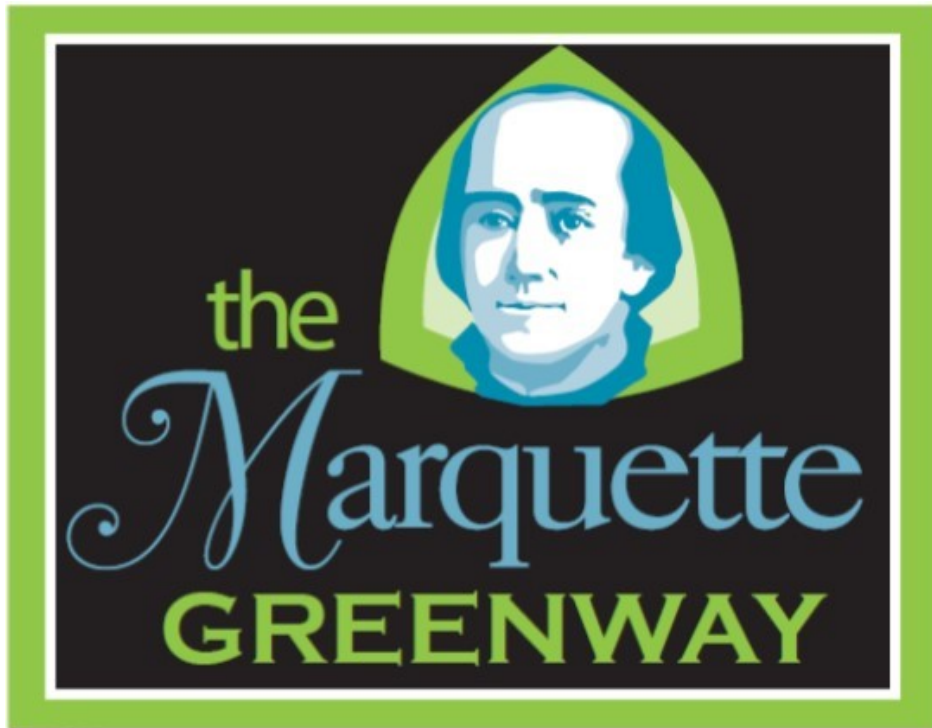




COMPLETING THE VISION



FY 2021 RAISE Application Narrative

As submitted by

July 12, 2021

Table of Contents

I. Project Description	1
II. Project Location	1
A. Completed/Funded Segments	2
B. RAISE Segments	5
C. Connections to Existing & Planned Infrastructure	13
<i>Multi-Use Trails</i>	<i>13</i>
<i>Transit</i>	<i>14</i>
<i>Bike Share</i>	<i>15</i>
D. Demographics of the Project Corridor	15
III. Project Parties	18
IV. Merit Criteria	18
A. Primary Selection Criteria	18
<i>Safety</i>	<i>18</i>
<i>State of Good Repair</i>	<i>19</i>
<i>Economic Competitiveness</i>	<i>21</i>
<i>Environmental Sustainability</i>	<i>23</i>
<i>Quality of Life</i>	<i>24</i>
B. Secondary Selection Criteria	26
<i>Innovation</i>	<i>26</i>
<i>Partnership</i>	<i>26</i>
V. Results of Benefit-Cost Analysis	26
VI. Project Readiness	27
<i>Project Cost & Schedule</i>	<i>28</i>
<i>Public Engagement</i>	<i>29</i>
<i>Government Approvals</i>	<i>29</i>
<i>Assessment of Project Risks & Mitigation Strategies</i>	<i>29</i>
VII. List of Appendices	30

I. Project Description

Completing the Vision: The Marquette Greenway is an ambitious project to finish a regional, non-motorized facility which will span 60-miles in length along the “South Shore” region of Lake Michigan from Calumet Park in Chicago, Illinois, eastward through the heart of Northwest Indiana, and into downtown New Buffalo, Michigan.

Residents of the South Shore region have long desired to have an uninterrupted trail connecting these three states, providing access to a wide variety of destinations along the lakefront. The enormous work of planning this corridor has been a collaborative effort for over a decade. In 2005, the Greenway became a focal point in the landmark *Marquette Plan: Indiana’s Lakeshore Reinvestment Strategy* document and has carried forward as a top priority today. The route was further identified and promoted with the *Marquette Greenway Poster Plan* in 2009, and again identified as a priority in the *Marquette Action Plan* in 2017.

The Marquette Greenway will represent an unparalleled multi-use trail experience, traversing through a geographically and socio-economically diverse landscape. It will connect a population of 192,600 residents within a mile and a half of the trail (including 60,000 who are employed within the corridor), to recreational facilities, scenic landscapes, and economic opportunities.

However, connections to the Marquette Greenway are not simply local in nature. Connections to the trail are extensive and cross multiple state boundaries, linking with the 530-mile Grand Illinois Trail from the west; the Burnham Greenway, Erie-Lackawanna Trail, and Dunes-Kankakee Trail from the south; and the Harbor Country Trail network from the east. Taken together, these additional connections link to a population base of well over nine million people.

Today, thirty-four (34) miles of the Marquette Greenway has either already been built or has received funding. The remaining twenty-six (26) miles – the subject of this application - exist in the cities of Chicago (IL), Gary, Portage, Michigan City (IN), and New Buffalo (MI); the towns of Ogden Dunes and Burns Harbor (IN), and counties of Porter (IN) and Berrien (MI). This RAISE grant application has been proposed to complete these remaining miles with a total federal request of \$23.1 million.

II. Project Location

This Marquette Greenway RAISE project proposal combines twenty-six (26) miles of trail gaps that will link together a number of existing segments either already constructed or funded for imminent development. These gaps are spread over the 60-mile breadth of the trail corridor in all three states involved. The diversity of the corridor, both geographic and socio-economic, presents an outstanding opportunity to provide new energy in a region still recovering from the decline of the steel industry. The route seeks to maximize access to recreation areas, such as the Indiana Dunes National Park, as well as serve as a major regional link to numerous economic destinations of employment and retail. The proximity of the proposed route of the Marquette Greenway will also allow direct connections to all major industries, with living-wage jobs, along the lake.



A. Completed/Funded Segments

Over the last dozen years, since the release of the *Marquette Plan*, a number of trail segments have either been built or are funded to be developed in the very near future. Please see project webpage for technical plans and studies at: <https://nirpc.org/raise-grant/>. The segments include the following from west to east:

City of Hammond

Total trail built: 5.85 miles; total funded: 2.05 miles

Of the 12 municipal entities traversed by the Marquette Greenway, the City of Hammond has the most miles complete. Of those segments completed, about a half mile starts at the Illinois state line and proceeds east to the current termini at the Hammond Bird Sanctuary. From here the route follows close to Lake Michigan where it enters Whiting. The route comes back into Hammond at Indianapolis Boulevard, winds around George Lake, accesses Wolf Lake via a bike and pedestrian bridge, and proceeds south near the Indiana Toll Road corridor where it stops at 150th St. The City will extend the trail south a quarter mile to provide a link to East Chicago under the Toll Road.

On the east side of East Chicago's funded segment, the Marquette Greenway has been fully funded¹ and will proceed off the Michigan Street bridge, cross an access road, and proceed underneath the Toll Road along Kennedy Avenue. Property within this corridor is divided between the Indiana Toll Road, and two environmental not-for-profits – Shirley Heinze Land Trust and The Nature Conservancy. NIRPC is in partnership with these entities and in continued dialogue about the trail. Their letters of support for the application can be found in Appendix A.

City of Whiting

Total trail built: 1.96 miles

The City of Whiting has successfully completed their share of the Marquette Greenway and remains the only community that has done so. The City's segment starts at the lakefront at Whihala Beach, and connects east into Whiting Lakefront Park, which has recently been renovated thanks to a \$20 million investment by the Northwest Indiana Regional Development Authority (RDA). The trail



Marquette Greenway at Indiana-Illinois State Line in Hammond



Whiting Lakefront Park



Bridge over New York Ave & Indianapolis Blvd in Whiting

¹ TAP funded; INDOT Des. #1901900; federal award \$2,469,740 and STBG funded; INDOT Des. #2101128; federal award \$900,393

leaves the park, traversing adjacent to the Whiting BP Refinery, and eventually to a landmark bicycle and pedestrian bridge at New York Avenue. and Indianapolis Boulevard. This bridge was also funded by the RDA with a \$3 million grant.

City of East Chicago

Total trail built: 0.53 miles; total funded: 1.82 miles

From Hammond, the trail is planned to enter the City of East Chicago under the Toll Road, and along an abandoned rail corridor east to Indianapolis Boulevard. The trail runs adjacent to Kosciuszko Park, the largest park in the city, which was recently upgraded. The trail will continue along Indianapolis Boulevard. via wide sidewalk and cross over to the east, where it will wind just north of the Indiana Toll Road to an access road under the Toll Road. From here the trail extends to the start of a bridge which crosses over an active railroad line. To date, the city has funded the trail through two federal grants – one from NIRPC, the other from the Indiana Department of Natural Resources².

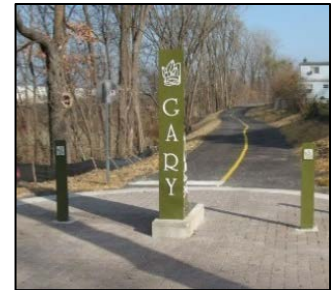


Wolf Lake Bridge in Hammond

City of Gary

Total trail built: 2.05 miles

In the City of Gary, an isolated segment of the trail is complete. Part of this includes a mile and half of completed trail, which winds through a dense urban residential area just west of the downtown. This part of the Marquette Greenway is known locally as the “Gary GreenLink.”



Gary Green Link Sign

Indiana Dunes National Park

Total trail built: 3.70 miles

One of the most critical elements of the Marquette Greenway remains the non-motorized connection of both the east and west landholdings of the Indiana Dunes National Park, one of the most visited in the country³. To date, there are two segments complete, with one located in the Miller neighborhood of Gary, and currently limestone and funded for asphalt conversion. The other completed segment runs north along Howe Road as a shared facility (low traffic), crosses US 12 via a separated bridge, and links to a paved trail which winds north to the start of the Calumet Trail.



Dunes-Kankakee Trail to Indiana Dunes State Park

City of Portage

Total trail built: 0.94 miles; total funded: 0.75 miles

The Portage segment currently has been completed from just west of State Road 249, and then along Ameriplex Drive to Deer Trail Park. From here, the city has recently received state Next Level Trails

² CMAQ funded; INDOT Des. #1601146; federal award \$271,841 AND RTP FY 2017 Award

³ Over three million visits per year (Indiana Dunes National Park & State Park figures)

funding to extend the route east over Salt Creek, to connect to the new segment in Burns Harbor⁴. The remaining segments connecting east to Ogden Dunes are being requested for RAISE funding (see Projects 9-12).

Town of Burns Harbor

Total trail built: 1.40 miles; total funded: 0.65 miles

Starting from east at their jurisdiction line, the Town of Burns Harbor recently opened a 1.4-mile segment of the Marquette Greenway which takes the trail across State Road 149. From this point the trail has been funded to just south of the Norfolk Southern railroad⁵. The remaining segment of the trail in Burns Harbor, including a bridge over the Norfolk Southern railroad, has been applied for in this application (see Project 13).



Trail rest area in Burns Harbor

Porter County Parks Department – Calumet Trail

Total trail funded: 6.24 miles

The Calumet Trail represents the oldest regional facility in Northwest Indiana. Built in 1972, this 9-mile trail was originally paved in slag, and then repaved in 2002 with a limestone surface. Unfortunately, the base for the trail quickly eroded due to improper engineering and soon the stone surface washed away, leaving mud and puddles for over half of its length. In 2010, the Porter County Parks Department successfully applied for a grant to properly engineer and pave the trail as a 12' wide asphalt surface with significant drainage enhancements. To date two phases have been federally funded, with RAISE funding being applied herein to finish the remaining 4.4 miles⁶ (see Project 14). In February of 2021, Porter County announced a re-routing of the Calumet Trail to provide more linkages to access points within the Indiana Dunes State and National Parks. This RAISE application reflects the proposed route change.



Calumet Trail in 2002

City of Michigan City – Singing Sands Trail

Total trail built: 4.25 miles; total funded: 0.78 miles

The City of Michigan City recently opened a major segment of the Marquette Greenway, locally known as the Singing Sands Trail. This 4.25-mile segment takes the trail from the Porter/LaPorte County line, into downtown Michigan City near Washington Park along Lake Michigan, then south to connect onto an existing trail over Trail Creek. From there a recently completed segment winds around a former landfill site, utilizing two boardwalks, eventually ending at Liberty Trail Road. From here, the final phase of the project has been broken down into three parts, with one fully funded⁷ and the other two requested as part of this RAISE application (see Project 15).



Singing Sands Trail in Michigan City

⁴ Next Level Trails 2nd round award \$2,549,300

⁵ CMAQ funded; INDOT Des. # 1601147; federal award \$809,176 and DNR RTP funded; INDOT Des. # 1801757; federal award \$335,000

⁶ TE funding; INDOT Des. #1173594; federal award \$1,495,560

⁷ STBG Group II funding; INDOT Des. #1601869; federal award \$811,809

LaPorte County

Total trail funded: 1 mile

Between the Singing Sands Trail, Phase III and the State of Michigan exists a funded one-mile segment of trail being managed by LaPorte County⁸. This link is being proposed to wind north of the Amtrak railroad and US 12 along Grand Beach Road until it meets up in Michigan.

B. RAISE Segments

The remainder of the Marquette Greenway, approximately twenty-six (26) miles, is the subject of this RAISE grant application (see Figure 1). These 26 miles are divided into seventeen (17) separate construction projects which include off-road trail, bridges and boardwalks. Together these involve nine (9) municipal entities, and the Indiana Dunes National Park. (For more detailed information, please see project webpage for technical plans and studies at: <https://nirpc.org/raise-grant/>.) The segments include the following from west to east:

Project 1: City of Chicago

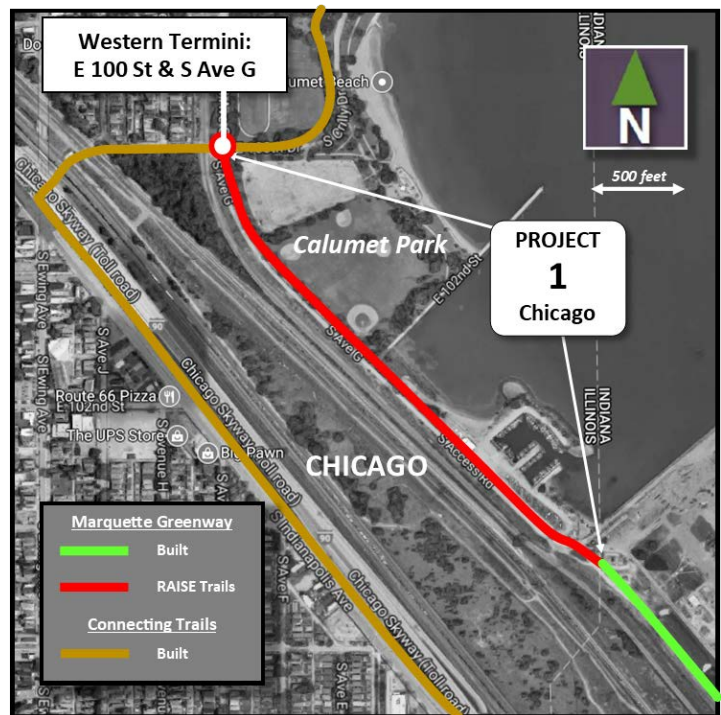
0.6 miles trail @ \$623,000

The western termini of the Marquette Greenway begins at East 100th Street in the City of Chicago. This location represents one of the main entrances into Calumet Park, a 199-acre facility which features two gymnasiums, a fitness center, woodshop, and multi-purpose rooms. In addition, the park offers a beach, boat launch, picnic groves, playground, and numerous athletic fields. Calumet Park has been a mainstay of the Eastside community since 1903 and remains a popular destination for the diverse neighborhood which surrounds it.

At East 100th Street a 12-foot trail will be built alongside South Access Road to the Indiana State Line, maintaining an eight (8) foot grass buffer throughout. This trail will meet up with the existing segment built by the City of Hammond. At the state line, the trail traverses through two iconic structures, an archway to a now-raised power plant, and a concrete obelisk signifying the state line. Both of these historic structures will serve as a symbolic gateway between the two states.



Calumet Park beachfront in Chicago



⁸ STGB Group II funding; INDOT Des. #1592335; federal funding \$765,398



Figure 1: Marquette Greenway Overview Map

Project 2: City of Gary
Restore 400' bridge @ \$1,603,006

The City of Gary intends to cross the Indiana Toll Road from the Hammond segment by restoring a former railroad bridge which is located directly adjacent to Cline Avenue. The bridge is currently owned by Save The Dunes, a non-profit advocacy group, and will be transferring ownership of the bridge at no cost to the city within the next year.



Former railroad bridge over Indiana Toll Road in Gary

Project 3: City of Gary
3.9 miles trail @ \$4,160,529

From the bridge over the Toll Road, the trail has been planned to cross back under the bridge to head east into downtown Gary, just south of the South Shore Line commuter tracks, owned by the Northern Indiana Commuter Rail District (NICTD). Land for this segment of the trail will be negotiated with NICTD with the proposed easement costs requested in this RAISE application. The trail will proceed to cross another railroad (see Project 4) and continue east to the South Shore Line Clark Road Station. At this point the trail will cross Clark Road and continue within the NICTD corridor until it reaches 3rd Avenue, where it will run within the road right-of-way south, crossing 4th Avenue to where it becomes Industrial Highway. Continuing southeasterly within the right-of-way, the trail will meet 5th Avenue, or US 20. A sidepath will be built within the road right-of-way on the north side and continue to Bridge Street. Here the trail will proceed north within the right-of-way until it reaches the existing segment of the trail just north of 2nd Avenue.

Project 4: City of Gary
300' bridge over an active railroad @ \$4,802,505

Just east of Cline Avenue the trail encounters an existing active railroad. The trail will need to be built over the rail line at this location with a new bridge, near the existing bridge for the South Shore Line.



Project 5: Indiana Dunes National Park

6.1 miles trail @ \$4,311,000

At Broadway in Gary, the Marquette Greenway will head north under the Toll Road and then head east in between the raised railroads of the EJ&E and Norfolk Southern. This is the location of the former Union Station, and the trail is planned to run along the south side. It is hoped this historic facility will be restored and serve one day as an important stop along the Greenway. The trail at this point enters National Park property and will follow a corridor until it meets with an abandoned segment of the Indiana Harbor Belt Railroad heading east. The trail will encounter bridge abutments from a former span across the Norfolk Southern line (see Project 6). This will be rebuilt, and the trail will continue through Miller Woods to Lake Street, and abutments from another former bridge (see Project 7). The Marquette Greenway continues east to Grand Boulevard, where it crosses an existing bridge. At this point the National Park will be repaving the existing limestone trail in asphalt east to County Line Road. The trail will then pick up from County Line Road through West Beach where it will meet up with the Ogden Dunes segment. The last National Park segment will traverse approximately three-quarters of a mile from the Burns Harbor jurisdiction to Howe Road, where a public parking lot exists for the Little Calumet River Trail (natural).



Miller Woods Corridor

Project 6: Indiana Dunes National Park

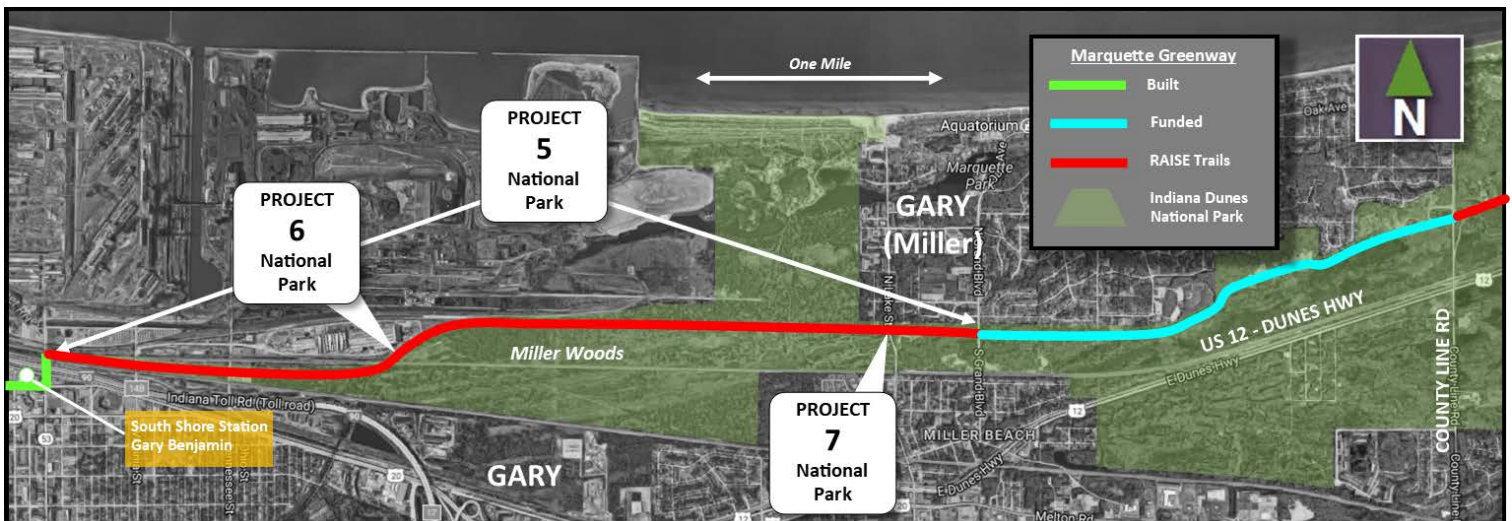
280' bridge with existing abutments @ \$580,700

Emerging from the east the trail encounters a gap left by the removal of the old railroad trestle. This will be rebuilt as a prefabricated bridge utilizing the existing abutments. After crossing over the trail enters Miller Woods.

Project 7: Indiana Dunes National Park

65' bridge with existing abutments @ \$127,000

This new prefabricated bridge will cross Lake Street in the Miller neighborhood of Gary, directly north of the Douglas Nature Center – a popular NPS facility.



Project 8: Town of Ogden Dunes

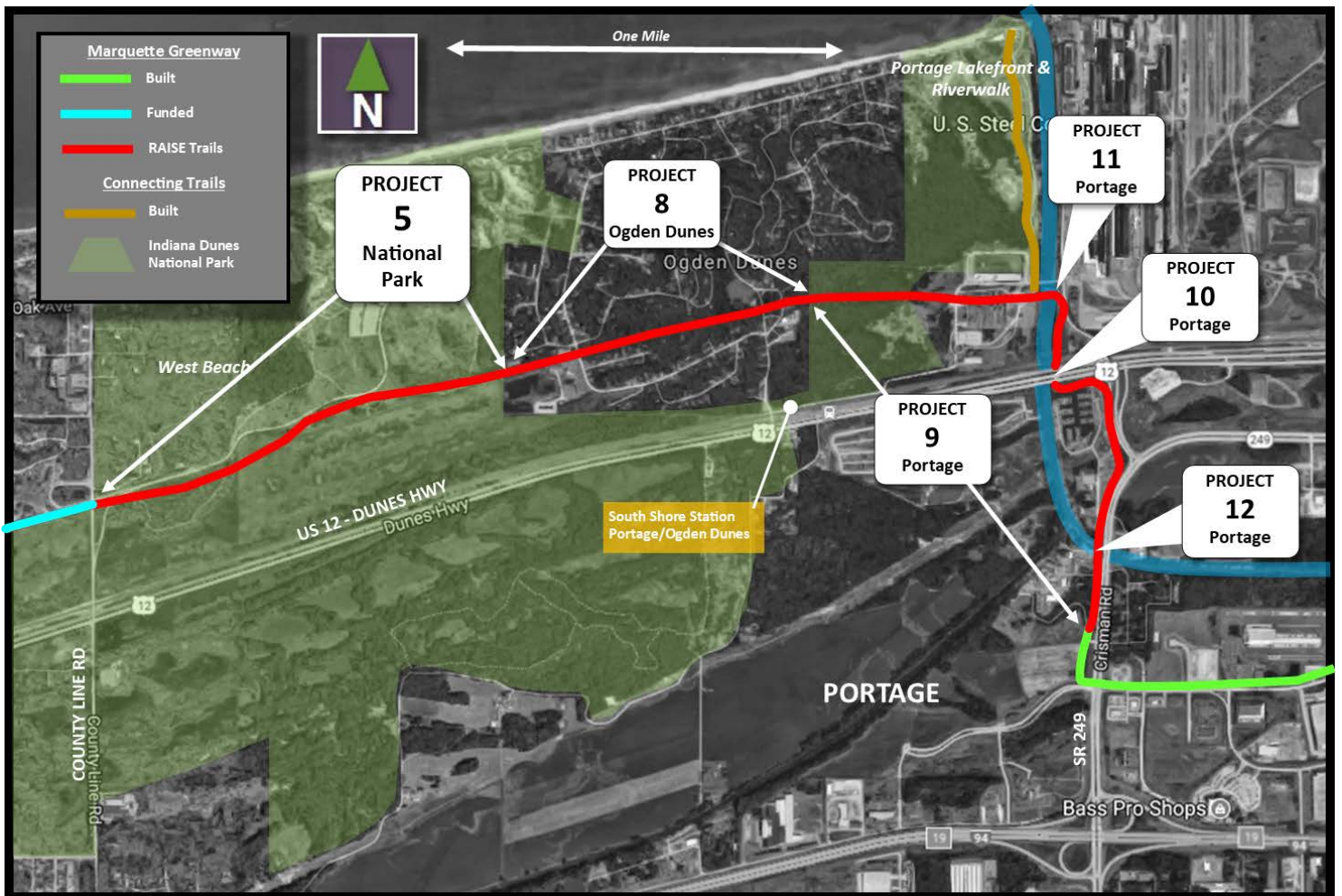
0.8-mile trail @ \$652,000

The preferred route of the Marquette Greenway would be to utilize the abandoned rail corridor which continues into the town from West Beach, and then east into Portage. Other routes in the town will be explored as well.

Project 9: City of Portage

1.5 miles trail @ \$1,077,000

After leaving Ogden Dunes, the Marquette Greenway will continue into Portage, and provide direct access to their Lakefront and Riverwalk. The trail will cross the Little Calumet River leading to the Portage Marina with a new bridge (see Project 11), then proceed south along the river under US 12 via the construction of a boardwalk located in the waterway (see Project 10). From there the trail traverses through the marina, then continues south along the State Road 249 right-of-way to the Old Crisman Road bridge (see Project 12). After the bridge, the trail meets up with the built segment just north of Ameriplex Road.



Project 10: City of Portage

575' Boardwalk Trail @ \$487,500

After crossing the Little Calumet River, the trail is planned to wind south along the east side of the river to the US 12 bridge. At this point a steel and wood boardwalk will need to be constructed in the waterway to provide access for trail users.



Old Crisman Road Bridge

Project 11: City of Portage

230' bridge and abutments @ \$1,017,500

A half-mile south of the Portage Lakefront and Riverwalk, a new prefabricated bike and pedestrian bridge has been planned to span the Little Calumet River entrance to the Portage Marina. This new bridge is critical in affording safe non-motorized access to a popular lakefront destination.

Project 12: City of Portage

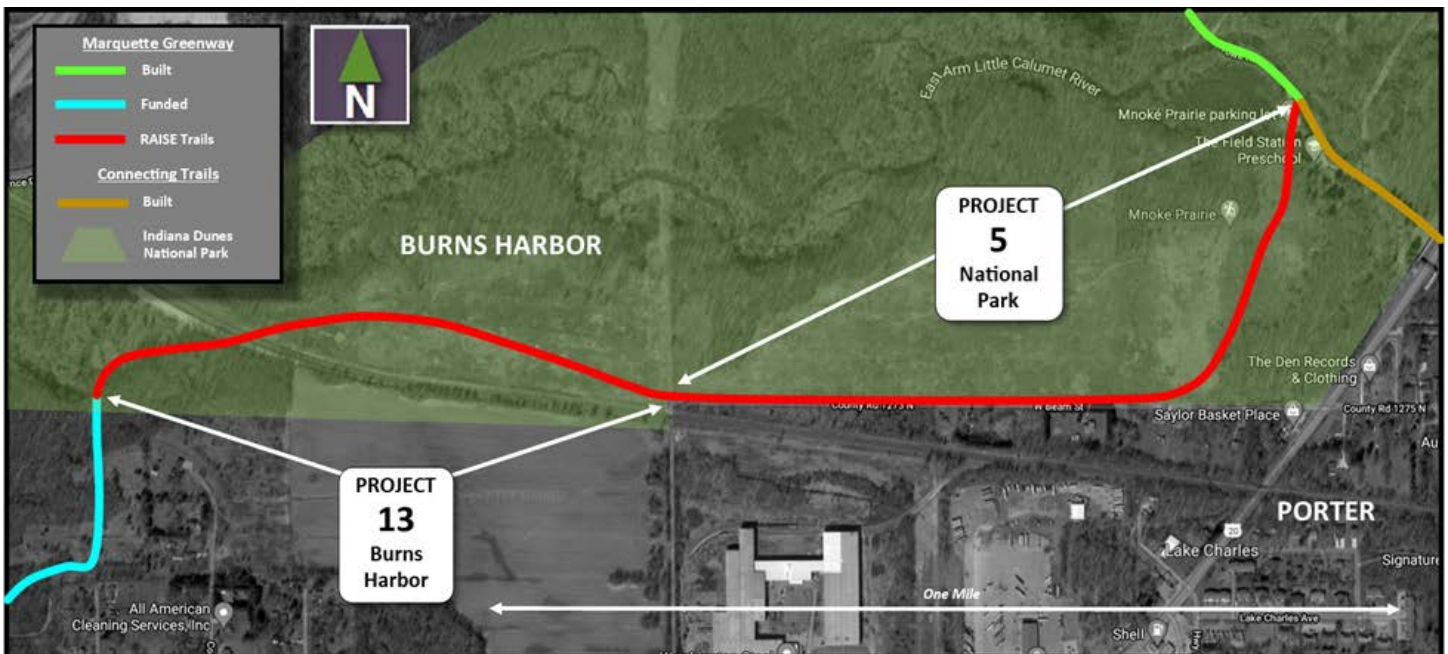
Old Crisman Road historic bridge restoration @ \$1,612,100

The route of the Marquette Greenway plans to utilize the long-defunct Crisman Road vehicle bridge. This historic truss span bridge will be restored and used as a non-motorized facility crossing the Little Calumet River.

Project 13: Town of Burns Harbor

0.6 miles of trail; RAISE request \$4,350,000

The newly built trail crosses State Road 149, and has been funded though the town to approximately the southern edge of the National Park. At this point, Norfolk Southern has demanded a bridge to cross their tracks, which will be incorporated with a trail on either end to complete the town's segment. It will link up at their jurisdiction line with the National Park trail project (see project 5).



Project 14: Porter County

4.4 miles of trail @ \$2,250,000

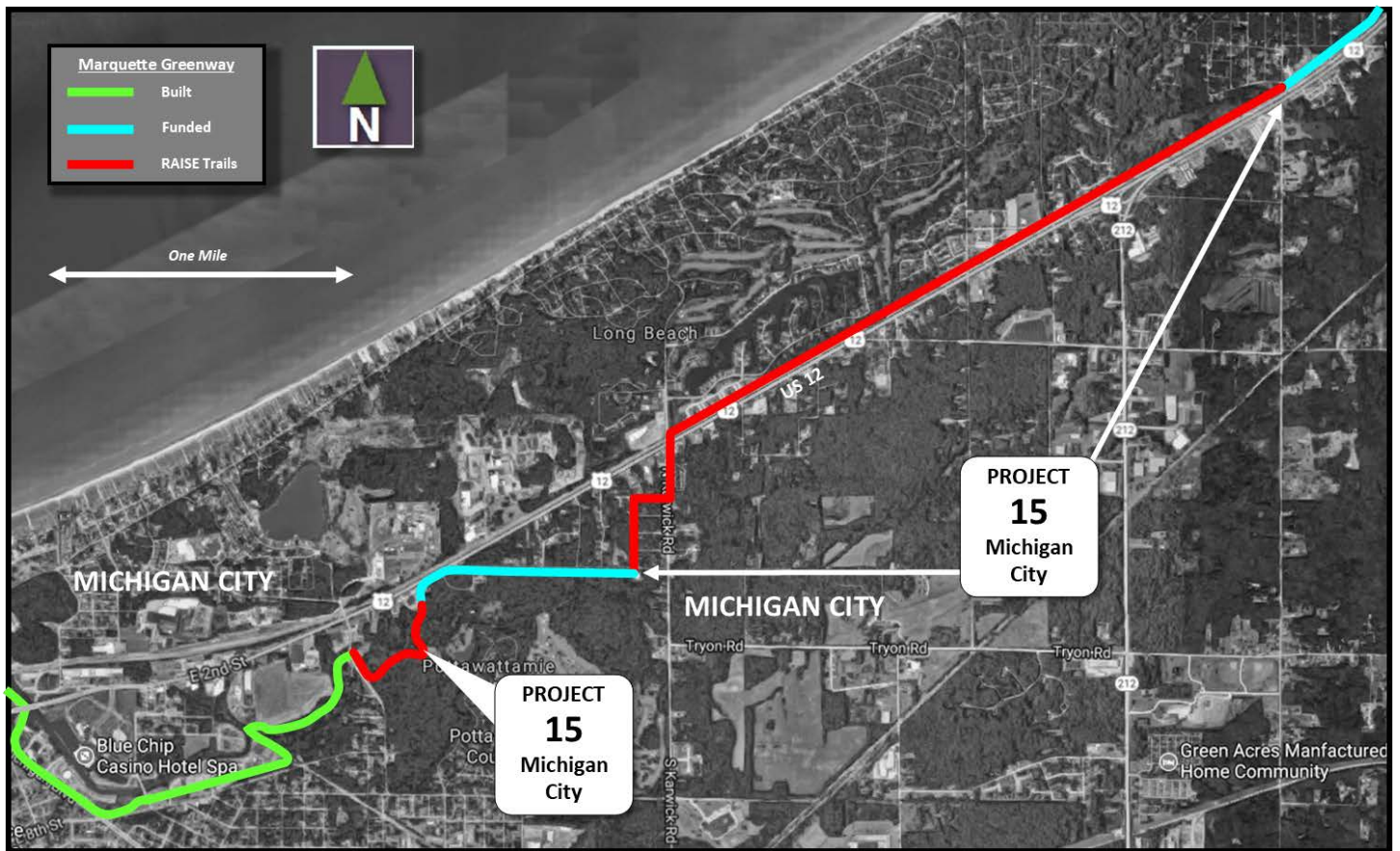
This segment will provide completion to the already funded segments for the Calumet Trail restoration to the east and west. This segment will connect from Kemil Road onto the existing trail, then be routed on an abandoned road north to Beverly Drive. A sidepath has been planned along this road going east to Central Avenue. The original trail has been rerouted to connect to the Town of Beverly Shores, and take advantage of National Park amenities.



Project 15: City of Michigan City

3.4 miles trail @ \$8,091,076

As detailed on page 4, Michigan City has completed the first two phases of the Singing Sands Trail, which is a component of the Marquette Greenway. RAISE funds are being requested for Phase III, which will begin where Phase II left off at Liberty Trail. From here the trail heads northeasterly to US 12, and then directly east along Martin Luther King Drive to Victory Street, then north to Ruth Street where it connects to Karwick Road. The trail will be routed within the rights-of-way of each road. After going north on Karwick, the trail will cross at US 12 at a signalized intersection and cross over the Amtrak line. INDOT will provide crosswalks. From here the trail will run along the edge of the Amtrak right-of way easterly, then run along the south side of Grand Beach Road to the city’s jurisdiction line at Meer Road to connect to LaPorte’s funded segment.



Project 16: New Buffalo Township

3.1 miles trail + boardwalk @ \$4,239,200

Entering the State of Michigan, the Marquette Greenway will continue along Grand Beach Road for nearly a mile where it will cross south of the Amtrak line. At this point the trail will utilize a strip of land between the tracks and US 12 and proceed northeasterly into New Buffalo along this route via a sidepath, with a short run of boardwalk to cross a creek. The township has requested RAISE funds to aid with the easement cost asked by Amtrak. New Buffalo Township has been successful in securing outside funding to help offset total costs for the trail. These include public and private awards which include the following:

- MDOT TAP; federal award \$2,618,189
- USDA Rural Development Business Grant; federal award \$75,000
- Michigan DNR Trust Fund; state award \$300,000
- The Pokagon Fund; private foundation award \$300,000
- Friends of Berrien County Trails; private non-profit award \$10,000

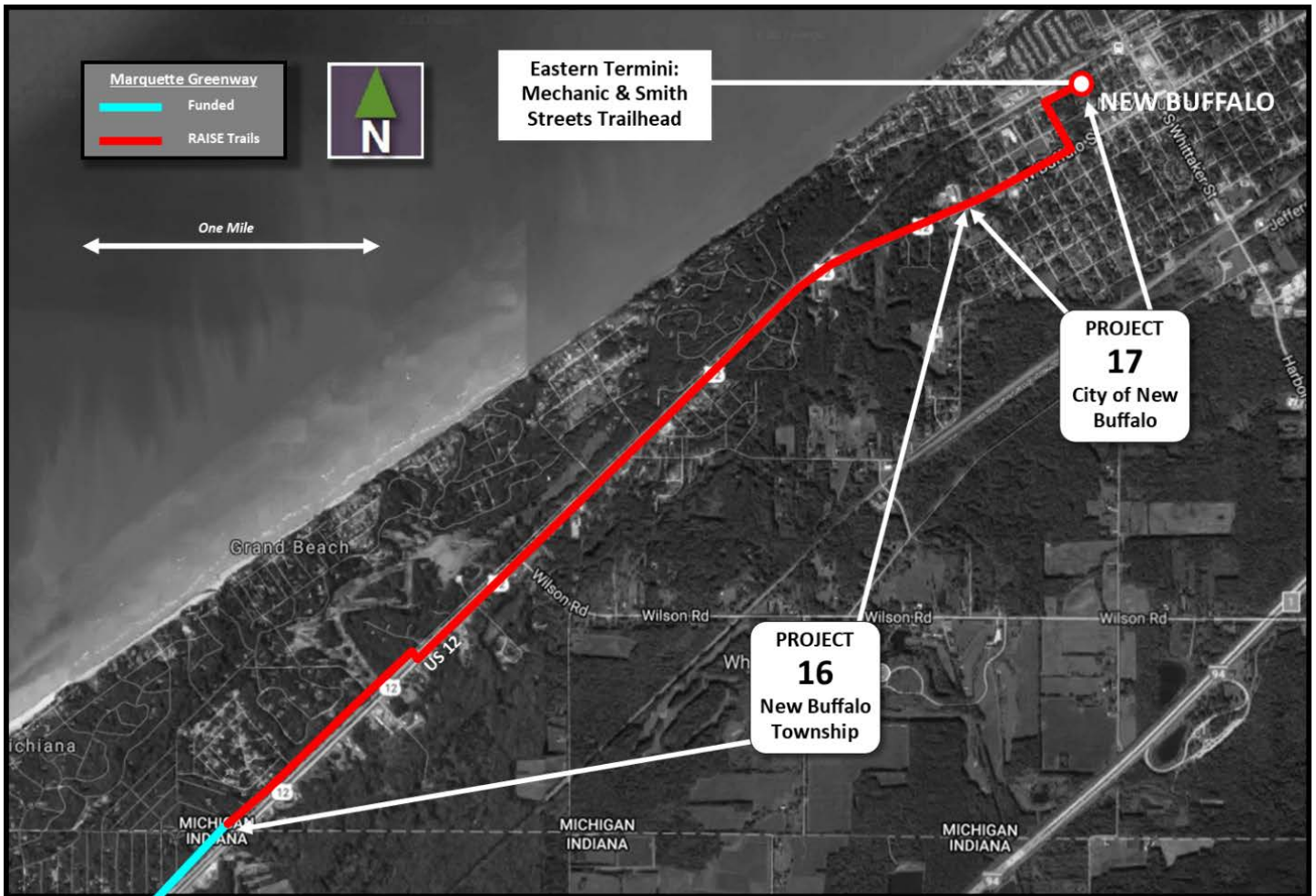
Project 17: City of New Buffalo

0.4 miles trail + 0.3 shared route @ \$820,800

The Marquette Greenway enters downtown New Buffalo along US 12 to Willard Street, where it becomes a shared use road with sidewalks to Mechanic Street. From there the route continues to Smith Street where it terminates at a planned trailhead. Plans are to continue the trail northward from this location to South Haven, a distance of 50 miles. The city has been able to supplement their local share with a Michigan DNR Recreation Passport award of \$112,500.



Downtown New Buffalo, MI



C. Connections to Existing & Planned Infrastructure

Along the 60-mile Marquette Greenway corridor are a number of connections linking together millions of residents via non-motorized and transit infrastructure. The trail serves as a critical lynchpin project between large regional efforts in both Illinois and Michigan, and in turn provides numerous opportunities for local residents and visitors alike to access employment, retail and recreation destinations along the lakefront. The following provides an overview of these connections:



Multi-Use Trails

The western termini exists in close proximity to the Burnham Greenway (0.2 miles) which extends 3 miles south to William Powers Preserve on Wolf Lake. Funding has been secured to connect the Burnham Greenway another 3 miles south to its remaining segment, in turn completing the 530-mile Grand Illinois Trail⁹. Heading north, the trail connects through Calumet Park and to bike lanes on various roadways for approximately 3.5 miles, until it links with the 20-mile Chicago Lakefront Trail - one of the top non-motorized facilities in the world.

⁹ For more information, please visit www.dnr.illinois.gov/recreation/greenwaysandtrails

Connections from the south include a direct link to the five-mile Wolf Lake Loop, which was part of a \$24 million restoration of the vicinity by the Northwest Indiana Regional Development Authority. In Hammond, another major link has been funded from the termini of the Erie-Lackawanna Trail, located downtown, heading two miles east along an abandoned rail corridor to connect to the Marquette Greenway at 150th Street. The Erie-Lackawanna represents the longest and most popular trail in Northwest Indiana at 17 miles, traversing through six communities.

In Porter County, the Dunes-Kankakee (DK) Trail¹⁰ intersects the Marquette Greenway at the National Park and connects to the Prairie-Duneland (PD) Trail through the Town of Porter. The PD is an 11-mile trail which connects west to the 9-mile Oak Savannah Trail. The DK Trail is a planned facility from the Indiana Dunes to the Kankakee River – a distance of 32 miles.

In New Buffalo, the Marquette Greenway termini in downtown New Buffalo will link up with efforts to connect a trail from South Haven – a distance of approximately 50 miles. In New Buffalo, bicyclists can take full advantage of the Harbor Country Trails network which is a shared system of 36 miles of signed roadway throughout Southwest Michigan.

Transit

Located in close proximity to Chicago, the project area is replete with both bus and commuter rail station access. A number of agencies provide transit options which include the following:

- The South Shore Line represents the last inter-urban electric rail line in the United States and provides commuter service from downtown Chicago to South Bend, Indiana. There are nine stations located within a half-mile of the Marquette Greenway, with five located directly adjacent to the trail. Of these, only two, East Chicago and Dune Park, currently have the high platforms necessary for bicycle access. The Northern Indiana Commuter Transportation District (NICTD), the operator, plans to build high-level platforms at an additional station along the trail by 2020. Annual ridership is 3.6 million.
- The Gary Public Transportation Corporation (GPTC) provides six designated transit routes serving the Marquette Greenway project area including the following services: Lakeshore Connection, Horace Mann/Village via Taft, Burr St. and Lake Ridge, West 6th/Tolleston, University Park, East 35th Avenue/Marshalltown and Oak/Co. Line Road via Aetna. All buses have bicycle racks. Annual ridership is 786,361.
- East Chicago Bus Transit has all three of their fixed bus routes in the Marquette Greenway project area including: Crosstown, Griffith Plaza, and West Calumet Services. All busses have bicycle racks. Annual ridership is 151,150.
- Michigan City Transit has all four of their fixed bus routes service the Marquette Greenway project area at the downtown stops. Annual ridership is 173,871.



Bike Car on South Shore Line

¹⁰ For more information, please visit <http://www.indianadunes.com/indiana-dunes-tourism/community-and-regional-projects/dunes-kankakee-trail>

- Amtrak provides three stops along its daily Wolverine route from Chicago to Detroit. These are located in Hammond, Michigan City and New Buffalo, Michigan. All are adjacent to the Marquette Greenway. Annual ridership is 412,000.
- The Chicago Transit Authority (CTA) services the Marquette Greenway project area with bus route 30, which is a stop at Calumet Park. Annual route ridership is 1 million.
- Metra commuter rail has a station at 93rd Avenue as part of their Electric Line service, approximately one mile from Calumet Park. Annual line ridership is 8.6 million.

D. Demographics of the Marquette Corridor

Within 1.5 miles of the portions of the Marquette Corridor proposed in this application is a population of roughly 192,581.¹¹ While the entirety of the population of Northwestern Indiana is very economically and socially diverse, the populations that will be the most affected by this proposed project are largely low-income minority groups, in great need of investment within their communities. Unlike other communities along the Marquette Corridor, these communities have the fewest resources to invest in trail infrastructure improvements and are the most likely to be marginalized. Table 1 indicates how the proposed RAISE project area has a greater concentration of minority populations than both the overall NIRPC Region and the broader total 5-county region.

	RAISE Project Area	NIRPC Region	Total Area 5-County Region
Non-Minority	55.0%	71.5%	59.2%
Minority	45.0%	28.5%	40.8%
Non-Hispanic or Latino Origin	75.5%	85.8%	77.1%
Hispanic or Latino Origin	24.5%	14.2%	22.9%

Table 1: Minority Population

Of the minority population, the largest ethnicity present in both the proposed RAISE project area and the total 5-county region are African American. In total 35% of the 192,581 people within the RAISE project area are African American. This is significantly higher than the concentration of African Americans in the broader 5-county region and the NIRPC planning region. Hispanic or Latino populations were also significant at 24.5% of the RAISE Project area and 22.9% of the 5-County Region, demonstrated on Table 2.

	RAISE Project Area	NIRPC Region	Total Area 5-County Region
Black or African American	35.0%	18.2%	23.0%
White	55.0%	71.5%	59.2%
Asian	0.6%	1.3%	6.0%
Two or More Races	2.5%	2.5%	2.3%
Other	7.0%	6.6%	9.5%
Hispanic or Latino	24.5%	14.2%	22.9%

Table 2: Race and Ethnicity

¹¹ 5 counties are Cook (IL), Lake, Porter and LaPorte (IN), and Berrien (MI).

In terms of income, individuals living in the RAISE project area are nearly twice as likely to be living in poverty than the NIRPC Planning Region or the total 5-county region. Currently 22.9% of all the population within the proposed improvements of the Marquette Corridor are in poverty. The overall household income is \$10,000 less than their Indiana peers and nearly \$20,000 less than their peers in the planning area. Additionally, 13.6% of this population is without access to a vehicle.

	RAISE Project Area	NIRPC Region	Total Area 5-County Region
Median Household Income	\$41,233	\$51,023	\$59,553
Households in Poverty	22.9%	14.6%	15.6%
Households with No Vehicle Available	13.6%	7.7%	16.3%

Table 3: Income, Poverty, and Vehicle Availability

These tables are expressed graphically on Figures 2-5 on the following page.



Gary City Hall & Lake County Courthouse

Household Income in Project Region

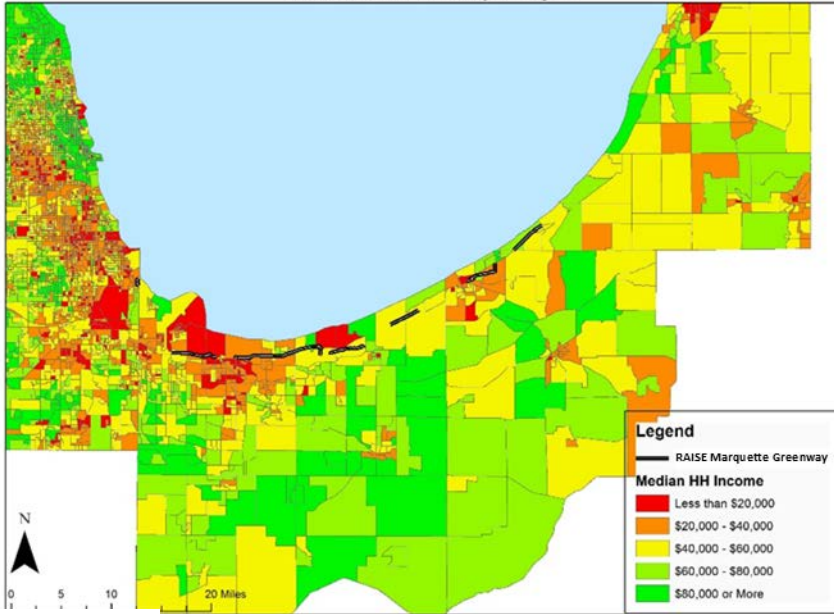


Figure 2

Racial Minority Concentration in Project Region

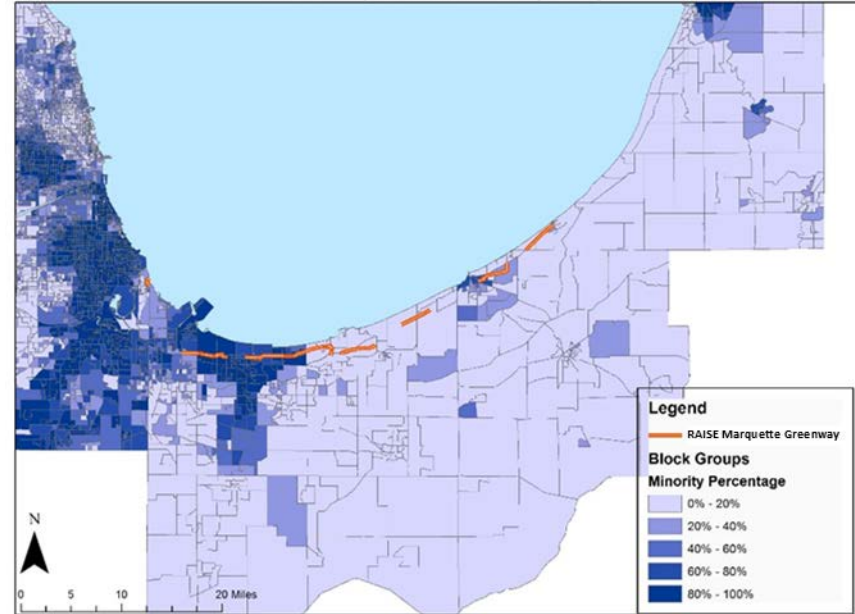


Figure 3

Poverty Concentration in Project Region

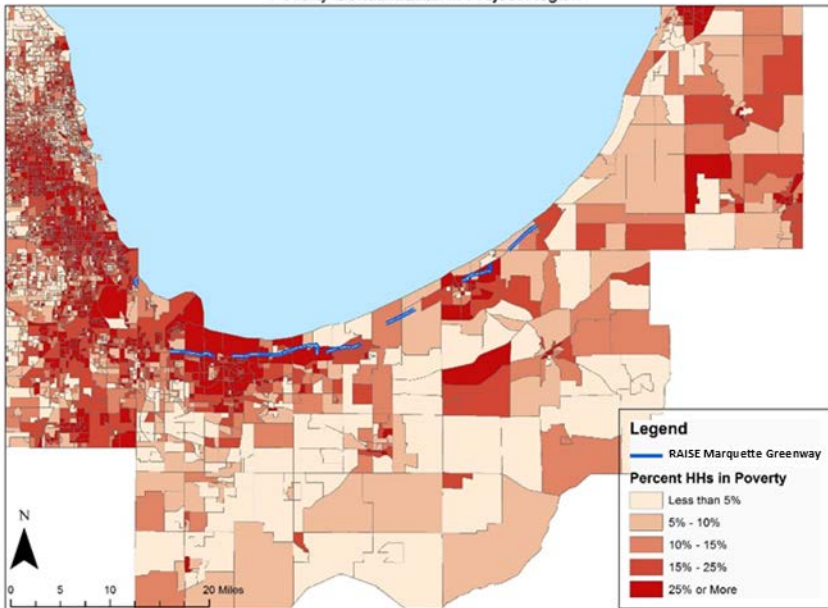


Figure 4

Hispanic or Latino Concentration in Project Region

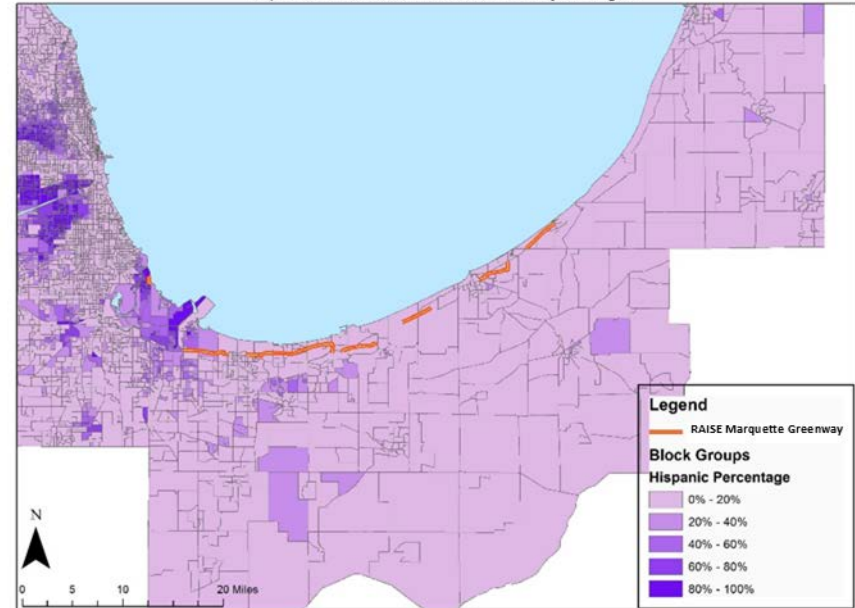


Figure 5

Figures 2-5: Income & Minority Concentrations in NW Indiana

III. Project Parties

The Northwestern Indiana Regional Planning Commission (NIRPC) is a regional council of local governments serving the citizens of Lake, Porter, and LaPorte counties in Northwest Indiana. The region is part of the U.S. Census Bureau's Chicago Metropolitan Statistical



Area. NIRPC provides a forum that enables the citizens of Northwest Indiana to address regional issues relating to transportation, the environment and community, and economic development. NIRPC represents a population of 765,770 (2019 Census Dept.), which consists of 41 municipalities, and three counties.

NIRPC has been on the forefront of planning and developing the region's burgeoning off-road trail network. Since 1994, when NIRPC released its first trails plan, over 160 miles of new trail have been built with a total investment of approximately \$60 million in federal monies. NIRPC has strengthened planning efforts over the years to expand the overall non-motorized network, and actively works with member communities, and neighboring stakeholders, on developing additional trail miles. To this end, the Marquette Greenway has represented a prime initiative of NIRPC, with over \$17 million spent on existing trail, and another \$5 million in federal monies programmed by NIRPC.

NIRPC will serve as the lead agency in executing the *Completing the Vision: The Marquette Greenway* project. Support has been secured from all municipal entities involved with the local match obligation. Additional support has been secured from non-member entities such as the City of Chicago, the Indiana Dunes National Park, New Buffalo Township, and the City of New Buffalo. Additional stakeholders include the Northwest Indiana Regional Development Authority (RDA), and the Northern Indiana Commuter Transportation District (NICTD). Private sector landowner support comes from NISOURCE, the region's electric and gas utility provider, Cleveland Cliffs Steel, The Nature Conservancy, and the Shirley Heinze Land Trust.

IV. Merit Criteria

A. Primary Selection Criteria

Safety

Connecting the Marquette Greenway will afford a significant measure of safety for bicyclists and pedestrians. Long gaps exist currently between built segments of the Greenway, affording merely local access at best. Also, heavy truck and industrial traffic is present in the Marquette Greenway project corridor, further exasperating non-motorized movements.

According to the State of Indiana's Automated Reporting Information Exchange System, or ARIES, there were a total of 1,764 non-motorized crashes between 2015 and 2019 (see Figure 6). This represented 1.5% of all crashes in the region. In the Marquette Greenway project area, the Benefit Cost Analysis calculated a 7% reduction in non-motorized crashes (See Appendix B). A major explanation for these crashes remains the dense location of highways clustered together due to industrial sites and the geography of Lake Michigan.

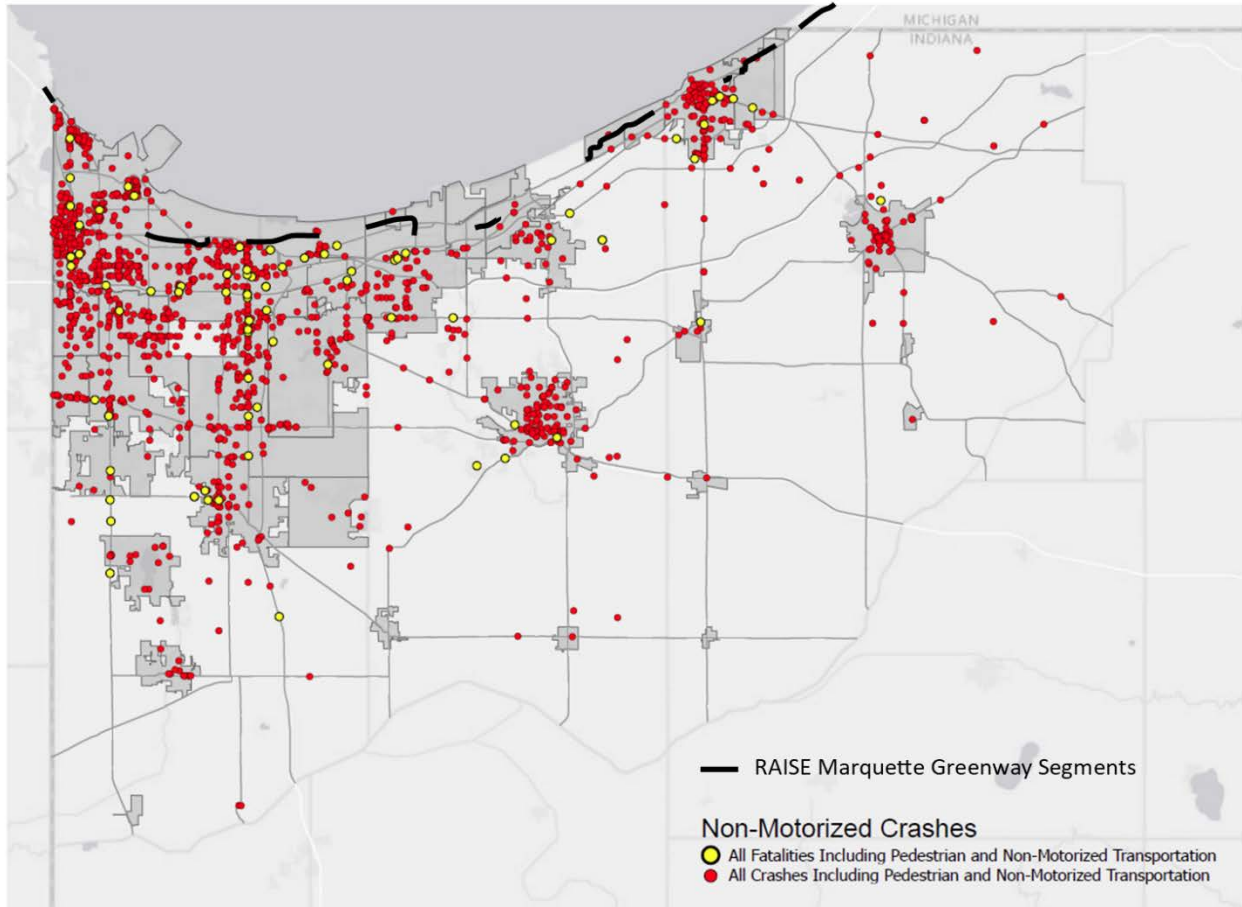


Figure 6: Non-motorized crashes in NW Indiana 2015-2019

State of Good Repair

Consistency with Long-Term Transportation Plans

The Marquette Greenway has represented a top planning priority in a number of regional plans over the last decade. The first mention of a tri-state trail proposal appeared in the *2005 Marquette Plan: A Lakefront Reinvestment Strategy*, and the follow-up *2008 Marquette Plan II*, which expanded this vision to the Michigan border. These documents promoted expanded lakefront access and highlighted a tri-state trail making these connections possible.

In 2006, the Indiana Department of National Resources released the *Indiana State Trails Plan*, which proposed this tri-state trail as a visionary corridor. In 2009, the Marquette Greenway was formally launched via a poster plan that was created as part of the Daniel Burnham Centennial Celebration (see Figure 18). Since then, the Marquette Greenway corridor has existed as a Visionary Corridor on NIRPC's Regional Priority Trail Corridors Map (see Figure 7), which is the highest designation assigned. Thus, all new proposals within this trail corridor are assigned the most points when ranked with other applications.

NIRPC has made non-motorized transportation, including the Marquette Greenway, a top priority in its *NWI 2050 Plan*. This was further enhanced in the *2015 Marquette Plan* update. It remains a Visionary Corridor in NIRPC's *Greenways+Blueways 2020 Plan*¹². Local plans have incorporated the Marquette Greenway route, such as the *Gary Green Link Plan* (2005) and *Michigan City Bike and Pedestrian Plan*. The route is also mentioned as a regional priority connection in the Michigan Department of Transportation's *Southwest Michigan Nonmotorized Transportation Plan 2020*.¹³

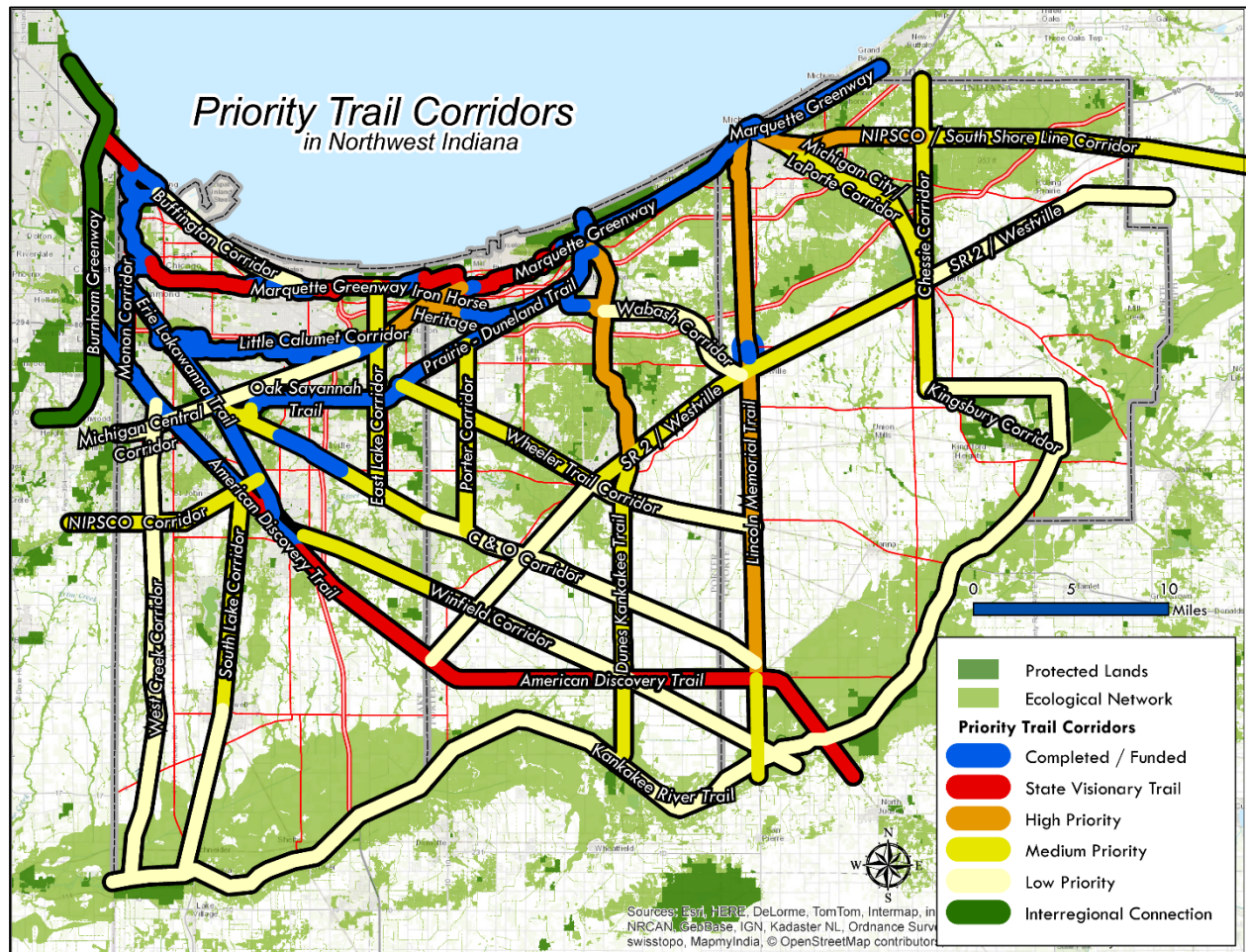


Figure 7: Regional Priority Trail Corridor Map

The Marquette Greenway is also compatible with the Chicago Metropolitan Area Planning (CMAP) GO TO 2040¹⁴ plan which emphasizes the prioritization of trails. The Chicago Streets for Cycling Plan 2020¹⁵ proposes a connection to Indiana within the Marquette Greenway corridor.

¹² Approved in March of 2018. To review the document, please visit www.nirpc.org/2040-plan/transportation/non-motorized/greenways-blueways/greenways-blueways-2020-plan

¹³ For more information, please visit https://www.swmpc.org/downloads/2020_southwest_region_nonmotorized_plan_final.pdf

¹⁴ For more information, please visit <http://www.cmap.illinois.gov/about/2040/livable-communities/open-space>

¹⁵ For more information, please visit www.cityofchicago.org/content/dam/city/depts/cdot/bike/general/ChicagoStreetsforCycling2020.pdf

Mobility Threats Today

Although the Marquette Greenway has enjoyed a number of successful project completions, it still remains extremely disconnected. Much of the non-motorized infrastructure in the project area is in poor condition, if any exist at all. Industrial and transportation systems have sliced up the geography to such an extent that traversing the planned Marquette Greenway route today is a hazardous undertaking. This lends to a large number of crashes that occur in the project area (see Figure 19), since many residential areas exist where the trail is planned, but with a lack of safe infrastructure.

Sustainability Measures

The entire 60-mile planned corridor for the Marquette Greenway will be maintained and operated by all municipal jurisdictions along the route. In addition, the Indiana Dunes National Park will be responsible for the trail within their park boundary. All participating entities have planned to accommodate regular upkeep of the trail within their maintenance budgets. NIRPC strongly emphasizes maintenance planning when selecting new trail projects into the Transportation Improvement Program (TIP). To date, over 180 miles of new trail have been built in Northwest Indiana since 1990, and many older trails have undergone milling and resurfacing of the asphalt surface over the last 3 years.

Economic Competitiveness

The Marquette Greenway is a transformative project connecting a direct population of nearly 200,000 to popular destinations of employment, shopping, and recreation. On the local level, the trail will access a number of schools and transit stations, providing a critical lift to the quality of life and economic value of the region. Trails are proven economic generators, and the Marquette Greenway represents a powerful injection.

Decreasing Costs & Improving Access

Based on the 2015 Longitudinal Employer-Household Dynamics (LEHD) data, the number of those employed within a mile of the proposed trail is 61,793. When compared to the average one-way bicycle work commute distance of 3.54 miles¹⁶, improving access to these jobs becomes critical – especially in lower income areas where many are not able to afford reliable transportation. The Marquette Greenway would also serve as a critical link in the “last-mile” connection to transit stops.

An extremely diversified cross-section of land uses is located within the Marquette Greenway project corridor. Establishing the trail will link these together, providing access to jobs throughout the corridor length. Table 4 below outlines the major employers within a half-mile of the trail:

Company	Type	# of employees ¹⁷
Ports of Indiana	Maritime Industry	9,600
United States Steel (Gary)	Steel Mill	5,000
Cleveland Cliffs – East Chicago	Steel Mill	4,850
Cleveland Cliffs – Burns Harbor	Steel Mill	3,395
Horseshoe Casino	Entertainment	2,200
Methodist Hospital - Gary	Health Care	1,600
Lighthouse Place Outlets	Retail/Shopping	1,100
Blue Chip Casino	Entertainment	1,200
Cargill	Agriculture Products	260
Unilever	Care Products	252

Table 4: Major Employers in Trail Corridor

¹⁶ “Travel Profile of the United States,” 2009 National Household Travel Survey, nhts.ornl.gov/publications.shtml

¹⁷ All numbers provided by employers.

- For workers earning \$1,250 or less per month, Accommodation and Food Services (21.8%), Retail Trade (16.7%), and Health Care and Social Assistance (11.4%)
- For workers earning between \$1,251 and \$3,333 per month, Health Care and Social Assistance (14.8%), Manufacturing (13.0%), and Arts, Entertainment, and Recreation (11.7%)
- For workers earning more than \$3,333 per month, Manufacturing (46.0%), Construction (10.9%), and Transportation and Warehousing (7.8%)

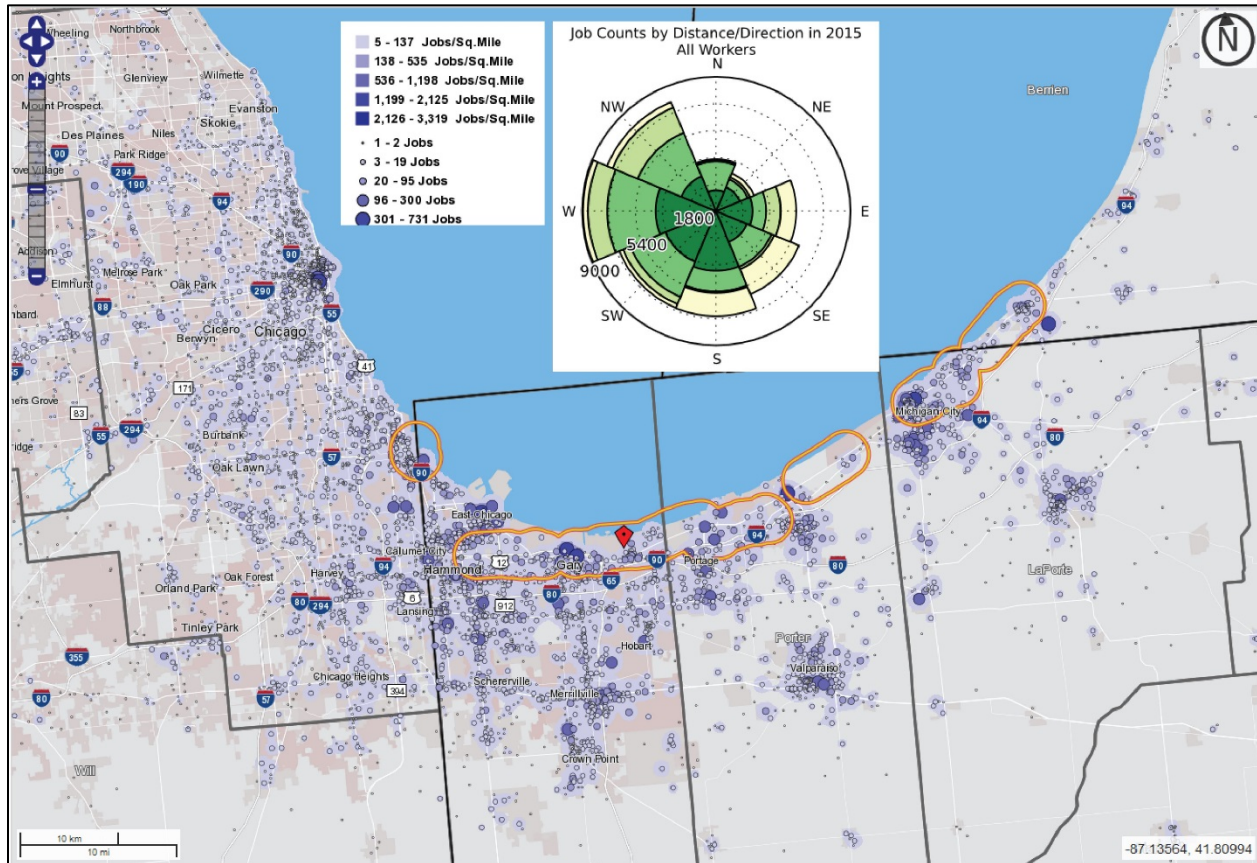


Figure 8: LEHD Home to Work Flows, All Jobs for Project Area

Improving Long-term Transportation

The Northwest Indiana region contains over 5,800 miles of maintained roadway¹⁸, mainly due to the geographic proximity of Chicago and Lake Michigan. This has funneled all eastbound traffic through the region, resulting in severe congestion. Much of this traffic has negatively impacted roadways in the Marquette Greenway project area, limiting efficient access for residents and visitors to the region. It has also caused long commute times to places of employment, with a 2015 Brookings report citing Chicago as averaging 10 miles per commute, one of the highest in the US¹⁹.

With the Marquette Greenway in place, an affordable option would be available for those looking to minimize travel costs either by bicycling or walking to work. This in turn would attract new residential construction, as well as companies who are riding the new wave of walkable urban places, or

¹⁸ Northwestern Indiana Regional Planning Commission, *2040 Comprehensive Regional Plan*, 2011, p. II-9.

¹⁹ Elizabeth Kneebone & Natalie Homes, "The Growing Distance Between People and Jobs in Metropolitan America," Metropolitan Policy Program at Brookings, 2016, p. 20.

“WalkUPs.” These are centers of both economic vitality and social inclusion²⁰. The Marquette Greenway project area is over-ripe with land for redevelopment to take advantage of this emerging economic dynamic, in turn promoting sound infill opportunities where support infrastructure is available.

Increasing Economic Opportunities

Four Indiana cities included in the Marquette Greenway project area are Gary, Hammond, East Chicago, and Michigan City. The collective population of these cities stood at 222,121 in 2010, a sharp decline from the 1960 US Census figure of 384,340 – or a 42% population loss²¹. The main reason for this sharp decline is the loss of steel making jobs during the 1970’s and 80’s, placing the Northwest Indiana region squarely in the “Rust Belt” part of the country.

Concurrent with the decline in population has been an increase in the towns and smaller cities that surround these - “core urban” - communities. This in turn has induced development “sprawl,” where 20% of open space and forested land decreased between 1992-2006²².

NIRPC’s plans over the last 30 years have strongly emphasized infill redevelopment strategies in our urban core communities. The Marquette Greenway would serve as a magnet for new residential, commercial and light industrial growth. Home values on average have shown to increase near a trail facility²³, and Trail-Oriented Development, or TrOD policies have enormous potential to retain and attract new businesses to the Marquette Greenway corridor. These policies include zoning and tax incentives to encourage interest²⁴.

Another major economic opportunity of the Marquette Greenway would be direct access to major park destinations along Lake Michigan. The Indiana Dunes National Park and State Park attract over 3 million visitors per year, with many accessing the lake from neighboring communities. Tourism is yet another attraction of the trail to businesses and residents alike with additional access locations at Chicago’s Calumet Park, Whiting Lakefront Park, Gary’s Marquette Park, Portage’s Lakefront and Riverwalk, Michigan City’s Washington Park and New Buffalo Beach. In addition, United States Bicycle Route (USBR) 36 would be re-located on the Marquette Greenway, furthering visitor access.

Environmental Sustainability

Lake and Porter County together currently have a National Ambient Air Quality Attainment Status (NAAQS) of non-attainment for ozone²⁵. This fact drives many planning initiatives at NIRPC to help improve the air quality. Primary of these includes promoting policies that foster safe and accessible non-motorized transportation. The Marquette Greenway will offer the cleanest travel options available through bicycle and pedestrian usage.

²⁰ Christopher B. Leinberger, Michael Rodriguez & Tracy Loh, “The WalkUP Wake Up Call: New York,” The George Washington University School of Business, 2017, p. 4.

²¹ US Census Bureau website

²² Northwestern Indiana Regional Planning Commission, *2040 Comprehensive Regional Plan*, 2011, p. I-26.

²³ Randy Martin, “Benefits of Trails and Greenways,” Trailscape.net, 2006.

²⁴ “From Trail Towns to TrOD: Trails and Economic Development,” Rails-to-Trails Conservancy, 2006.

²⁵ Northwestern Indiana Regional Planning Commission, *2040 Comprehensive Regional Plan Update Companion*, 2015, p. III-14.

Based on NIRPC's conformity calculations within the Marquette Greenway project area, a reduction of pollutants is expected through the projected addition of 6,847 daily bicycle users utilizing the trail. The pollutants reduced include: 5,410 kg of VOC, 137kg PM2.5, and 6,777 kg NOx²⁶.

The establishment of the Marquette Greenway will aid in reducing the nearly 500 active cleanup sites on brownfield properties in the NIRPC region²⁷. A majority of these sites are located in the urban core communities, and to a lesser extent, the Marquette Greenway project area. The location of the trail will serve as a catalyst for new development interest, which would include investment in remediating these properties. A map of these sites is shown in Figure 8.

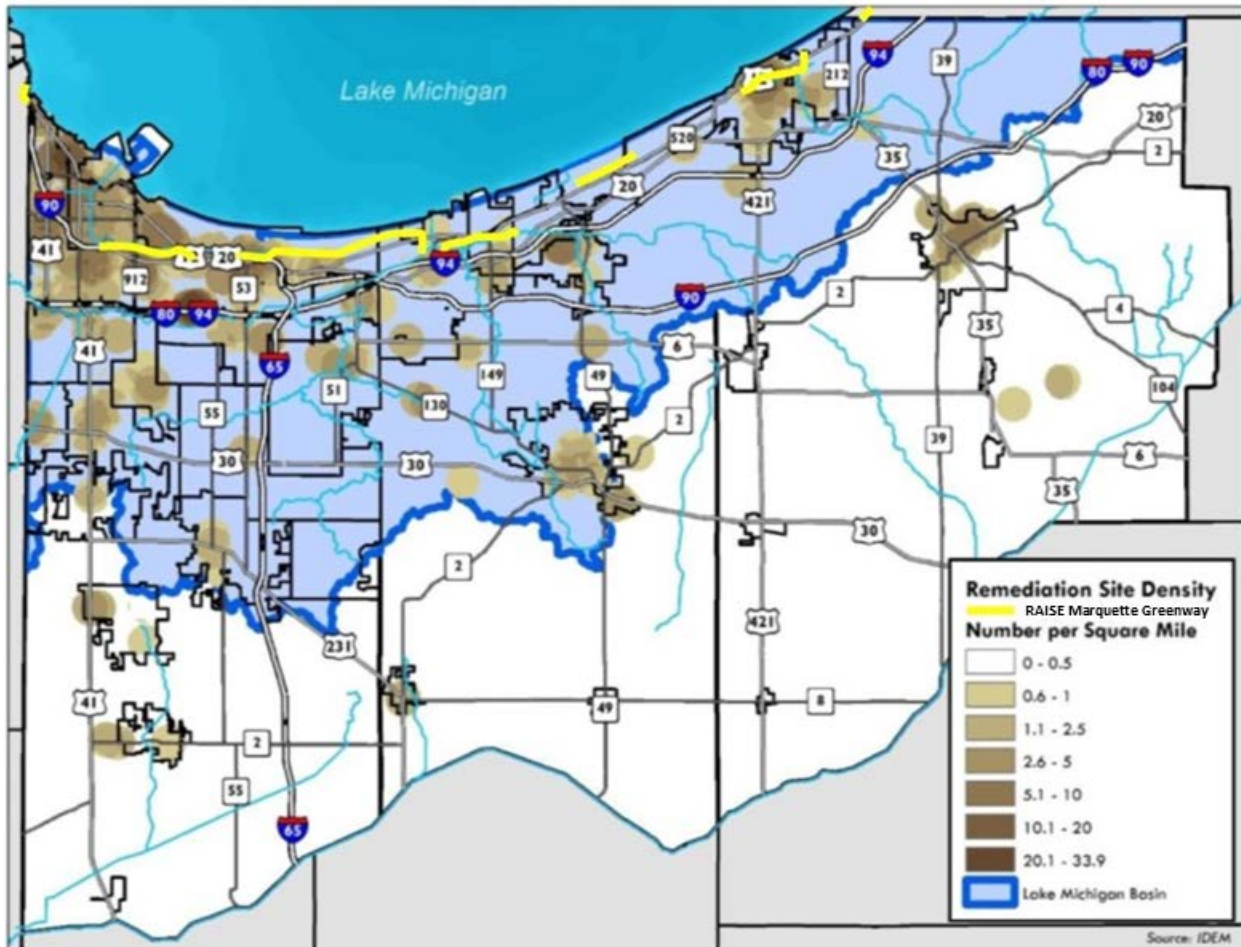


Figure 8: Remediation Site Density, NIPRC Analysis, 2015

Quality of Life

The completion of the Marquette Greenway will afford those in the project area tremendous benefits in the areas of alternate transportation, economic opportunity, and access to areas of recreational enjoyment. With this combination of benefits, the Marquette Greenway offers unparalleled experiences and offers hope to urban core areas beleaguered by years of disinvestment and population loss.

²⁶ EPA MOVES 2014 using NIRPC Travel Demand Model outputs from the National Cooperative Highway Research Program and Minnesota DOT's Benefit-Cost Analysis of Bicycle Facilities tool.

²⁷ Northwestern Indiana Regional Planning Commission, *2040 Comprehensive Regional Plan*, 2011, p. III-45.

Creating Livable Centers Program

In 2013 NIRPC produced an in-depth report entitled *Creating Livable Communities*, which identified a number of community centers, at various sizes, that employ the following characteristics:

1. Livable Centers support existing communities, leveraging public investment to encourage an efficient pattern of population and employment growth.
2. Livable Centers promote non-motorized transportation options.
3. Livable Centers provide a mix of land uses.
4. Livable Centers promote connectivity between other centers.
5. Livable Centers endorse planning for transit access²⁸.

A Livable Center was mapped for 40 of 41 municipalities in the NIRPC three-county region. The Marquette Greenway project area connects 13 of these Livable Centers within NW Indiana. In 2014 NIRPC created a Creating Livable Centers funding program using Surface Transportation Program dollars. Seven communities received funding grants to develop plans within their Livable Centers. Two of these grants, in Gary and East Chicago, involved the Marquette Greenway project area²⁹

An Abundance of Destinations

The Marquette Greenway proposal stretches 60 miles across three states and connects with a number of critical destinations along the route. There are 17 parks the Marquette Greenway either bisects or is within half-mile of, including:

- **Regional parks:** Calumet Park, Whiting Lakefront Park, Wolf Lake Park, Miller Woods, Marquette Park, West Beach, Portage Lakefront & Riverwalk, Indiana Dunes National Park, Indiana Dunes State Park, Washington Park
- **Local Parks:** Whihala Park, George Lake, Irving Park, Kosciusko Park, Ambridge Mann Park, Jackson Park, International Friendship Gardens, New Buffalo Beach



Indiana Dunes State Park

All of these park facilities offer recreation fields, with the regional parks providing restrooms, water fountains, beaches, concession stands and boat launches. The Indiana Dunes State Park offers 10 hiking trails totaling 16 miles, with spectacular views of Lake Michigan. Another benefit of the Marquette Greenway will be congestion relief, since all beaches along Lake Michigan become overcrowded during the summer season, and parking is difficult.

Health

The Marquette Greenway will substantially aid with improving the health of those living near the corridor. According to county health rankings, Northwest Indiana tended to be less healthy than the rest of Indiana, and below national benchmarks between 2010 and 2014³⁰. Studies also have found that proximity to trails are a major indicator of usage³¹.

²⁸ NIRPC, *Creating Livable Communities*, 2013, p.7.

²⁹ Northwestern Indiana Regional Planning Commission, *2040 Comprehensive Regional Plan Update Companion*, 2015, p. I-11

³⁰ One Region, *The 2016 One Region Indicators Report*, 2016, p 6.

³¹ Eppley Institute of Indiana University, *Indiana Trails Study*, 2018.

B. Secondary Selection Criteria

Innovation

The Marquette Greenway project represents a unique model of a trail that knits together several distinct regional cultures. On the west end, the trail connects with a highly urbanized, low-to-moderate income residential area. Proceeding east the Marquette Greenway takes advantage of significant shoreline reinvestments in Hammond and Whiting, including a five-mile loop trail network around Wolf Lake. In East Chicago and Gary, the trail provides enhanced opportunities for new housing starts, job creation and robust transit access.

From the City of Gary to the east, the Marquette Greenway establishes the long-awaited link between the east and west landholding of the Indiana Dunes National Park. Entering Michigan City, the Marquette Greenway once again provides low-to-moderate income residents a valuable transportation and economic development asset. From there the trail winds through private parkland, and runs along several high-income, beachfront communities. The eastern termini in New Buffalo presents another unique experience in Harbor Country, and a wealth of tourist destinations.

Partnerships

Encompassing three states, five counties, twelve cities and touching a Great Lake, the Marquette Greenway has established a partnership unlike any trail project ever proposed. Since 2005, NIRPC has worked closely with all entities along the corridor and has established a solid rapport with numerous public stakeholders. This includes regular contact with sister Metropolitan Planning Organizations (MPOs) in both Northeast Illinois and Southwest Michigan, state Departments of Transportation and Departments of Natural Resources and the Indiana Dunes National Park.

Due in large measure to previous planning efforts - most especially the *Marquette Greenway Poster Plan* - substantial funding from the Regional Development Authority (RDA) has been invested in existing trail projects. Since 2009, the RDA has invested \$75 million in projects which include Marquette Greenway elements at the Hammond Marina, Whiting Lakefront Park, and Wolf Lake.

In 2021, the Indiana State Legislature set aside funds for the Regional Economic Acceleration and Development Initiative, or READI. NIRPC has requested \$2 million in READI funds towards supplementing the local match obligation for this RAISE application.

In Michigan, the Pokagon Fund, a private foundation of the Four Winds Casino, has pledged \$300,000 to SW Michigan entities to aide with the construction of the Marquette Greenway. This is in addition to \$10,000 committed by the Friends of Harbor Country Trails, Inc.

Both private and public support letters can be found in Appendix A.

V. Results of Benefit-Cost Analysis (BCA)

A detailed BCA was performed on the Marquette Greenway project. The report and supporting spreadsheet are available in Appendix B and on the project webpage. The summary of the ratio calculations is shown in Table 5.

Scenario	Discount Rate	Benefits	Costs	Ratio
Low	3%	\$73,977,883	\$34,553,003	2.14
	7%	\$40,346,639	\$26,147,067	1.54
Medium	3%	\$380,913,909	\$34,533,003	11.02
	7%	\$207,745,817	\$26,147,067	7.95

Table 5: BCA Summary

The analysis estimates the economic value that the proposed project will create from the following benefits:

- *Recreation:* An estimated 10,070 households will gain new access to recreation opportunities
- *Mobility:* Proximity of trail will attract more bicycle commuters
- *Health:* Physically active population equates to lower health costs
- *Decreased Auto Use:* High potential for growth in bicycle commuting
- *Safety:* Separated trail equates to less conflict (crashes) with automobiles

Of these benefits, the most significant is access to recreation, largely due to the proximity of the Indiana Dunes National Park and associated properties. The projects are also expected to accumulate hard to estimate benefits in tourism and increased property values.

VI. Project Readiness

All remaining segments of the Marquette Greenway are fully supported financially by all partners. A contingency factor of 10% has been factored in on all construction costs. (Please see project webpage for technical plans and studies at <https://nirpc.org/raise-grant/>.)

Design:

- All project segments have been approved in concept by local entities.
- A unified environmental planning process for all 17 construction items is anticipated, most likely under a separate consulting contract. Based on the corridor terrain, it is likely that a Categorical Exclusion Level 4, or an Environmental Assessment-FONSI, will be required by the state DOT’s reviewing the project. This application has assumed the latter, and thus a longer timeline is scheduled.
- Preliminary engineering has commenced on RAISE proposed phases in Burns Harbor and Michigan City.
- New Buffalo Township and City projects are at 85% design with State Historic Preservation Office approval. All Environmental approvals are anticipated by October 2021. The project is expected to be let by MDOT by February 2022 and construction is slated to begin in March 2022.

Right of Way:

- Municipal ownership of the Marquette Greenway right-of-way is publicly owned on approximately 21 of the 26 miles in the RAISE request.
- Of the remaining 5 miles outside municipal control, approximately three miles will be negotiated with NICTD in Gary. The remaining two miles involve several properties in Michigan City and along the Amtrak line in New Buffalo Township.
- All property acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements.

Sponsor Experience:

- NIRPC serves as the Northwestern Indiana Metropolitan Planning Organization (MPO) and has successfully partnered with its member communities on building a regional trail network of approximately 150 miles and providing a federal investment of over \$60 million towards network development since 1993.
- NIRPC maintains strong lines of communication with neighboring MPO’s in Illinois and Michigan, and who have committed to aiding with the project.
- NIRPC operates as the chief planning agency for regional trail development and communicates regularly with all member municipalities on network expansion, including education on facility operations and maintenance.

Project Costs & Schedule

The Marquette Greenway project will involve local match contributions from all 11 governmental entities involved in the 30 miles proposed for construction. Table 5 provides a detailed breakdown of the costs associated with all 17 project segments. The combined local match obligation would be 43%.

Entity		Segment Detail	Design/ Engineering	Right-of-Way	Construction (plus 10% Contingency)	Total Project	Local Commitment	
1	Chicago	0.6 mi trail along roadway	\$96,000		\$527,000	\$623,000	\$124,600	
2	Gary	Restore 400' railroad bridge	\$237,482		\$1,365,524	\$1,603,006	\$320,601	
3	Gary	3.9 mi trail	\$542,301	\$500,000	\$3,118,228	\$4,160,529	\$832,106	
4	Gary	300' bridge & abutment	\$711,482		\$4,091,023	\$4,802,505	\$960,501	
5	National Park	6.1 mi trail (Gary & Porter)	\$479,000		\$3,832,000	\$4,311,000	\$4,716,711	
6	National Park	280' bridge (exist. abut.)	\$52,000		\$528,700	\$580,700		
7	National Park	65' bridge (exist. abut.)	\$12,000		\$115,000	\$127,000		
8	Ogden Dunes	0.8 mi of trail	\$65,200		\$586,800	\$652,000	\$130,400	
9	Portage	1.5 mi trail	\$120,000		\$957,000	\$1,077,000	\$215,400	
10	Portage	575' Boardwalk Trail	\$45,000		\$442,500	\$487,500	\$97,500	
11	Portage	230' new bike/ped bridge	\$92,500		\$925,000	\$1,017,500	\$203,500	
12	Portage	165' historic bridge restoration	\$146,500		\$1,465,600	\$1,612,100	\$322,420	
13	Burns Harbor	0.6 mi of trail & bridge	\$350,000		\$4,000,000	\$4,350,000	\$870,000	
14	Porter County	4.4 mi trail	\$750,000		\$1,500,000	\$2,250,000	\$450,000	
15	Michigan City	3.4 mi trail	\$35,000	\$1,172,500	\$6,883,576	\$8,091,076	\$2,788,017	
16	New Buffalo Twsp	3.1 mi trail + boardwalk	\$747,840	\$500,000	\$2,991,360	\$4,239,200	\$3,403,189	
17	City of New Buffalo	0.4 mi trail + 0.3 mi shared route	\$164,160		\$656,640	\$820,800	\$250,000	
	READI State Funds	All Indiana segments					\$2,000,000	
		25.5 mi total	Project Totals	\$4,646,465	\$1,672,500	\$33,985,951	\$40,804,916	
							Total RAISE Project	\$40,804,916
							Local Obligation / Awards (43% of costs)	\$17,684,945
							RAISE REQUEST (57% of project costs)	\$23,119,971

Table 5: Detailed Project Budget

Table 6 below details the schedule of completion for the entire Marquette Greenway project. It is expected that each entity will be responsible for their engineering consultant selection, and each state DOT for letting procedures. It has been assumed in Table 6 that all work will be conducted concurrently.

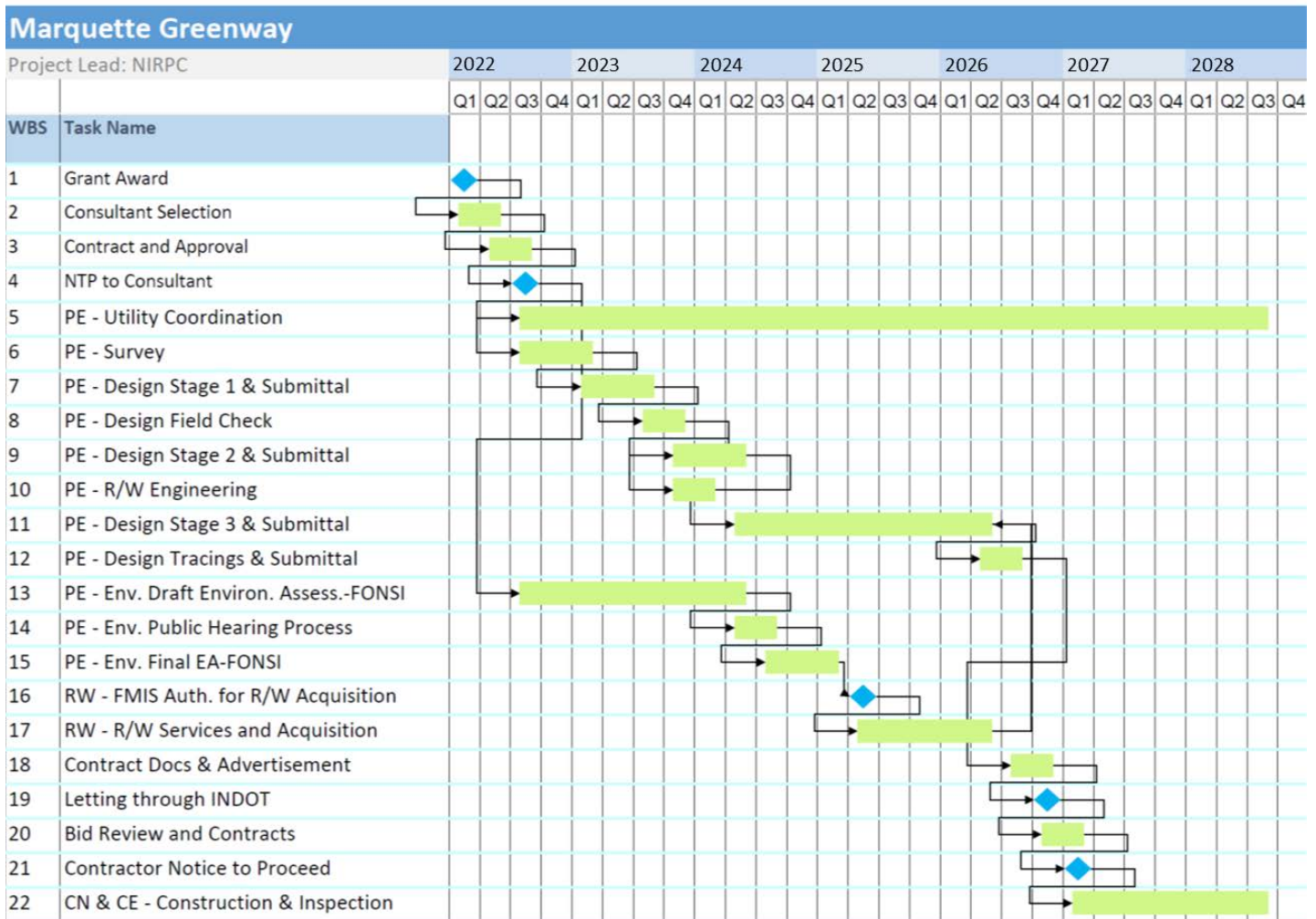


Table 6: Development Schedule

Public Engagement

The Marquette Greenway concept has been actively pursued by a number of governmental and not-for-profit entities over the last decade. In 2009, The Marquette Greenway Poster Plan was released as part of the Burnham Centennial celebration. As part of the plan’s development, NIRPC hosted several public forums throughout the trail corridor gauging interest in the concept from both private and public stakeholders alike. Results to build the facility were overwhelmingly positive, and the project has been sustained as a priority status in subsequent regional plans, including NIRPC’s *NWI 2050 Plan*, and the *Greenways+Blueways 2020 Plan*.

Government Approvals

All local approvals have been secured for the development of the 17 proposed RAISE projects. These are reflected by letters of support by all top local executives in Appendix A. Furthermore, a number of

United States and state legislators have offered their support to the project. The number of support letters in Appendix A clearly demonstrates the excitement of all entities involved, and their recognition of the transformative impacts the trail will bring to the three-state region.

In addition, the three Metropolitan Planning Organizations involved in this grant, NIRPC, the Chicago Metropolitan Agency for Planning, and the Southwest Michigan Commission have maintained a cooperative agreement between each agency and work together regularly.

Assessment of Project Risks & Mitigation Strategies

NIRPC has a long and successful record of working with member communities, as well as other public and private entities, in Northwest Indiana and our neighboring regions. These engagements have included policy preparation, plan development, and project management. NIRPC engages regularly with federal FHWA and FTA funding as administered through INDOT and is uniquely qualified to assist all entities involved with the Marquette Greenway project. NIRPC plans to partner closely with neighboring MPO entities on financial distributions and project updates for segments in Illinois and Michigan. Please refer to our webpage for a listing of collaborative plans and projects at: <https://nirpc.org/raise-grant/>

List of Appendices

Appendix A: Letters of Support & Commitment

Appendix B: Benefit-Cost Analysis

Appendix C: List of Additional Materials on Project Website

Appendix D: Federal Wage Rate Certification

