

Transportation Committee  
NIRPC Lake Michigan Room  
February 3, 2026  
Minutes

Kevin Breitzke called the meeting to order at 10:02 a.m. with the Pledge of Allegiance.

The voting members in attendance were Kevin Breitzke, Dean Button (Hammond), Tom Schmitt (Schererville), Max Rehlander (Valparaiso), Kay Nelson (NWI Forum), Mark O'Dell (Chesterton), Bob Thompson (Valparaiso Transit), and Martin Bobcek (Porter County).

Also in attendance were Jeff Huet (Schererville), Jake Dammarell (BF&S), Alex Olesker (BF&S), Christopher Murphy (Structurepoint), Dave Barich (Lochmueller), George Topoll (Union Township), Terry Martin (Carrier & Gable), Michelle Murray (NWI Forum), Jenny Linheart, Mark Rinehart (Corradino Group), and Greg Falkowski (Crown Point).

NIRPC staff present: Tom Vander Woude, Meredith Stilwell, Candi Eklund, Charles Bradsky, Grace Benninger, Mitch Barloga, Stephen Hughes, and Scott Weber.

1.1. Call to Order

Chair Kevin Breitzke called the meeting to order and led the Pledge of Allegiance.

1.2. Approval of Minutes

Minutes from December 2, 2025, were reviewed.

Motion to approve: Dean Button

Second: Tom Schmitt

Motion carried unanimously.

2. Public Comment

No public comment submitted.

3.1. Presentation: 2025 Road Safety Audits (RSAs)

Presenter: Mark Rinehart, Corradino

Mark presented on the RSAs conducted at seven intersections in the NIRPC planning area. The process included Project management planning, Data collection (crash data, police reports, traffic counts), Traffic analysis (existing conditions + 2050 forecasts), Working sessions with LPAs and law enforcement, Field checks, Final RSA documentation, and Key Findings. Mr. Rinehart gave a detailed example using 117th Ave & Parrish Ave, detailing 29 crashes (2022–2024), 38% with injury and 89% occurring during left-turn or right-angle turning movements. He noted the intersection performs poorly vs. peer locations (99th percentile for crash frequency & cost) and high volumes on Parrish cause gap issues for side-street traffic.

The near-term recommendations include to maintain two-way stop signs, improve signage and pavement markings, or to add LED flashing stop signs along with tree clearing to improve sight distance. The long-term recommendation is to construct a

single-lane roundabout, a countermeasure that has been proven to reduce serious crash types.

NIRPC staff noted that RSAs help build a pipeline of projects eligible for HSIP safety funding. NIRPC plans to continue annual RSA cycles, with a single-year contract for next year and with future two-year contracts after that point.

#### 4.1 Resolution 26-01: Adoption of 2026 Safety Performance Targets

Grace Benninger presented the proposed safety targets for 2026, which are INDOT statewide targets, with a recommendation for NIRPC to support, rather than develop regional targets. She noted that adoption of performance targets is required for federal compliance and eligibility for HSIP. The proposed targets are as follows: 794.7 Fatalities, Fatality Rate of 0.992, 2,965.5 Serious Injuries, Serious Injury Rate of 3.702, and 462.96 Vulnerable Road User (Non-Motorized) Fatalities and Serious Injuries. Benninger noted that target increases in some categories reflect corrections in crash data reporting and adoption does not imply acceptance of predicted numbers; the goal remains zero deaths.

Motion to recommend approval: Dean Button

Second: Kay Nelson

Motion carried unanimously.

#### 4.2 Update: 2027 Metropolitan Transportation Plan (MTP)

Presenter: Tom Vander Woude

NIRPC must update NWI 2050+ by April 2028. This update is planned as a limited update, not a full rewrite. It maintains a 2050 horizon year, the existing goals, vision, and chapter structure. The planning process will include update of all performance measures and data, public engagement, stakeholder outreach on implementation progress, update of socioeconomic forecasts, update of the financial plan, completion of the air quality conformity analysis. The focus of the update will be to evaluate progress since *NWI 2050+*, identify actionable implementation strategies, and prepare a fiscally constrained project list.

#### 5.1 TIP Administrative Modification 26-19

Presenter: Charles Bradsky

Charles described administrative modifications as small project changes including minor funding adjustments (< \$100k). The January modification report included 3 INDOT projects (minor funding adjustments) and 1 LaPorte project (shifted from 2026 to 2027) Charles stated that the summary will now be provided monthly at Transportation Committee meetings.

#### 5.2 Public Comment Report – TIP Amendment 26-04.1

Charles reported that a public comment period was held from January 2, 2026 to January 23, 2026. No public comments were received and the Interagency Consultation Group provided concurrence.

#### 5.3 Resolution 26-02, TIP Amendment 26-04.1

Charles reported that Amendment 26-04-1 includes 4 INDOT projects, 6 local

projects (Gary, Griffith, Hobart, Porter County, Long Beach, Porter) and Long Beach and Porter projects were removed at their request.

Motion to recommend approval of Resolution 26-02: Dean Button

Seconded: Bob Thompson

Motion carried unanimously.

6.1 Partner Reports

Drive Clean Indiana – no report.

7 Staff Announcements & Upcoming Meetings

Environment Committee – February 5

Leadership Committee – February 10

Economy & Place Committee – February 11

Full Commission – February 19

8 Next Transportation Committee – March 3 at 10:00 AM

Adjournment

Motion to adjourn: Dean Button

Second: Bob Thompson

Meeting adjourned at 11:15am