

Background

Resolution #25-09:
Air Quality Conformity Determination Report

Resolution #25-10:
NWI 2050+ Amendment #2

Resolution #25-11:
FY 2026-2030 Transportation Improvement Program

Background

Resolution #25-09: Air Quality Conformity Determination Report

Demonstration that a proposed transportation plan will not cause or contribute to violations of air quality standards in a nonattainment or maintenance area

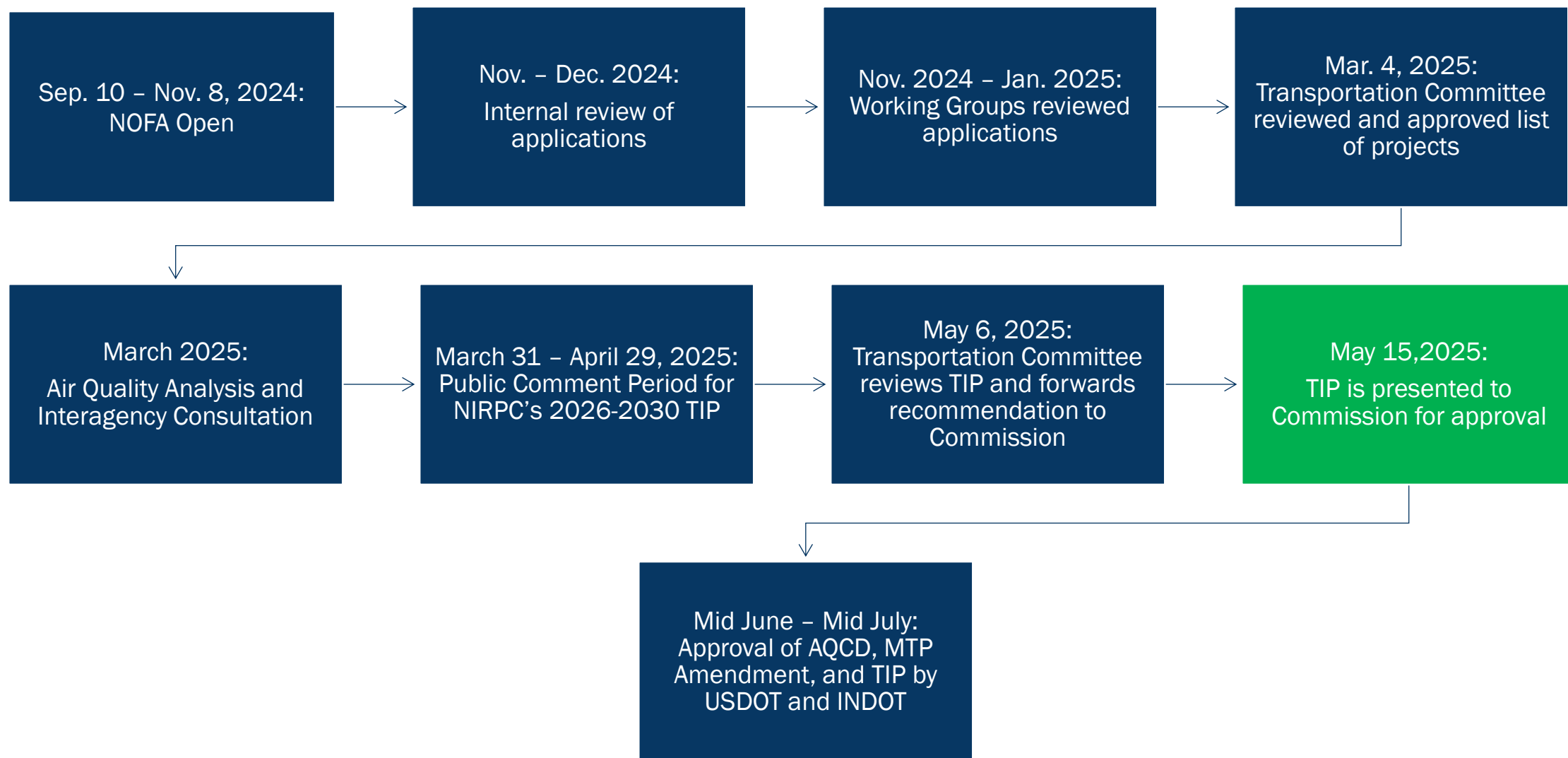
Resolution #25-10: *NWI 2050+* Amendment #2

Minimum 20-year plan for the improvement, maintenance, and operation of the transportation system

Resolution #25-11: FY 2026-2030 Transportation Improvement Program

5-Year plan for the use of federal transportation funds in the NIRPC metropolitan planning area

Background



Res 25-09

Air Quality Conformity Determination for *NWI*
2050+ Amendment # 2 and FY 2026 to 2030
TIP

Why do we need this?

- **Portions of NW Indiana Designated as Nonattainment for Ozone by the Environmental Protection Agency (EPA)**
 - 5 townships in Lake County and 8 townships in Porter County nonattainment for 2015 Standard
 - All of Lake and Porter Counties maintenance areas for 2008 Standard
 - La Porte County maintenance area for 1997 Standard
- **Required by Clean Air Act Section 176(c)**
 - All new TIPs in any nonattainment or maintenance areas require Conformity: **FY 2026 to 2030 TIP is a new TIP**

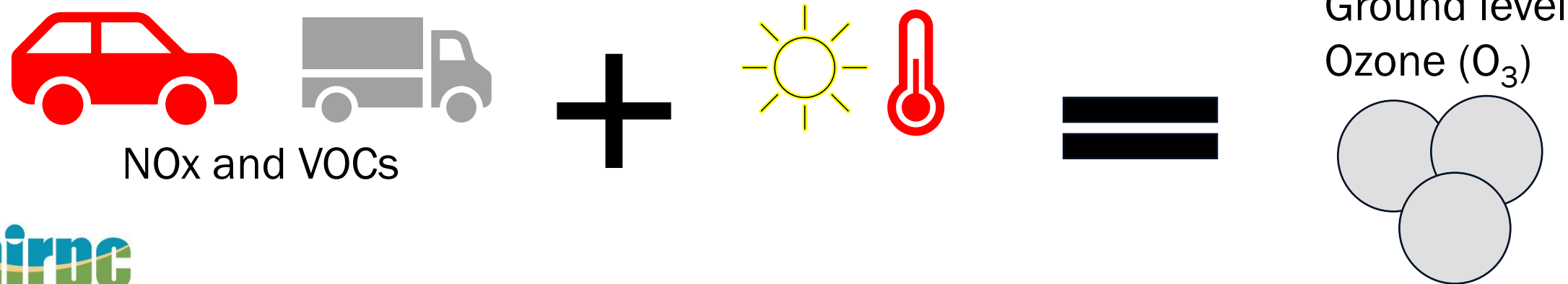
What does a Conformity Report show?

- **NIRPC collaborated with Interagency Consultation Group (ICG) Partners to Fulfill IN Conformity Requirements**
 - Indiana Department of Transportation (INDOT)
 - Indiana Department of Environmental Management (IDEM)
 - Federal Highway Administration (FHWA)
 - Federal Transit Administration (FTA)
 - US Environmental Protection Agency (US EPA)
- **Certain Projects in TIP do not cause exceedances**
 - Implementing **regionally significant, non-exempt** projects does not cause or contribute to Ozone precursor emissions (NO_x and VOC) at or above motor vehicle emissions budgets in State Implementation Plan (SIP)

Does NIRPC demonstrate Conformity?

Yes, ozone precursor emissions expected to result from implementing the regionally significant, non-exempt projects in the FY 2026-2030 TIP in Lake and Porter Counties are at or below motor vehicle emissions budgets in the SIP for the required analysis years

Year:	2011	2017	2019	2020	2025	2030	2035	2040	2050
NOx Budget	28.41	28.41	28.41	16.68	16.68	6.53	6.10	6.10	6.10
NOx Emissions	24.70	18.77	9.99	9.16	7.51	5.42	5.10	4.81	4.90
VOC Budget	11.02	11.02	11.02	6.85	6.85	2.47	2.90	2.90	2.90
VOC Emission	9.58	8.03	3.50	3.29	3.72	2.06	2.42	2.14	1.95



Transportation Committee Recommendation

Motion to adopt Resolution 25-09 approving the Air Quality Conformity Determination Report for NWI 2050+ Amendment No. 2 and the Fiscal Years 2026 to 2030 Transportation Improvement Program (FY 2026 to 2030 TIP).

FY 2026 to 2030 TIP cannot go into effect until FHWA formally signs the Conformity Determination Letter, which requires NIRPC Commission adoption of Resolution 25-09, and will take about 35-40 days after May 15, 2025, Commission meeting.

Res 25-10

NWI 2050+ Amendment # 2

Why do we need this?

- **A Metropolitan Planning Organization's (i.e. NIRPC's) TIP Must be Consistent with its Long-Range Transportation Plan per 23 CFR § 450.326**
 - NIRPC is seeking adoption of a *new* TIP, FY 2026 to 2030 TIP
 - *NWI 2050+* is NIRPC's Long Range Transportation Plan
 - Amendment # 2 would clearly link the TIP to the Plan
- **Air Quality Conformity Requirements**
 - Since FY 2026 to 2030 TIP contains *any* regionally significant, non-exempt projects that are *new or different in scope* from *NWI 2050+* before TIP adoption, NIRPC must amend *NWI 2050+* before adopting new TIP

How is NIRPC Amending the Plan?

Just a technical change in wording to reference the date of the new Air Quality Conformity Determination

Page 10 of NWI 2050+

Original Text	Amended Text
The short-range and the long-range elements of the “Purpose Driven Planning” sections of NWI 2050+ as well as the Air Quality Conformity Report, <i>as most recently dated on February 20, 2025</i> , include descriptions and cost estimates.	The short-range and the long-range elements of the “Purpose Driven Planning” sections of NWI 2050+ as well as the Air Quality Conformity Report, <i>as most recently dated on May 15, 2025</i> , include descriptions and cost estimates.

Transportation Committee Recommendation

Motion to adopt Resolution 25-10 adopting *NWI 2050+* Amendment No. 2.

FY 2026 to 2030 TIP cannot go into effect until FHWA formally signs the Conformity Determination Letter, which requires NIRPC Commission adoption of Resolution 25-09, and will take about 35-40 days after May 15, 2025, Commission meeting.

2026-2030 Transportation Improvement Program (TIP)

For Fiscal Years 2026 – 2030

What – When – Who – Why – How

What – NIRPC short range plan for spending its federal funds for surface transportation (infrastructure and transit) Short Range = 5 years

When – Updated every 2 years

Who – USDOT, INDOT, RTA, NIRPC Commission, local governments and transit operators, & the public.

Why – Our Long-Range Plan is implemented through the TIP

How – Using current Federal Transportation Acts (IIJA) and other Federal sources for funding. Funds are programmed through NIRPC Notice of Funding Availability (NOFA) which is issued every other year.

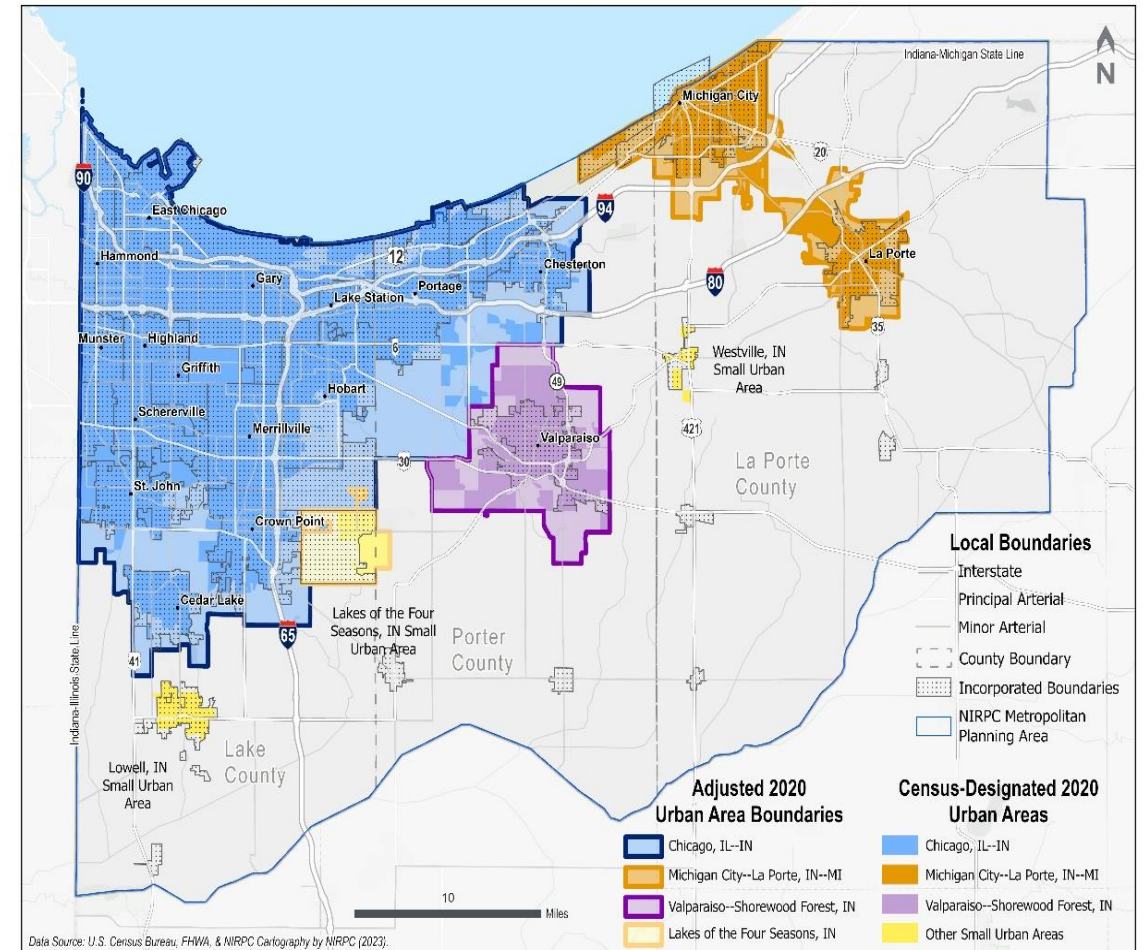
Northwest Indiana Urbanized Areas

Urbanized areas are defined by the US Census Bureau every 10 years. They are defined as areas with at least 5,000 people; one nucleus of 1,275 housing units per square mile; and at least 200 housing units per square mile.

NIRPC, as the MPO, manages federal aid funding for the urban areas with populations greater than 50,000, which are the Chicago, IL-IN Urban Area Urban Area (Indiana portion), Valparaiso-Shorewood Forest Urban Area, and the Michigan City--La Porte, IN--MI (Indiana portion). Federal aid funding for the smaller urban areas is managed by INDOT.

There are 6 urbanized areas in NWI. These are:

1. Chicago, IL-IN Urban Area Urban Area (Indiana portion)
2. Valparaiso-Shorewood Forest Urban Area
3. Michigan City--La Porte, IN--MI (Indiana portion)
4. Westville Urban Area
5. Lowell Urban Area
6. Lakes of the Four Seasons Urban Area



Funding for 2026-2030 Surface Transportation Projects

Applications and Programming

- Projects in years 2026 through 2028 of the TIP were carried over from the 2024-2028 TIP
- Approximately \$49 million available for FY 2029 and FY 2030.
- 30 applications requesting over \$80 million in highway and environmental funds were considered for years 2029 and 2030.
- For FY 2029 and FY 2030, no new highway *projects* were added to the TIP in the Chicago UZA.
- New highway project *phases* for existing projects were added for “legacy projects” - projects that have already received NIRPC funding for Preliminary Engineering, Right of Way, or Construction.
- Factors that limited NIRPC’s capacity to add new projects:
 - Many legacy projects in the program
 - Reduced population and funding from the removal of Winfield/Lakes of the Four Seasons from the Chicago UZA
 - Inflation increasing costs of existing projects
- Projects that were programmed:
 - Two new roads in La Porte
 - Other projects managed by NIRPC that benefit the region
 - INDOT projects (not projects funded with funds managed by NIRPC)

Summary of Investments for NWI

Where are the federal transportation funds allocated to NWI being invested in 2026-2030?



Surface Transportation Fiscal Constraint

FHWA	Northwest Indiana UZA / Valparaiso& Shorewood Forest UZA					Michigan City UZA				
	2026	2027	2028	2029	2030 - Illustrative	2026	2027	2028	2029	2030 - Illustrative
STBG										
Available	\$ 14,319,701	\$ 14,319,701	\$ 18,001,701	\$ 15,575,401	\$ 13,064,001	\$ 1,202,482	\$ 1,202,482	\$ 4,246,182	\$ 1,202,482	\$ 1,202,482
STBG										
Programed	\$ 13,854,415	\$ 12,607,979	\$ 15,151,707	\$ 16,088,445	\$ 36,545,591	\$ -	\$ 2,426,977	\$ 3,576,735	\$ 2,832,368	\$ 3,673,636
HSIP										
Available	\$ 2,190,886	\$ 2,190,886	\$ 2,190,886	\$ 2,190,886	\$ 2,190,886	\$ 422,487	\$ 422,487	\$ 422,487	\$ 422,487	\$ 422,487
HSIP										
Programed	\$ 2,654,548	\$ 77,500	\$ 77,500	\$ 3,080,000	\$ 80,000	\$ 330,000	\$ -	\$ -	\$ -	\$ -
CMAQ										
Available	\$ 4,146,949	\$ 3,575,118	\$ 3,575,118	\$ 3,575,118	\$ 3,575,118	\$ 689,302	\$ 689,302	\$ 689,302	\$ 689,302	\$ 689,302
CMAQ										
Programed	\$ 1,147,842	\$ 4,219,496	\$ 9,027,695	\$ 4,167,586	\$ 7,726,217	\$ 2,476,301	\$ -	\$ 807,000	\$ -	\$ -
TA										
Available	\$ 2,053,116	\$ 2,053,116	\$ 2,053,116	\$ 2,053,116	\$ 2,053,116	\$ 237,740	\$ 237,740	\$ 237,740	\$ 237,740	\$ 237,740
TA										
Programed	\$ 5,602,116	\$ 6,655,878	\$ 4,005,891	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -
CRP										
Available	\$ 1,791,385	\$ 1,791,385	\$ 1,791,385	\$ 1,791,385	\$ 1,791,385	\$ 207,433	\$ 207,433	\$ 207,433	\$ 207,433	\$ 207,433
CRP										
Programed	\$ 1,333,760	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PROTECT										
Available	\$ 662,404	\$ 662,404	\$ 662,404	\$ 662,404	\$ 662,404	\$ 76,383	\$ 76,383	\$ 76,383	\$ 76,383	\$ 76,383
PROTECT										
Programed	\$ -	\$ 634,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000	\$ -	\$ -
Total Available	\$ 25,164,441	\$ 24,592,610	\$ 28,274,610	\$ 25,848,310	\$ 23,336,910	\$ 2,835,827	\$ 2,835,827	\$ 5,879,527	\$ 2,835,827	\$ 2,835,827
Total										
Programed	\$ 24,592,681	\$ 24,195,333	\$ 28,262,793	\$ 23,336,031	\$ 44,351,808	\$ 2,806,301	\$ 2,826,977	\$ 4,623,735	\$ 2,832,368	\$ 3,673,636
(+/-)	\$ 571,760	\$ 397,277	\$ 11,817	\$ 2,512,279	\$ (21,014,898)	\$ 29,526	\$ 8,850	\$ 1,255,792	\$ 3,459	\$ (837,809)

Transit Program

FY 26-28

Projects from 2026-2028 fiscal years were carried over from the 2024-2028 TIP and adjusted to meet fiscal constraint based on two factors:

- First, the anticipated amount of federal funding available.
- Second, the split formula agreed upon by the direct recipients of FTA funds, NIRPC, GPTC, and NICTD.

FY 2029-2030

In keeping with historic practice, transit operators prioritized projects in the following order:

1. Operating Assistance (funded first)
2. Preventive Maintenance (funded second)
3. Capital Projects (funded as possible after meeting the above priorities)

Transit Fiscal Constraint

FTA	Chicago UZA				
	2026	2027	2028	2029	2030- Illustrative
5307 Available	\$11,968,835	\$11,968,835	\$11,968,835	\$12,626,856	\$12,854,139
5307 Programmed	\$11,847,393	\$11,880,757	\$11,858,533	\$10,226,808	\$9,370,800
5310 Available	\$652,765	\$652,765	\$652,765	\$ 688,653	\$701,049
5310 Programmed	\$480,394	\$647,193	\$648,932	\$668,489	\$180,271
5337 Available	\$21,201,765	\$21,201,765	\$21,201,765	\$22,367,393	\$22,770,006
5337 Programmed	\$21,201,765	\$19,380,545	\$21,201,765	\$22,367,393	\$22,770,006
5339 Available	\$439,711	\$439,711	\$439,711	\$463,885	\$472,235
5339 Programmed	\$210,380	\$330,000	\$ -	\$44,800	\$ -
Total Available	\$34,263,076	\$34,263,076	\$34,263,076	\$36,146,787	\$36,797,429
(+/-)	\$523,144	\$203,361	\$553,846	\$2,839,297	\$4,476,352

Transit Fiscal Constraint - Continued

Valparaiso – Shorewood Forest UZA

Michigan City UZA

FTA	Valparaiso UZA					Michigan City UZA				
	2026	2027	2028	2029	2030-Illustrative	2026	2027	2028	2029	2030-Illustrative
5307 Available	\$ 985,880	\$ 985,880	\$ 985,880	\$ 985,880	\$ 985,880	\$ 2,681,653	\$ 2,681,653	\$ 2,681,653	\$ 2,681,653	\$ 2,681,653
5307 Programmed	\$ 985,189	\$ 985,561	\$ 984,910	\$ 984,957	\$ 9,686,231	\$ 2,341,735	\$ 1,350,772	\$ 1,350,772	\$ 2,681,653	\$ 2,799,552
5310 Available	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310 Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5337 Available	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5337 Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 Available	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Available	\$ 985,880	\$ 985,880	\$ 985,880	\$ 985,880	\$ 985,880	\$ 2,681,653	\$ 2,681,653	\$ 2,681,653	\$ 2,681,653	\$ 2,681,653
(+/-)	\$ 691	\$ 319	\$ 970	\$ 923	\$ (8,700,351)	\$ 339,918	\$ 1,330,881	\$ 1,330,881	\$ -	\$ (117,899)

Transportation Committee Recommendation

Motion to adopt Resolution 25-11 adopting the FY 2026-2030 Transportation Improvement Program.