



RESOLUTION 26-05

**A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION  
AMENDING THE FY 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR LAKE, PORTER, AND LA PORTE COUNTIES, INDIANA  
AMENDMENT NO. 26-05**

March 19, 2026

**WHEREAS**, Northwest Indiana’s citizens require a safe, efficient, and 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 La Porte County Metropolitan Planning 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 Infrastructure Investment and Jobs Act of 2021 (PL 117-58)), 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 2026-2030 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 of *NWI 2050+*; and

**WHEREAS**, the FY 2026-2030 Transportation Improvement Program implements *NWI 2050+*, is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

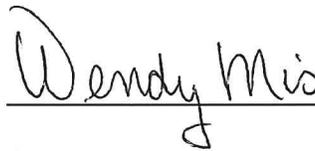
**WHEREAS**, the FY 2026-2030 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, 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 2026-2030 Transportation Improvement Program brought about by this amendment were made available for public comment in the manner prescribed by the 2019 Public Participation Plan, *ENGAGE NWI*; with no comments; and

WHEREAS, on March 3, 2026, the Transportation Committee recommended that the Northwestern Indiana Regional Planning Commission make these changes to the FY 2026-2030 Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby amends the FY 2026-2030 Transportation Improvement Program by adding *Appendix 5: TIP Revisions* as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission, this nineteenth day of March 2026.



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Chairperson

ATTEST:



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Secretary



## Public Comment Report

### Amendment #26-05 to the FY 2026 - 2030 Transportation Improvement Program (TIP)

#### Northwestern Indiana Regional Planning Commission

#### Transportation Committee

March 3, 2026

Amendment #26-05 to the FY 2026 - 2030 Transportation Improvement Program was released for a 21-day public comment period which began on February 4, 2026, and ended on February 25, 2026. Amendment 26-05 is an addition of an appendix to NIRPC's current TIP with guidelines for TIP Revisions, especially for thresholds to changes in costs:

The amendments were made available for viewing at [www.nirpc.org](http://www.nirpc.org) and press releases with links were posted on several social media sites.

To date one comment has been received. It is considered to be minor because it does not address the change proposed in the amendment.

That comment came from Ms. Strzelczyk of the Town of Munster (dated 2/18/2026) and is:

Comment:RE: Pedestrian/Cyclist Crossing on Briar Lane /Manor Ave over train tracks  
Currently there is no pedestrian east/west crossing over the train tracks from Ridge Rd on the North to Fisher Rd on the South. Walkers and bikers need to divert either to Ridge Rd or Fisher to access St. Paul and St. Thomas More Schools, Jewel, the library, parkland area and neighbors so close yet so far. Ridge Road is both unsafe and unpleasant for pedestrians and cyclists. Cars speed, it is noisy and there are car fumes. The sidewalk is near the road itself and a car jumping the curb due to a slight collision or loss of control is foreseeable. There is a below grade pedestrian crossing north of Ridge Rd at Manor/Belden Pl as well as nearby Broadmoor Ave so walkers/cyclists have 2 options to cross the train tracks for Eads School for example. Walkers south of Ridge Rd should have equal ability to traverse the train tracks without having to divert either to Ridge or Fisher. This long distance is a deterrent for many. A Briar Lane crossing would also be a deterrent to train fence jumping that is happening now. Original town train plans included a Briar Lane grade crossing. To encourage more healthy walking options, facilitate safer pedestrian/cyclist access and afford residents south of Ridge Rd the same east-west access across the train tracks as those residents north of Ridge Rd, I request consideration of this project with federal funds available under the NIRPC TIP program.

NIRPC's response (2/23/202) was:

Ms. Strzelczyk,

Thank you for your thoughtful email letting us know of a concern in Munster.

We share your concern for the pedestrian and bicyclists and the extra-ordinary detour that they have in getting to town amenities. NIRPC puts out a Call for Projects every two years where local governments may propose projects to be recipients of federal funding. That call will be this fall (2026). We are forwarding your email to the Town Manager for Munster for their consideration in this call, since the sponsor would be the Town of Munster. I encourage you to continue to discuss with your town council this idea and it's importance to your neighborhood and the town.

If you have any other questions, Please do not hesitate to contact me.

NIRPC staff also sent a draft of the amendment to several members of the Interagency Consultation Group (ICG) looking for guidance on January 6, 2026, since this amendment is different than our 'normal' amendments. The comments we received include:

(From Erica Tait, - FHWA; 1/16/2026) Good afternoon Charles, I hope this note finds you well. Thank you for the note below and the opportunity to provide feedback. Adding an appendix to the TIP to outline and/or clarify amendment and modification procedures would fall under the definition of administrative modification from the perspective of FHWA. Since that is the case, USDOT will not be issuing an approval letter.

Regarding the alignment of NIRPC's definitions to INDOT's, please note that changes requiring a redemonstration of fiscal constraint must be processed as amendments. In addition, other MPOs and INDOT have adopted some grouped project procedures that may not apply to/in NIRPC.

I'm happy to have a call to discuss in further detail if that would be helpful.

No other comments from other members were received. Based on this response, no other response or concurrence is needed from USDOT or INDOT.



## MEMORANDUM

**To:** Transportation Committee

**From:** Tom Vander Woude, Director of Transportation

**Date:** February 24, 2026

**Re:** TIP amendment #26-05: approving revisions to the definitions and cost thresholds for TIP Amendments and Administrative Modifications and incorporating them into the FY 2026-2030 TIP as Appendix 5.

**Action Requested:** Recommendation to the Full Commission/Executive Board to adopt Resolution 26-05 approving Amendment #26-05 to the FY 2026-2030 TIP

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### Background

NIRPC adopts a new five-year Transportation Improvement Program (TIP) every two years. Once adopted, a TIP may be revised from time to time in accordance with procedures adopted by the MPO and with 23 CFR § 450.328. Revisions to the TIP are categorized and approved differently based on the scope, scale, and circumstances of the change to a project and whether a project is exempt or non-exempt from air quality conformity analysis.

NIRPC's Public Participation Plan *Engage NWI* currently includes the definitions and thresholds that determine when a change to a project in the Transportation Improvement Program is considered an Amendment; which is a major change that requires a public comment period, air quality consultation, and Commission approval; or an Administrative Modification, which is a minor change can be completed by staff without public comment or air quality consultation. These definitions and thresholds were adopted in 2019 when *Engage NWI* was adopted.

During NIRPC's most recent Federal Certification Review, the US Department of Transportation Review Team made two recommendations regarding NIRPC's TIP change procedures.

- First, they noted that *the NIRPC TIP does not currently list the thresholds which determine if a change to a project requires a modification or amendment [and recommended that] NIRPC should consider defining the thresholds [in the TIP rather than the public participation plan] for public awareness.*
- Second, they noted that NIRPC cost-change thresholds for amendments and administrative modifications are the same for both locally sponsored and INDOT-sponsored projects, which requires that proportionally small cost increases for INDOT projects be processed as amendments. Additionally, NIRPC's thresholds are different from those of the INDOT State Transportation Improvement Program which has resulted in some procedural confusion and perceived delays for INDOT. The review team recommended *that NIRPC consider using INDOT's thresholds for modifications and amendments when making changes to INDOT*

projects (which do not affect NIRPC’s fiscal constraint determination) to expedite review and approval of TIP/STIP amendments.

In response to these recommendations, NIRPC staff reviewed the TIP Change procedures in *Engage NWI* and prepared a set of revisions, which have been compiled into an appendix for inclusion in the FY 2026-2030 TIP document. The appendix was reviewed and discussed at a January 21, 2026, meeting of the Transportation Resources and Oversight Committee (TROC). At that time, TROC voted to recommend the approval of the proposed changes and to adopt the INDOT cost-change thresholds for both local and INDOT-sponsored projects – with a further recommendation that these thresholds be reviewed again during the development of the FY 2028-2032 TIP.

Approval of the attached Resolution 26-05 will add *Appendix 5: TIP Changes* to the FY 2026-2030 TIP. Within Appendix 5 are the following revisions to the TIP change terminology and procedures:

1. The definitions of Formal Amendment, Technical Amendment, Emergency Amendment, and Administrative Modification are expanded and clarified, including incorporating language from 23 CFR §450.104. This corrects some ambiguity in the previous definitions. For example, with respect to a non-exempt projects, previously a *change to an air quality non-exempt project* was defined as an amendment; whereas the revised text states that only a *Change in project scope that: affects air quality conformity determination or a Change of years of a regionally significant project within the current TIP that results in the project's anticipated open to traffic year moving regional emissions analysis years in the Air Quality Conformity Report for the current TIP* are amendments.
2. The cost-change threshold for Amendments is revised from \$100,000 for all projects to a sliding scale based on the total programmed project costs shown below. This will allow for larger cost changes to be processed as Administrative Amendments.

Cost Change Thresholds for All Projects		
Total Programmed Project Costs in an Approved TIP	Amendment	Administrative Modification
Less than \$2,000,000	Equal to or greater than 75%	Less than 75%
\$2,000,000 - \$14,999,999	Equal to or greater than 50%	Less than 50%
\$15,000,000 - \$75,000,000	Equal to or greater than 40%	Less than 40%
Greater than \$75,000,000	Equal to or greater than 30%	Less than 30%

A separate Resolution #26-04 will remove the TIP change language from *Engage NWI*.

This proposed amendment was made available for the required 21-day public comment period from February 4, 2026, to February 25, 2026. Comments and responses are listed in the accompanying public comment report.

## **Recommendation**

Relocating the definitions and thresholds for TIP actions into the TIP document will make it easier for the public to find these definitions and for NIRPC staff and committees to review and amend them as needed. Establishing clear definitions and thresholds that are consistent with INDOT will make TIP management more efficient and help NIRPC and INDOT ensure highway and transit projects are funded and completed in a timely manner.

NIRPC staff recommends that the Transportation Committee forward its favorable recommendation to the NIRPC Commission/Executive Board to adopt Res. 26-05 approving Amendment #26-05 to the FY 2026-2030 TIP.

## Appendix 5 – TIP Revisions

### Amendment & Administrative Modification Procedures

Once adopted, a TIP may be revised from time to time in accordance with procedures adopted by the MPO and with 23 CFR § 450.328. Revisions to the TIP are classified and approved differently based on the scope, scale, and circumstances of the change to a project and whether a project is exempt or non-exempt from air quality conformity analysis.

#### Definitions

**Formal Amendment** - a revision that involves a major change to a project included in a TIP. A Formal Amendment requires public review and comment in accordance with NIRPC's adopted Public Participation Plan and a redemonstration of fiscal constraint. If an amendment involves "non-exempt" projects in nonattainment and maintenance areas, a conformity determination is required. (cf. 23 CFR §450.104)

The following changes to any project shall be considered **major** and require a **Formal Amendment**:

- A new project is added (even if the project was in a previous TIP).
- A new phase of a project is added or a construction phase or transit project is deleted.
- A significant increase or decrease in project costs as defined in the *Cost Change Threshold* tables below.
- Change in project scope that:
  - alters the original intent of the project, and/or
  - affects air quality conformity determination.
- Change of years of a regionally significant project within the current TIP that results in the project's anticipated open to traffic year moving regional emissions analysis years in the Air Quality Conformity Report for the current TIP.
- Change to projects impacting fiscal constraint.
- Change to policy or programming rules.

**Technical Amendment** – A change to technical information in the TIP that does not impact policy or programmed projects, e.g.: performance targets, data updates, asset information. Technical Amendments do not require a formal public comment period but must be approved by the Commission/Executive Board. Public comment opportunity is available at the meeting.

**Emergency Amendment** – A change to a project that is authorized by the NIRPC Executive Director without public comment or Commission/Executive Board approval in order to respond to a time-sensitive, emergency situation. NIRPC's Public Participation Plan permits an Emergency Amendment only in cases where public well-being or safety is at risk or there is a threat of a lapse or loss of federal funds. A redetermination of fiscal constraint is required.

**Administrative Modification** - A minor revision to the TIP that involves minor project changes. An administrative modification does not require public review and comment, a redemonstration of fiscal constraint, a conformity determination (in nonattainment and maintenance areas), or Commission/Executive Board approval. (cf. 23 CFR §450.104)

The following changes to any project shall be considered **minor** and may be completed as an **Administrative Modification**:

- Change of years of a project within the current TIP.
- Change of years of a regionally significant project within the current TIP as long as the project's anticipated open to traffic year stays within the regional emissions analysis years in the Air Quality Conformity Report for the current TIP.
- A non-significant funding change (see the *Cost Change Threshold* tables below).
- Correction of minor data entry or typographical errors or other 'scrivener's errors' that have no impact on fiscal constraint.
- Minor change to a project description that does not alter the original project intent.
- Addition of a designation (des) number or transit project identification number (TPIN) to a project.
- Addition of or change to a federal funding source that does not impact fiscal constraint.

**Cost-Change Thresholds for Amendments and Administrative Modifications**

For changes to the cost of projects (excluding groupings and reductions of any amount provided project length, termini, and description remain the same), there is a sliding scale to determine whether a modification or amendment is required. All measurements for these cost changes are made from the last approved TIP amendment/modification to account for incremental changes. The tables below list NIRPC's cost change thresholds for determining amendments vs. modifications:

Cost Change Thresholds for All Projects		
Total Programmed Project Costs in an Approved TIP	Amendment	Administrative Modification
Less than \$2,000,000	Equal to or greater than 75%	Less than 75%
\$2,000,000 - \$14,999,999	Equal to or greater than 50%	Less than 50%
\$15,000,000 - \$75,000,000	Equal to or greater than 40%	Less than 40%
Greater than \$75,000,000	Equal to or greater than 30%	Less than 30%