	2016	\$ 40,000,000	\$ 1,800,000	\$ 38,200,000	
Located in unincorporated Lake (Length: 4.98 miles), Newton (Length: 2.92 miles) and Jasper (Length: 2.28 miles) Counties.										
1600321	INDOT	I-65 Bridge Deck Reconstruction & Widening. NBL over Brown Ditch.	Add New Phases	NHPP Interstate	CN	2016	\$ 750,000	\$ 33,750	\$ 716,250	
1600322	INDOT	I-65 Bridge Deck Reconstruction & Widening. SBL over Brown Ditch.	Add New Phases	NHPP Interstate	CN	2016	\$ 750,000	\$ 33,750	\$ 716,250	
Located in unincorporated Lake County.										
1600323	INDOT	I-65 Bridge Deck Reconstruction & Widening. NBL over Jesse Little Ditch.	Add New Phases	NHPP Interstate	CN	2016	\$ 750,000	\$ 33,750	\$ 716,250	
1600324	INDOT	I-65 Bridge Deck Reconstruction & Widening. SBL over Jesse Little Ditch.	Add New Phases	NHPP Interstate	CN	2016	\$ 750,000	\$ 33,750	\$ 716,250	
Located in unincorporated Lake County.										
1600325	INDOT	I-65 Bridge Deck Reconstruction & Widening. NBL over Singleton Ditch.	Add New Phases	NHPP Interstate	CN	2016	\$ 750,000	\$ 33,750	\$ 716,250	
1600326	INDOT	I-65 Bridge Deck Reconstruction & Widening. SBL over Singleton Ditch.	Add New Phases	NHPP Interstate	CN	2016	\$ 750,000	\$ 33,750	\$ 716,250	
Located in unincorporated Lake County.										

RESOLUTION 16-18

A RESOLUTION OF THE NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION AMENDING THE
2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM FOR LAKE,
PORTER, AND LAPORTE COUNTIES, INDIANA
AMENDMENT NO. 20

May 19, 2016

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 2016-2019 Transportation Improvement Program is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *2040 Comprehensive Regional Plan (CRP)*; and

WHEREAS, the FY 2016-2019 Transportation Improvement Program is an implementation of the *2040 Comprehensive Regional Plan (CRP)*; is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

WHEREAS, the FY 2016-2019 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

WHEREAS, the changes to the FY 2016-2019 Transportation Improvement Program brought about by this amendment were reviewed by the Air Quality Conformity Task Force's Interagency Consultation Group (ICG).

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby amends the 2016-2019 Transportation Improvement Program 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 nineteenth day of May, 2016.

James G. Ton
Chairperson

ATTEST:

Geof R. Benson
Secretary

2016-2019 Transportation Improvement Program for Lake, Porter, and LaPorte Counties, Indiana
Amendment #20 May 2016

New INDOT Projects/Project Phases

DES	Sponsor	Project	Action Requested	Federal Funds	Phase	Year	Funds		
							Federal	Non-Federal	
							Total		
1006634	INDOT	SR 51 HMA Overlay, Functional. From US 30 to US 20.	Add New Phase	NHPP Non-Interstate	RW	2017	\$ 25,000	\$ 20,000	\$ 5,000
Length: 9.55 miles. Cost to Complete: \$4,077,000. Located in the Town of Merrillville and the cities of Gary, Lake Station, and Hobart.									
1600481	INDOT	SR 912 HMA Overlay, Preventive Maintenance. From 0.1 miles North of Highway Ave to Ridge Road	Add New Phase	NHPP Non-Interstate	PE CE CN	2017 2018 2018	\$ 40,000 \$ 30,000 \$ 203,000	\$ 32,000 \$ 24,000 \$ 162,400	\$ 8,000 \$ 6,000 \$ 40,600
Located in the Towns of Highland & Griffith. Length: 0.36 miles.									
1592882	INDOT	I-94 Other Type Project (Miscellaneous). Small Culvert Video Investigation, Lining or Repair. (From Michigan to Illinois)	Add New Phase	NHPP Interstate	PE CE CN	2017 2018 2018	\$ 670,000 \$ 670,000 \$ 6,700,000	\$ 536,000 \$ 536,000 \$ 5,360,000	\$ 134,000 \$ 134,000 \$ 1,340,000
Length: 45.077 miles.									
1592873	INDOT	SR 912 Scour Protection (Erosion). Bridge over Little Calumet River (0.22 miles South of I-80/94).	Add New Phase	NHPP Interstate	PE CE CN	2017 2018 2018	\$ 45,000 \$ 22,500 \$ 150,000	\$ 36,000 \$ 18,000 \$ 120,000	\$ 9,000 \$ 4,500 \$ 30,000
Located on the boundary between the City of Hammond and the towns of Highland & Griffith.									

DES	Sponsor	Project	Action Requested	Federal		Funds		Non-Federal
				Funds	Phase	Total	Federal	
1592857	INDOT	SR 49 HMA Overlay, Functional. From 1.14 Miles South of SR 8 to SR 8.	Add New Phase	State STBG	PE	2017 \$ 115,000	\$ 92,000	\$ 23,000
			Add New Phase		CE	2018 \$ 58,000	\$ 46,400	\$ 11,600
			Add New Phase		CN	2018 \$ 385,000	\$ 308,000	\$ 77,000
Located in Town of Kouts, Porter County. Length: 1.17 miles.								
1592856	INDOT	US 6 HMA Overlay, Preventive Maintenance. From SR 49 to SR 39.	Add New Phase	NHPP Non- interstate	PE	2017 \$ 445,000	\$ 356,000	\$ 89,000
			Add New Phase		CE	2018 \$ 400,000	\$ 320,000	\$ 80,000
			Add New Phase		CN	2018 \$ 4,447,500	\$ 3,558,000	\$ 889,500
Located in Town of Westville and unincorporated LaPorte and Porter Counties. Length: 17.78 miles.								
1592854	INDOT	US 41 HMA Overlay, Preventive Maintenance. From I-80/94 to 0.77 miles South of I-90 (Huehn St).	Add New Phase	NHPP Non- interstate	PE	2017 \$ 278,200	\$ 222,560	\$ 55,640
			Add New Phase		CE	2018 \$ 275,000	\$ 220,000	\$ 55,000
			Add New Phase		CN	2018 \$ 2,782,000	\$ 2,225,600	\$ 556,400
Located within the City of Hammond. Length: 5.66 miles.								
1600607	INDOT	Traffic Signal Maintenance: Various Locations within the LaPorte District	Add New Phase	100% State	CN	2017 \$ 215,000	\$ -	\$ 215,000

RESOLUTION 16-20

A RESOLUTION OF THE NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION AMENDING THE
FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM FOR
LAKE, PORTER, AND LA PORTE COUNTIES, INDIANA
AMENDMENT NO. 23

May 19, 2016

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 stakeholder interests; and

WHEREAS, the Commission performs the above activities to satisfy regional requirements under the Fixing American Surface Transportation Act (FAST Act, 2015), as well as other federal, state and local laws mandating transportation planning activities; and

WHEREAS, the FY 2016-2019 Transportation Improvement Program is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors used to form the *2040 Comprehensive Regional Plan (CRP)*; and

WHEREAS, the FY 2016-2019 Transportation Improvement Program is an implementation of the *2040 Comprehensive Regional Plan (CRP)*; is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

WHEREAS, the FY 2016-2019 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby amends the FY 2016-2019 Transportation Improvement Program by adding and/or modifying the transit project(s) as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this nineteenth day of May, 2016.

James G. Ton
Chairperson

ATTEST:

Geof R. Benson
Secretary

Transportation Improvement Program for Lake, Porter, and LaPorte Counties, Indiana for 2016-2019 Amendment No. 23, May 13, 2016 TRANSIT ONLY

ADD New Public Transit Projects

DES	Applicant	Project Name	County	Fund Type	Year	Total Cost	Federal Cost	Local Cost
1382392	Michiana Resources	One Sec. 5310 Replacement Vehicle Low Floor Mini-Van	La Porte	FTA Sec. 5310	FY 2016	\$ 35,500	\$ 28,400	\$ 7,100
same	La Porte Co. Comp. Mental Health	One Section 5310 Replacement Vehicle Medium Transit Vehicle	La Porte	FTA Sec. 5310	FY 2016	\$ 51,900	\$ 41,520	\$ 10,380
same	Parents and Friends, Inc.	Two Medium Replacement Transit Vehicles	La Porte	FTA Sec. 5310	FY 2016	\$ 103,800	\$ 83,040	\$ 20,760