



6100 Southport Road
Portage, Indiana 46368
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www.nirpc.org

MEETING OF THE FULL COMMISSION NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

May 15, 2025 at 9:00 A.M.

NIRPC Lake Michigan Room, 6100 Southport Road, Portage

- 1.0 Call to Order and Pledge of Allegiance – Wendy Mis, Munster Clerk-Treasurer, NIRPC Chair
- 2.0 New Appointments to the Commission - Dave Hollenbeck, Attorney
- 3.0 Roll Call – Candice Eklund, Executive Assistant
- 4.0 Public Comment on Current Agenda Items
*The Chair will recognize audience members who have signed up to comment on agenda items below.
Time is limited to 3 minutes per commenter.*
- 5.0 Approval of the Minutes of the February 20, 2025, Executive Board Meeting (pp. 1-3)
ACTION REQUESTED: Approval
- 6.0 **LEADERSHIP** – Wendy Mis, Munster Clerk-Treasurer (pp. 4-10)
 - 6.1 Staff Recognition
 - 6.2 Resolution #25-07: Authorizing the submittal of the Economic Development Administration (EDA) FY 2025 Partnership Planning Grant Application to Administer the Economic Development District (pp. 6-7)
ACTION REQUESTED: Approval
 - 6.3 Marquette Greenway Supplemental Agreement #2 (pp. 8-10)
ACTION REQUESTED: Approval
- 7.0 **TRANSPORTATION** – Kevin Breitzke, Porter County Surveyor (pp. 11-41)
 - 7.1 Resolution #25-08: FY 2026-2027 Unified Planning Work Program, Tom Vander Woude (pp. 19-22)
 - [FY 2026-2027 Unified Planning Work Program Link](#)
ACTION REQUESTED: Approval
 - 7.2 Resolution #25-09: Air Quality Conformity Determination Report, Scott Weber (pp. 23-27)
 - [Air Quality Conformity Determination Report Link](#)
ACTION REQUESTED: Approval
 - 7.3 Resolution #25-10: NWI 2050+ Amendment #2, Scott Weber (pp. 28-32)
ACTION REQUESTED: Adoption
 - 7.4 Resolution #25-11: FY 2026-2030 Transportation Improvement Program, Charles Bradsky (pp. 33-41)
 - [FY 2026-2030 Transportation Improvement Program](#)
ACTION REQUESTED: Adoption
 - 7.5 INDOT - Matt Deitchley, La Porte District Deputy Commissioner

8.0 **ECONOMY & PLACE** – George Topoll, Union Township Trustee (pp. 42-45)

8.1 Resolution #25-06: 2025 Comprehensive Economic Development Strategy, Annie Porter-Cruz: Purdue Center for Regional Development (pp. 44-45)

- [Comprehensive Economic Development Strategy Link](#)

ACTION REQUESTED: Adoption

9.0 **ENVIRONMENT** – Bill Emerson, Lake County Surveyor (pp. 46-50)

9.1 Resolution #25-12: Affirming NIRPC's Environmental Commitment and Planning for Grant Cancellations (p. 50)

ACTION REQUESTED: Approve

10.0 Other Business

11.0 Announcements

12.0 Adjournment: The next meeting on August 21, 2025, at 9:00 a.m., will be a Full Commission meeting.

NIRPC Executive Board Meeting
6100 Southport Road, Portage, IN
Minutes of the February 20, 2025, Executive Board Meeting

Call to Order

Chair Wendy Mis called the meeting to order at 9:03 a.m. with the Pledge of Allegiance. The meeting was streamed live on YouTube.

New Appointments to the Commission

Dave Hollenbeck announced the appointments to the Commission of Jack McGraw (Town of Burns Harbor) and Colleen Lane (Town of Long Beach).

Roll Call - Taken by Candice Eklund

Present

The 10 Commissioners on the Executive Board in attendance are listed below:

- Austin Bonta, City of Portage
- Kevin Breitzke, Porter County Surveyor
- Denise Ebert, Town of Wanatah
- Bill Emerson, Lake County Surveyor
- Wendy Mis, Town of Munster
- Courtney Parthun, City of La Porte
- David Phelps, Town of Beverly Shores
- Lisa Rosenkranz, Town of LaCrosse
- Tom Schmitt, Town of Schererville
- Jim Ton, Town of Chesterton

Adam Parkhouse, representing INDOT, was also present

Absent

- Jim Pressel, Governor Appointee

The seven other Commissioners present at the meeting are listed below:

- Bob Carnahan, Town of Cedar Lake
- Daina Dumbrys, Town of Michiana Shores
- John Matwyshyn, La Porte County Surveyor
- Jack McGraw, Town of Burns Harbor
- Sharon Szwedo, Town of New Chicago
- George Topoll, Union Township
- John Yelkich, Town of Lowell

Hebron, Kingsbury, and The Pines have appointed no representatives to NIRPC.

Staff present included Ty Warner, Tom Vander Woude, Kathy Luther, Charles Bradsky, Scott Weber, Meredith Stilwell, Candice Eklund, and attorney Dave Hollenbeck.

Public Comment

There were no public comments.

Approval of Minutes

The minutes of the January 16, 2025, Full Commission meeting were approved on motion by Jim Ton and seconded by Bill Emerson.

Leadership – Wendy Mis, Munster Clerk-Treasurer

Wendy Mis reported the next Leadership Committee meeting is scheduled for March 11, 2025.

Transportation – Kevin Breitzke, Porter County Surveyor

Kevin Breitzke reported the Transportation Committee met on February 4, 2025. There were presentations on the 4th quarter safety travel time reliability and congestion performance measures. INDOT provided an update on the 80/94 Flex Road Project.

INDOT requested that NIRPC add the Flex Road Project to the Transportation Improvement Program (TIP). Tom Vander Woude summarized the project scope and how the three resolutions requiring a vote today work together to move this project forward. This project will increase the corridor's operational efficiency, increase travel time reliability, and improve safety. INDOT was awarded a \$127 million MEGA grant in January 2024, and they presented it to the NIRPC Commission in March. Construction on this project will begin in Spring 2026 and end in late 2028. Tom Vander Woude stated that the Transportation Committee voted to recommend Executive Board approval of the amended Air Quality Conformity Determination (Resolution #25-02), approval of NWI 2050+ amendment #1 (Resolution #25-03), and approval of the FY 2024-2028 TIP amendment (Resolution #25-04).

- Resolution #25-02: Adoption of Air Quality Conformity Determination report for NWI 2050+ Amendment #1. This is requested for all TIP amendments and metropolitan transportation amendments that include regionally significant and non-exempt projects (not exempt from the Air Quality process). Analysis was completed, and the determination was that the ozone precursors emissions resulting from the project would not exceed the region's emissions budget. No comments were received during the 30-day public comment period or from the Interagency Consultation Group. On motion by Bill Emerson and seconded by David Phelps, Resolution #25-02 was approved by the Executive Board.
- Resolution #25-03: Adoption of NWI 2050+ Amendment #1. This is required because all regionally significant projects are required to be included in the Metropolitan Planning Organization's (MPO) plan. No comments were received during the 30-day public comment period. On motion by Jim Ton and seconded by David Phelps, Resolution #25-03 was approved by the Executive Board.
- Resolution #25-04: FY 2024-2028 TIP Amendment #24-05. This is required because all federally funded projects must be included in NIRPC's TIP. This amendment adds \$13,958,785 for Preliminary Engineering, \$199,282,200 for Construction, and \$26,551,705 for Construction Engineering and will be programmed in the 2025-2028 TIP. The funding combines state and federal funds, including the \$127 million MEGA grant. No comments were received during the 30-day public comment period. On motion by Tom Schmitt and seconded by Bill Emerson, Resolution #25-04 was approved by the Executive Board.
- Resolution #25-05: Designating NIRPC as the Recipient for FTA funds in the Valparaiso-Shorewood Forest Urban Area. Stephen Hughes presented, stating NIRPC is the direct recipient of Section 5307 funds for the seven public transit operators in our region and manages the administrative tasks on their behalf. In the 2020 Census, the Urban Areas were changed, resulting in the new Valparaiso-Shorewood Forest Urban Area. To administratively manage the 5307 funding on behalf of the Valparaiso-Shorewood Forest area, the FTA requested NIRPC ask Governor Braun to provide a letter designating NIRPC as the direct recipient of the FTA funds. John Costas, mayor of Valparaiso, wrote a letter to support this request. George Topoll requested Union Township be represented in the resolution to show positive support, as the new UZA takes in Union Township as well. After discussions, Wendy Mis suggested adding the verbiage, "as well as Union Township Trustee," in the 6th, **WHEREAS** paragraph in the resolution. Attorney Dave Hollenbeck stated there should not be any issues with adding this verbiage. Ty Warner noted the resolution concerns 5307 transit funding and Valparaiso is the only transit provider in the newly designated UZA. Tom Vander Woude added this resolution specifically addressed Valparaiso Transit because it had been removed from the Chicago Urban Area and that Valparaiso made this request because it is a transit operator. After further discussion, the Commissioners agreed to add the wording that Wendy Mis suggested. On motion by Jim Ton and seconded by David Phelps, Resolution #25-04 was approved by the Executive Board.

INDOT – Adam Parkhouse

Adam Parkhouse thanked the Commissioners for supporting the Flex Road Project, adding INDOT has been discussing this impactful project for years. Community Crossings awards will be announced in two weeks. Questions were asked regarding various intersections and road improvements, and Adam stated he would be available after the meeting to discuss these questions further.

Economy & Place – George Topoll, Union Township

George Topoll reported that the Economy and Place Committee met on January 29 to consider the proposed guiding principles and the CEDS goals, which lay the foundation of CEDS strategy development. To allow more

time for the draft CEDS's development, the Commission's planned approval date of March has been postponed until the Full Commission meeting on May 15, 2025.

ENVIRONMENT – Bill Emerson

Bill Emerson reported the Environment Committee scheduled for February 6 was cancelled due to weather and has been rescheduled for February 27. The committee will review the scoring of the NOFA applications and discuss the potential effects of the federal funding freezes that are occurring. Bill asked if NIRPC staff had any indication of what programs would be affected. Ty Warner said the paused programs will be discussed at the Environment Committee meeting. The majority of funding NIRPC receives to do its work for the communities in Northwest Indiana is based on metropolitan planning formula funding that has had bipartisan support. The Marquette Greenway was a federal RAISE grant, with a signed grant agreement. Ty also reported that he and Justin Kiel went to the National Association of Regional Councils (NARC) conference in Washington, D.C. last week and got a good perspective from Congressional staff. Kathy Luther reported that the climate planning initiative and NIRPC environment grants have been paused for review.

Other Business

No other business was reported.

Announcements

Bob Carnahan relayed announcements of various events in Cedar Lake.

Hearing no other business, Wendy Mis adjourned the meeting at 9:57 a.m. The next meeting will be an Executive Board meeting on March 20, 2025.

The livestream video recording for this meeting is available on NIRPC's YouTube Channel at [Executive Board Meeting 2-20-25 \(youtube.com\)](https://www.youtube.com/watch?v=...)

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
LEADERSHIP COMMITTEE

December 5, 2024 / NIRPC Dune Room – 8:45 a.m.

Members present

Bob Carnahan, Tom Dermody, Denise Ebert, Wendy Mis, Edward Morales, David Phelps

Staff and others present

David Hollenbeck, George Topoll, Ty Warner, Talaya Jones, Meredith Stilwell, Lisa Todd, Darin Sherman

Call to Order and Pledge of Allegiance

Wendy Mis called the meeting to order at 8:43 a.m.

NIRPC Resolution 24-14: Executive Director Employment Agreement Extension

Resolution 24-14, NIRPC Executive Director Employment Agreement Extension was presented to the Committee for a favorable recommendation to the Full Commission for approval. The Executive Director contract was unable to be solidified at this time and with the goal of keeping Ty, Resolution 24-14 allows for an employment extension through and including February 28, 2025. Once the contract is finalized it will be retroactive to January 1, 2025 and brought to the Leadership Committee. Discussion was held regarding how things could possibly be handled if a quorum of the Full Commission was not reached for the extension to be approved. On a motion by Bob Carnahan, second by Tom Dermody, and with no opposition, NIRPC Resolution 24-14: Executive Director Employment Agreement Extension was favorably recommended to the NIRPC Executive Board for approval.

NIRPC Resolution 24-15: FY 2025 Budget

2025 NIRPC budget resolution 24-15 was brought before the Committee for a favorable recommendation to the NIRPC Full Commission for approval. The budget is the same as presented at the last two meetings. Ty explained that it would be prudent to adopt the budget in its current form with the expectation it will be amended in January. If a budget was not approved going into 2025, the only payments that could be made would be for staff salaries only and not for vendors. On a motion by Tom Dermody, second by Denise Ebert, and with no opposition, the 2025 NIRPC budget resolution 24-15 was favorably recommended to the NIRPC Executive Board for approval.

Adjournment

There being no further business, the meeting was adjourned at 8:58.

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
LEADERSHIP COMMITTEE

January 16, 2025 / NIRPC Dune Room – 8:30 a.m.

Members present

Bob Carnahan, Tom Dermody, Denise Ebert, Wendy Mis, Edward Morales, David Phelps

Staff and others present

David Hollenbeck, John Matwyshyn, Mary Tanis, George Topoll, Ty Warner, Talaya Jones

Call to Order and Pledge of Allegiance

Wendy Mis called the meeting to order at 8:30 a.m.

Proposed 2025 NIRPC Budget Amendments 1-3 Transfers Within Categories

Talaya Jones presented the proposed budget amendments. Amendment One transfers funds from Workers Compensation and Unemployment Compensation categoric items to cover PERF contributions, FICA and ICMA line items for increased costs. Amendment Two transfers funds from Workers Compensation, Unemployment Compensation, Cyber Insurance, Commission/Executive Director and Legal categoric items to cover salary costs. Amendment Three transfers funds from Legal Services to Audit and Accounting line item. A document was presented showing the reallocation of the amendments. The percentage for NIRPC's insurance increase was requested. On a motion by Bob Carnahan, second by Tom Dermody, and with no opposition, proposed 2025 NIRPC budget amendments 1-3 were favorably recommended to the NIRPC Full Commission for approval.

New 3-year Executive Director Employment Agreement

The new 3-year Executive Director employment agreement was presented to the Committee for a favorable recommendation to the NIRPC Commission. The agreement commences retroactively to January 1, 2025 and terminates December 31, 2027, with salary increases of 5% for 2025, and 5% salary increases on January 1 for the second and third year of the agreement. Discussion was held regarding some elements of the contract. On a motion by David Phelps, second by Denise Ebert, and with no opposition, the new 3-year Executive Director Employment Agreement was favorably recommended to the NIRPC Full Commission for approval.

Legislative Initiatives

With little time left in the meeting, Ty presented a list of bills filed in the Indiana General Assembly that may be of interest to NIRPC. He also shared the issues of federal concern that he planned to take to appointments on Capitol Hill in early February.

Adjournment

There being no further business, the meeting was adjourned at 8:58.



RESOLUTION 25-07

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AUTHORIZING THE SUBMITTAL OF AN ECONOMIC DEVELOPMENT ADMINISTRATION FY 2025 PARTNERSHIP PLANNING GRANT APPLICATION TO ADMINISTER THE ECONOMIC DEVELOPMENT DISTRICT May 15, 2025

WHEREAS, the Northwestern Indiana Regional Planning Commission (NIRPC), hereafter referred to as “the Commission”, is the regional Council of Governments (COG) and the designated Metropolitan Planning Organization (MPO) of the Lake, Porter, and La Porte County area; and

WHEREAS, NIRPC was designated by the U.S. Economic Development Administration (EDA), a bureau of the U.S. Department of Commerce, as an Economic Development District (EDD) on August 23, 2019, that makes the counties of Lake, Porter, and La Porte in Northwest Indiana eligible to receive certain types of federal funding for regional and local economic development; and

WHEREAS, the EDD designation is consistent with NIRPC’s charge within its state enabling legislation to institute and maintain comprehensive planning and programming processes for 1) transportation, 2) economic development, and 3) environmental policy, and provide a coordinative management process for Lake, Porter, and La Porte counties (Indiana Code 36-7-7.6); and

WHEREAS, the EDA supports Partnership Planning investments to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDs), which articulate and prioritize the strategic economic goals of recipients’ respective regions; and

WHEREAS, NIRPC has applied for a FY 2025 Economic Development Administration Partnership Planning grant for up to \$70,000 (Seventy Thousand dollars) in federal funds to assist with the Economic Development District scope of work; and

WHEREAS, NIRPC has available as local match a cash sum of \$46,666 (Forty-Six Thousand, Six Hundred and Sixty-Six dollars) in unrestricted, unencumbered, and committed funds during the period of grant performance (7/1/2025 through 6/30/2026).

NOW, THEREFORE, BE IT RESOLVED, that the Northwestern Indiana Regional Planning Commission board authorizes NIRPC’s Executive Director:

- 1) To apply for and administer the Economic Development Administration grant award;
- 2) To sign related documents on behalf of the organization; and
- 3) To commit up to \$46,666 (Forty-Six Thousand, Six Hundred and Sixty-Six dollars) in local matching funds.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this 15th day of May 2025.

Wendy Mis
Chairperson

ATTEST:

Denise Ebert
Secretary

SUPPLEMENTAL AGREEMENT NO. 2

THIS SUPPLEMENTAL AGREEMENT, made and entered into this _____ day of _____, 2025, by and between the NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION, hereinafter referred to as the "**LOCAL PUBLIC AGENCY**" or "**LPA**", and BUTLER, FAIRMAN and SEUFERT, INC., hereinafter referred to as the "**CONSULTANT**."

WITNESSETH

WHEREAS, on March 6, 2024, the **LPA** entered into an Agreement with the **CONSULTANT** for project management and project development of the Marquette Greenway, known as Designation No. 2400062 and 2400063 (hereinafter referred to as the "Original Agreement"), and

WHEREAS, on December 11, 2024, the parties made and executed **SUPPLEMENTAL AGREEMENT NO. 1** to the Original Agreement, and

WHEREAS, it has been determined that the previously established Marquette Greenway route in Michigan City, Indiana (locally known as Singing Sands Trail, Phase 3), is to be revised due to unforeseen changes in permitting restrictions for construction of a bridge in the Trail Creek floodway, and

WHEREAS, it has been determined that the effort, timeline, and costs for coordination with Amtrak for the Singing Sands Trail crossing of active railroad tracks has exceeded previous estimates and budgets, and

WHEREAS, it has been determined that the changes and additions in scope require additional effort and fees for Preliminary Engineering, Right-of-Way Engineering, and Right-of-Way Services for the greenway route in Michigan City, and

WHEREAS, it has been determined by the **LPA** and the **CONSULTANT** that certain amendments and additions to the Original Agreement are necessary to meet the desired goals of the **LPA**;

NOW, THEREFORE, it is agreed as follows:

1. Appendix "A" of the Original Agreement shall be revised to add Section 5 as follows:

5. **PROJECT DEVELOPMENT – MICHIGAN CITY SECTION**

The CONSULTANT shall provide the following Preliminary Engineering (PE) services, from the initial Notice to Proceed through the completion of Preliminary Engineering and construction documents.

A. *Preliminary Engineering: the CONSULTANT shall provide the following for a section of the greenway that is to be re-routed from Liberty Trail (road) to the Michigan City Parks Maintenance facility on US 12:*

1. *Topographic survey and confirmation of property and right-of-way lines.*
2. *Design and plan development for the paved pathway described above, including pavement design, alignment, erosion control approval/permitting, maintenance of traffic, development of specifications, quantities and engineer's estimates, and development of submittal packages for review of Stage 3 and Tracings phases*
3. *Analysis and design for a boardwalk*
4. *Utility coordination*
5. *Subsurface Utility Engineering (SUE)*
6. *Extended Railroad Coordination with Amtrak*
7. *Environmental permitting: IDNR Construction in a Floodway Permit related to trail construction along Trail Creek.*
8. *NEPA: development of an Additional Information (AI) memorandum to the original environmental document, including additional archaeological site investigation.*
9. *Geotechnical investigation at proposed boardwalk location.*

B. *Right-of-Way: the CONSULTANT shall provide:*

1. *Right-of-Way Engineering for two previously undisturbed parcels that are now impacted due to the route revision.*
2. *Right-of-Way Engineering for one parcel for which impacts have changed due to the route revision.*
3. *Management, appraising, and buying services for the three parcels impacted by the route revision.*

2. Appendix "D", Sections A.1. and A.2. of the Original Agreement shall be revised to read:

A. Amount of Payment

1. The CONSULTANT shall receive as payment for the services performed under this Contract, as identified in Item 2 below, the total fee not to exceed ~~\$764,600.00~~ \$960,755.00 unless a modification of the Contract is approved in writing by the LPA.

2. The CONSULTANT will be paid for the work performed under this Contract on a Fixed Fee basis in accordance with the following schedule:

	Fee Schedule Summary:
Project Management – Phase 1	\$ 187,600.00
Project Management – Phase 2	\$ 219,400.00
Project Development – New Buffalo Twp. Design	\$ 182,600.00
Project Development – New Buffalo Twp. NEPA	\$ 12,000.00
Project Management – Phase 3:	\$ 163,000.00
<i>Project Development – Michigan City Prelim. Eng.</i>	
<i>Topographic Survey</i>	\$ 15,000.00
<i>Pathway Design</i>	\$ 35,000.00
<i>Boardwalk Design</i>	\$ 15,000.00
<i>Utility Coordination</i>	\$ 6,000.00
<i>Subsurface Utility Engineering</i>	\$ 6,000.00
<i>Extended Railroad Coordination</i>	\$ 15,000.00
<i>Environmental Permitting</i>	\$ 7,000.00
<i>NEPA (AI)</i>	\$ 29,000.00
<i>Geotechnical Investigation</i>	<u>\$ 25,000.00</u>
<i>Total PE</i>	<u>\$ 153,000.00</u>
<i>Project Development – Michigan City Right-of-Way</i>	
<i>R/W Engineering – 2 New Parcels</i>	\$ 13,400.00
<i>R/W Engineering – 1 Revised Parcel</i>	\$ 2,950.00
<i>R/W Acquisition Services</i>	<u>\$ 26,805.00</u>
<i>Total RW</i>	<u>\$ 43,155.00</u>

NOW, THEREFORE, to initiate the amended and additional design services for the project, the parties agree that the previously amended Original Agreement be modified by this **SUPPLEMENTAL AGREEMENT NO. 2**; therefore, the lump sum fee for this work shall increase by \$196,155.00, from \$764,600.00 to \$960,755.00.

IN TESTIMONY WHEREOF, the parties hereto have made and executed this **SUPPLEMENTAL AGREEMENT NO. 2**.

CONSULTANT:
BUTLER, FAIRMAN and SEUFERT, INC.

LOCAL PUBLIC AGENCY:
NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION

Jacob Dammarell, Executive V.P.

Tyson Warner, Executive Director

Attest:

Talaya Jones, CFO and Contracting Officer

Technical Planning Committee
NIRPC Lake Michigan Room
YouTube Recording:

<https://www.youtube.com/live/LzWXwb1J01Q?si=nUMFAZJUbyPbQeFM>

February 4, 2025
Minutes

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

Kevin Breitzke (Porter County), Tom Schmitt (Schererville), Mark O'Dell (Chesterton), Mary Tanis (Dyer), Max Rehlander (Valparaiso), Bob Thompson (Valpo Transit), George Topoll (Union Township), Kelly Wenger (NICTD), and David Wright (GPTC) were present.

Mike Yacullo (INDOT), Rodney Harris, Scott Pruitt, Alex Olesker, Chris Harris, Chris Nugent, Ryan Lisek (DCI), Jeff Huett, Terry Martin, and Chris Murphy were also present.

NIRPC staff present were Tom Vander Woude, Grace Benninger, Stephen Hughes, Charles Bradsky, Scott Weber, Mitch Barloga, Meredith Stilwell, and Flor Baum.

On a motion by Mary Tanis, second by George Topoll, the Transportation Committee (TC) approved the January 7, 2025 meeting minutes, as presented.

There were no public comments.

Planning

Grace Benninger presented the 4th Quarter 2024 Safety, Reliability, Freight, and Congestion update. The Bipartisan Infrastructure Law (BIL) requires states and MPOs (Metropolitan Planning Organizations) to set targets in several national performance areas and track performance measures to determine whether federal transportation investments improve transportation system performance. 6,039 collisions were reported in NWI, of which 1,116 resulted in injuries and 26 fatalities. All vulnerable roadway user collisions were also reported, with Lake County having over 40 collisions and injuries. The 4th Quarter Travel Time Reliability (TTR) on the interstates was 93.4 %, better than the 93% statewide target. Delays are shown on the Borman Expwy, near the Illinois state line. TTR on non-interstate roads was 6.4% above the 93.0% 2024 statewide target. Truck Travel Time Reliability (TTTR) for Interstates target of 1.32 was not met. The Region's score was 1.46. The peak-hour excessive delay per capita target was 4.1h lower than the 15.6h state target. For more information, contact Grace at gbenninger@nirpc.org.

Mike Yacullo (INDOT) presented on the 80/94 FlexRoad Project. This is one of Indiana's busiest interstate corridors that extends 14 mi from IL 394 to I-65. The project will identify the best solutions for the corridor to improve traffic flow and safety. The FlexRoad project will include innovative strategies that work in the existing system. The project is currently in its environmental and latter design stages. Transportation Systems Management and Operations (TSMO) is a set of strategies focused on operational improvement that maximizes the efficiency and safety of existing transportation systems. These strategies will maximize the safety

and efficiency of the existing system. Anticipated improvements include combining all TSMO strategies and interchange improvements. Construction is slated to begin in 2026. The anticipated improvements under the TSMO strategies are the following: ramp metering, variable speed limits, dynamic lane control, dynamic shoulder lanes, and improved signage and queue warnings. Additionally, anticipated improvements will combine all TSMO strategies and interchange modifications at Broadway and I-65 South to provide excellent safety and mobility. Added capacity to the main line and an added lane to the exit ramp to southbound I-65 will be an included improvement. Three eastbound I-80/I-94 lanes will allow drivers to exit to I-65 South without changing lanes. Existing fiber optic cables will be replaced with updated fiber optic cables on both sides of the project corridor. Please visit www.indianaflexroad.com for more information.

Scott Weber spoke on Res 25-02, adopting the Air Quality Conformity Determination. The Air Quality Conformity Determination Report for NWI 2050+ Amendment No. 1 and the 2024-2028 Transportation Improvement Program Amendment No. 24-05 were released for a 30-day public comment period, which began on December 24, 2024, and ended on January 23, 2025. NIRPC did not receive any comments from the Interagency Consultation Group on Air Quality (ICG) members. Adoption of Resolution 25-02 will approve the Air Quality Conformity Determination Report for NWI 2050+ Amendment No. 1 and the Fiscal Years 2024 to 2028 Transportation Improvement Program (FY 2024 to 2028 TIP) Amendment No. 24-05. INDOT has requested that NIRPC amend NWI 2050+ and the FY 2024 to 2028 TIP to include the regionally significant, non-exempt I-80/94 FlexRoad project, a roughly \$245.6 million project to improve mobility on I-80/94 (Borman Expressway) between IL-394 and I-65. The Air Quality Conformity for NWI 2050+ Amendment No. 1 and the FY 2024 to 2028 TIP Amendment No. 24-05 must be redetermined. The following table summarizes the model results of on-road mobile source emissions expected to result from implementing NWI 2050+ Amendment No. 1 and the FY 2024-2028 TIP Amendment No. 24-05 compared with the Motor Vehicle Emissions Budgets in the Indiana SIP in the required model 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	5.08	5.11	4.85	4.89
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	2.02	2.42	2.13	1.95

On motion by Tom Schmitt, second by Mark O'Dell, the TC approved to recommend Res. 25-02 to the Commission.

Scott Weber spoke on Resolution 25-03, the adoption of NWI 2050+ Amendment #1. NWI 2050+ Amendment No. 1 was released for a 30-day public comment period, which began on December 24, 2024, and ended on January 23, 2025. NIRPC did not receive any comments from members of the Interagency Consultation Group on Air Quality (ICG) during the 7-day informal comment period. The United States Department of Transportation (USDOT) requires that Metropolitan Transportation Plans include, at a minimum, all major transportation facilities and regionally significant projects. The following is a summary of some of the major elements of the I-80/94 FlexRoad project:

- 14 mile stretch of I-80/94 from IL-394 in Illinois to I-65.
- Dynamic shoulder lane on the inside shoulders that can be used during rush hours/congested periods.
- Variable speed limits.
- Ramp metering.
- Lane control and queue warning systems using simplified overhead signs.
- Reconfiguration of SR 53 (Broadway) interchange by converting northbound SR 53 to eastbound I-80/94 to a loop ramp.

INDOT and USDOT cannot approve NWI 2050+ Amendment No. 1 until USDOT approves the Air Quality Conformity Determination. The need to first approve the Air Quality Conformity Determination Report is why Resolution 25-02 appears before Resolution 25-03. NWI 2050+ Amendment No. 1 incorporates the I-80/94 FlexRoad project by reference to the updated Air Quality Conformity Determination Report.

On motion by Tom Schmitt, second by Mark O'Dell, the TC approved to recommend Res 25-03 to the Commission.

Programming

Charles Bradsky spoke on Resolution 25-04, TIP Amendment No. 24-05. Amendment #24-05 of the FY 2024-2028 TIP was released for a 30-day public comment period, which began on December 24, 2024, and ended on January 23, 2025. Amendment 24-05 includes one project: INDOT ITS Traffic Management project titled 80/94 FlexRoad. NIRPC staff contacted the ICG, and there were no written comments concerning the project or the amendment. Since adopting the FY 2024-2028 TIP, project sponsors have proposed new projects and changes to existing projects, which must be reflected in the NIRPC's Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP). Res 25-04 contains the addition of the 80/94 FlexRoad project. The project will improve 19 miles of interstate from the I-65 interchange in Indiana to the I-294/I-80 and I-94 interchange in Illinois by implementing eight Transportation Systems Management and Operations (TSMO) strategies. TSMO strategies include ramp metering, dynamic shoulder lanes, variable speed limits, queue warning signs, event management, improved signage, improvements to the Broadway/I-65 interchange, and dynamic lane control. The project's goals are to reduce congestion and increase the efficiency of the highway without expanding its footprint. It is funded in part by a \$127 million Federal Mega grant.

On motion by George Topoll, second by Max Rehlander, the TC approved to recommend Res 25-04 to the Commission.

Stephen Hughes spoke on Resolution 25-05, designating NIRPC as the recipient for FTA funds in Valparaiso-Shorewood Forest Urban Area (UA). NIRPC administers FTA funds for Lake, Porter, and LaPorte Counties and is the direct recipient of funds for East Chicago Public Transit, North Township Dial-A-Ride, South Lake County Community Services, Opportunity Enterprises, Porter County Aging and Community Services, the City of LaPorte TransPorte, and Valpo Transit. Upon completion of the 2020 Census, the U.S. Census Bureau removed an area that includes the City of Valparaiso and Shorewood Forest from the Chicago UA. It designated it as a new, separate UA. For NIRPC to continue functioning as the direct recipient of FTA funds in this new UA, the Governor must make that designation through a letter. This letter

would not significantly change the UA operations or NIRPC. NIRPC staff has the experience to continue providing these services on behalf of the transit operators in the Valparaiso-Shorewood Forest UA. A letter requesting that NIRPC continue to administer these funds to support this resolution was shared with the committee.

On motion by George Topoll, second by Bob Thompson, the TC approved recommending Res 25-05 to the Commission.

Staff Updates & Reports from Planning Partners

The acceptance of committee appointments was discussed. Dean Button was appointed as the proxy for the City of Hammond. The memo to freeze federal funding was rescinded. House Bill 1461 may impact community crossing grants. NIRPC staff will be following these memos and House Bill 1461 closely.

Ryan Lisek reported on Drive Clean Indiana. For up-to-date information, visit www.drivecleanindiana.org.

Announcements

Announcements were made.

Adjournment

Hearing no further business, the meeting adjourned at 11:19 a.m.

The next Transportation Committee meeting is slated for March 4, 2025, at 10:00 a.m. in the NIRPC building.

Technical Planning Committee
NIRPC Lake Michigan Room
YouTube Recording:

https://www.youtube.com/live/1rGjSQcu3JA?si=sLqFt_M3PjVLiLJ

March 4, 2025

Minutes

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

Kevin Breitzke (Porter County), Tom Schmitt (Schererville), Mark O'Dell (Chesterton), Dean Button (Hammond), Mary Tanis (Dyer), Max Rehlander (Valparaiso), Bob Thompson (Valpo Transit), George Topoll (Union Township), Kelly Wenger (NICTD), David Wright (GPTC), Martin Bobcek (Porter County), and Duane Alverson (Lake County) were present.

Don Oliphant, Rodney Harris, Scott Pruitt, Alex Olesker, Chris Harris, Chris Nugent, Ryan Lisek (DCI), Jeff Huett, Terry Martin, and Chris Murphy were also present.

NIRPC staff present were Tom Vander Woude, Grace Benninger, Eman Ibrahim, Stephen Hughes, Charles Bradsky, Scott Weber, Mitch Barloga, Anne Weitgenant, Meredith Stilwell, and Flor Baum.

On a motion by Mary Tanis, second by Bob Thompson, the Transportation Committee (TC) approved the February 4, 2025, meeting minutes, as presented.

There were no public comments.

Presentation

Kelly Wenger (NICTD) presented on the NICTD Monon Corridor and Strategic Plan Update. The commuter rail project received a \$945M budget. The southern extension has four new stations and is almost 7.8 mi. Approximately 90% of the construction is complete. The Hammond Gateway Station building, parking lot, and the South Shore Line platform have been completed. The West Lake bridge structures, track slot, South Hammond Station, Munster/Ridge Station, and at-grade highway grade crossing are substantially complete. The overhead Catenary System, signaling system, and communications systems are ongoing.

Additionally, the NICTD Strategic Business Plan is being updated. The plan was adopted in May 2014, providing a 20-year investment strategy that identified the following:

- Transit-supportive land use policies
- Strategies to provide faster, more frequent, and reliable service
- Service improvements for existing customers and identified growth areas

The plan also addressed a financial strategy and implementation. Many of the 2014 recommendations have been achieved, and changes in commuter behavior and telework require adaptation of business strategies. The 2025 Strategic Plan goal development will identify new goals. The planning process, along with stakeholder initiatives, will be executed in three phases that have an added focus on goal setting,

strategy refinement, and strategy prioritization. For more information, please contact Wendy at kelly.wenger@nictd.com.

Planning

Eman Ibrahim presented on the *NWI 2050+ Land Use & Housing Summary*. The 2025 Land Use & Housing Summary Report condenses the *NWI 2050+* chapter and focuses on the following: population, affordable housing, urban services, and public transportation.

NWI's projected population growth is 900K by 2050. The ideal housing density for this growth is four to five units per acre, which would use only 40% of the land compared to the existing average of two units per acre. Promoting higher-density development can help conserve land. The distribution of required housing units by 2050 was discussed. 50K units are needed by 2050. Therefore, the required density is 5 du/acre. However, the current density is 1.97 du/acre. The vacancy rate in NWI is 10%, under 33K units. Affordable housing is limited in the region. Households earning between \$25K and \$49,999 are limited to older housing, while those making over \$75K only have options in the \$75K to \$150K price range. Increasing the variety and supply of higher-priced housing could free up housing units for lower- and middle-income households. It is recommended that communities establish urban service areas to maintain gradual service growth and appropriate residential density. Large-lot development can constrain logical city growth and the cost-effective extension of municipal services. Policies should accommodate low-density residential uses as planned developments in areas unlikely to receive urban services or as a temporary solution with plans to urbanize. Public transportation and development can serve to promote development. Bus Rapid Transit (BRT) and the Gary Public Transportation Corporation (GPTC) BMX could influence density. Transit-oriented development can increase with projects like Valparaiso's V-Line. The completion of the West Lake Corridor will stabilize developed areas and could boost growth near key transit stations. For more information, please contact Eman at eibrahim@nirpc.org.

Programming

Charles Bradsky and Stephen Hughes spoke on the selection of projects for the FY 2026-2030 Transportation Improvement Program (TIP) Draft. From November through February, NIRPC staff reviewed and scored the project applications and met with working groups (formerly known as topical committees) to finalize the scores. The draft Program of Projects was presented to the TC for review. NIRPC staff expect this program to become the basis for the draft TIP.

There were 30 applications for highway and environmental funds totaling \$40M in FY-29 and \$40,800,000 in FY-30. All new highway projects phases in FY-29 and FY-30 are associated with large legacy projects that have already received NIRPC funding for Preliminary Engineering (PE), Right of Way (ROW), or Construction (CN). No new highway projects are recommended. New projects or project phases recommended to be included in the 2026-2030 TIP are as follows:

- Air Quality—NIRPC Air Quality Public Education. Funding Amount: \$378K annually in 2029 and 2030. This program addresses the ongoing need to reduce vehicle emissions in the region. While the funding is awarded to

NIRPC, a significant portion is sub-awarded to Drive Clean Indiana (DCI), and the program benefits every community.

- Planning
 - NIRPC Road Safety Audits – Will be funded \$80K annually in 2029 & 2030. NIRPC will use this funding in partnership with local public agencies to complete Road Safety Audits (RSAs) at high-crash locations. The RSAs will identify effective safety improvement projects, building a pipeline of projects for future NIRPC or INDOT NOFAs.
 - Gary Airport Road Relocation Study – Will be funded \$500K in 2027. This does not provide or guarantee funding for CN.
- Roadway Reconstruction – Will receive funding of \$4,865,625 in 2029 for the Portage Central Ave Reconstruction Phase 3 Legacy project.
- New Roadways – The following are all legacy projects programmed in NIRPC's Long Range Metropolitan Transportation Plan.
 - Schererville's Kennedy Ave Ph IV project will receive funding of \$9,478,856 in 2030.
 - Porter County's Willowcreek Rd Ph II project will receive funding for a bridge over SR 130 for \$10M in 2030.
 - St. John Cline Ave from 101st to 93rd will receive funding of \$7,593,750 in 2030.
 - La Porte Lake Street Extension will receive funding of \$1,600,556 in 2029.
 - La Porte Polk Street Extension will receive funding of \$3,673,636 in 2030.

49 applications were submitted from transit operators requesting \$53,528,906 in FY-29 funds and \$55,761,745 in FY-30 funds, exceeding the federal funding amounts available during those years by 20%. NIRPC staff will prioritize funding for Operating Assistance first and preventive maintenance second. After meeting the priorities above, Capital Projects will be funded if possible.

After the TC reviews it, the Program of Projects will be developed into the FY 26-30 TIP document. The draft TIP will be released for a 30-day public comment period from March 31 through April 29, 2025. The TIP will be presented at the May 6 TC meeting to recommend approval at the May 15 Commission meeting. The TIP will be submitted to the United States Department of Transportation (USDOT) and the Indiana Department of Transportation (INDOT) for final approval.

The TC noted errors and omissions for some NICTD and GPTC projects within the draft TIP.

On motion by Kelly Wenger, second by David Wright, the TC approved recommending the release of the draft TIP of FY 2026-2030 for public comment, contingent on the correction of errors, omissions, and reconciling balances for NICTD and GPTC projects within the draft TIP before going to public comment.

Staff Updates & Reports from Planning Partners

Tom Vander Woude reported on legislation potentially suspending the requirement to conduct emissions testing in Lake and Porter Counties. Scott Weber (NIRPC) has researched potential implications for NIRPC work. Future updates will be shared.

Tom Vander Woude reported on Drive Clean Indiana. For up-to-date information, visit www.drivecleanindiana.org.

Announcements

Announcements were made.

Adjournment

Hearing no further business, the meeting adjourned at 11:36 a.m.

The next Transportation Committee meeting is slated for May 6, 2025, at 10:00 a.m. in the NIRPC building.



MEMORANDUM

To: Transportation Committee

From: Tom Vander Woude, Director of Transportation

Date: April 22, 2025

Re: Adoption of FY 2026 Unified Planning Work Program

Action Requested: Recommendation to the Full Commission/Executive Board to approve the FY 2026 UPWP by adopting Resolution 25-08

Background

Northwestern Indiana Regional Planning Commission, as the federally designated and federally funded Metropolitan Planning Organization (MPO) for Northwest Indiana, is required to annually develop a Unified Planning Work Program (UPWP). The UPWP serves as the following:

- The federally- and state-approved work plan for MPO staff
- The program of planning tasks over next fiscal year (State calendar from July 1 to June 30)
- A financial planning document linking staff activities to funding sources.

The UPWP reflects local and regional concerns by addressing major surface transportation issues facing Northwest Indiana and by implementing policies and strategies identified in NIRPC's long-range plan *NWI 2050+*. It also addresses priorities and requirements of federal funding agencies, including the requirements of the current transportation funding legislation (currently the Infrastructure Investment and Jobs Act) and federal Planning Emphasis Areas (PEAs) which are issued annually by the US Department of Transportation at both the national and state division level.

In Indiana, each MPO adopts a two-year UPWP every other year with a major amendment occurring in the off years, which allows for continuity in planning activities across fiscal years. The FY 26 UPWP is an amendment to the FY 2025-2026 UPWP that was adopted in March 2024.

The FY 26 UPWP includes minor changes to the FY 26 work tasks and elements included in the FY 2025-2026 UPWP:

- The task budgets have been adjusted to reflect actual FY 26 available funding, rather than estimates.
- Timelines have been adjusted to reflect work accomplished or expected to be accomplished in FY 25.
- Upon the advice of the Indiana Division of the Federal Highway Administration and Region 5 of the Federal Transit Administration, elements of the document have been revised to reflect the actions and priorities of the current US DOT:
 - All references to PEAs have been removed
 - References to rescinded Executive Orders have been removed
 - Tasks associated with climate change have been removed.

Organization and Budget

The UPWP is organized into the following sections, each of which incorporates the local, state, and national priorities into the core duties of the MPO:

- 100: Administration
- 200: Data Collection & Analysis
- 300: Short-Range Planning
- 400: Long-Range Planning
- 500: Multi-Modal Planning
- 600: Special Planning Activities
- 700: FTA Sub-Recipient Oversight

The UPWP is funded primarily by Federal Metropolitan Planning (PL) and Sec. 5303 transit planning funds. In FY 2026, the UPWP PL/5303 budget is \$2,303,547, 80% of which is federal PL/5303 funds and 20% is the required local match. The PL/5303 funds are distributed through the Indiana Department of Transportation (INDOT) to NIRPC according to a formula adopted by the Indiana MPO Council with concurrence from INDOT, FHWA, and FTA. A new formula was adopted in 2024 that reduced NIRPC's proportion of the overall statewide funding. Under the revised formula, NIRPC's federal funding decreased by \$77,263 from FY 25 to FY 26.

The PL/5303 budget is shown in the chart below:

FY 2026 PL Funding Only- NIRPC UPWP Budget Summary						
UPWP Section	Task Group Name	Funding Source	Federal Share (FY 2026)	Non-Federal Share (FY 2026)	Total Costs (FY 2026)	
100	Administration & Public Participation	PL/5303 (INDOT)	\$446,100	\$111,525	\$557,625	*
200	Data Collection & Analysis		\$249,279	\$62,320	\$311,599	**
300	Short-Range Planning		\$262,235	\$65,559	\$327,794	**
400	Long-Range Planning		\$540,494	\$135,124	\$675,618	**
500	Multi-Modal Planning		\$225,371	\$56,343	\$281,713	**
500- Y410***	Multi-Modal Planning 2.5% Complete Streets Set Aside		\$46,071	\$11,518	\$57,589	***
600	Special Planning Activities		\$73,288	\$18,322	\$91,609	**
PL/5303 Total	TOTAL			\$1,842,838	\$460,709	\$2,303,547
*PL/5303 Non-Salary direct expenses such as travel, copies and printing for all task groups are budgeted under 100						
**Non-Federal Cash Match to be funded by NIRPC and participating LPAs						
*** Complete Street Planning Activities- Increasing Safe and Accessible Transportation Options						

In FY 26, nearly all of this budget is used for staff and overhead, with the exception of \$5,000 that is set aside for consultant services for *Sensible Tools Handbook+* workshops.

In addition to the PL/5303 funds, NIRPC has the option to transfer or “flex” funds from its Transportation Improvement Program into its planning program for specific purposes. As in previous years, NIRPC plans to flex Congestion Mitigation and Air Quality (CMAQ) funds to cover its Air Quality Education program, Surface Transportation Block Grant (STBG) funds to cover the costs of the R-TIP programming software, and Highway Safety Improvement Program (HSIP) funds to cover a consultant contract for Road Safety Audits in partnership with local governments. These flexed funds are shown in the chart below:

FY 2026 Flex Funding Only - NIRPC UPWP Budget Summary						
UPWP Section	Task Group Name	Funding Source	Federal Share (FY 2026)	Non-Federal Share (FY 2026)	Total Costs (FY 2026)	
300	Short-Range Planning	STBG	\$44,629	\$11,157	\$55,787	*
600A	Special Planning Activities	HSIP - Sec. 164	\$77,500	\$0	\$77,500	**
600B	Air Quality Public Education	CMAQ (INDOT)	\$360,000	\$90,000	\$450,000	***
Total			\$482,129	\$101,157	\$583,287	
*Non-Federal Cash Match to be funded by NIRPC and participating LPAs						
**HSIP Sec. 164 is 100% Federal						
*** Non-Federal Cash Match contributed by South Shores Clean Cities (aka Drive Clean Indiana), Partners for Clean Air, Private Bike-Map Sponsors.						

Adoption Process

NIRPC staff has submitted a draft of this document to INDOT, FHWA, and FTA for review and comment. The timeline for receipt of these comments is unknown and may be longer than in past years because of turnover in federal agencies and changes in USDOT priorities. To account for this uncertainty, the adoption resolution includes language granting staff permission to make minor revisions to the UPWP to after adoption as necessary to respond to state and federal partners.

Upon approval by the Full Commission/Executive Board, the adopted UPWP will be submitted with the accompanying executed resolution to INDOT, FHWA, and FTA for their final approval, at which time NIRPC and INDOT may execute a grant agreement for the FY 2026 funds.

Recommendation

NIRPC staff requests a Transportation Committee recommendation to the Full Commission/Executive Board to approve the FY 2026 UPWP by adopting Resolution 25-08.



RESOLUTION 25-08

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TO ADOPT THE FY 2026 UNIFIED PLANNING WORK PROGRAM FOR LAKE, PORTER, AND LA PORTE COUNTIES, INDIANA

May 15, 2025

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission” being designated as the Metropolitan Planning Organization (MPO) for the Lake, Porter, and La Porte County Metropolitan Planning Area, has established a comprehensive, cooperative, and continuing transportation planning process to develop the FY 2026 Unified Planning Work Program (UPWP); and

WHEREAS, the preparation of a UPWP is a necessary and required part of the metropolitan area transportation planning process as specified in 23 CFR 450.308; and by its State statutory authority, the Commission is charged with regional planning responsibility for the environment, economic development, and transportation; and

WHEREAS, the FY 2026 UPWP describes those planning activities to be undertaken by the Commission between July 1, 2025, and June 30, 2026, and identifies funding sources necessary to pay for those planning activities; and

WHEREAS, the work tasks and budgets described within the Commission’s UPWP are coordinated with the programs and planning emphasis areas of the Federal Highway and Transit Administrations, and significant planning projects in the region by other agencies; and

WHEREAS, the Transportation Committee has recommended that the Commission approve the FY 2026 UPWP;

NOW, THEREFORE, BE IT RESOLVED that the Commission hereby adopts the FY 2026 UPWP as presented and authorizes the Commission and staff to make minor revisions to the final document after adoption which may be required by the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), or the Federal Transit Administration (FTA) for the final approval of this UPWP, and authorizes the Commission and staff to execute the necessary agreements and contracts with these administrative and funding agencies.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this 15th day of May 2025.

Wendy Mis
Chairperson

ATTEST:

Denise Ebert
Secretary



MEMORANDUM

To: Transportation Committee

From: Scott Weber, Planner - Data Analytics and Transportation Modeling

Date: May 6, 2025

Re: Air Quality Conformity Determination Report

Action Requested: Recommendation to adopt Resolution 25-09

Adoption of Resolution 25-09 by the NIRPC Executive Board will approve 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). The NIRPC Executive Board adopted *NWI 2050+* on July 20, 2023, and the Fiscal Years 2026-2030 Transportation Improvement Program is seeking recommendation at today's Transportation Committee meeting and adoption at the Full Commission meeting on May 15, 2025. The United States Environmental Protection Agency (US EPA) issued the Air Quality Conformity Rule (40 CFR 93), implementing Section 176(c) of the Clean Air Act, which requires that any new Transportation Improvement Program demonstrates Air Quality Conformity before the new TIP is adopted. Since the FY 2026 to 2030 TIP is a new TIP, it must first demonstrate Air Quality Conformity, hence the need to first consider Resolution 25-09.

The Air Quality Conformity Determination Report contained in Resolution 25-09 shows that *NWI 2050+* Amendment No. 2 and the FY 2026-2030 TIP comply with the Clean Air Act Section 176(c), stipulating that implementing the non-exempt, regionally significant projects conforms to the US EPA-approved Indiana State Implementation Plan (SIP). This means that implementing the non-exempt, regionally significant projects will not cause or contribute to exceedances of the ozone precursors (NOx and VOC) as regulated in the Motor Vehicle Emissions Budgets in the SIP.

NIRPC staff's work in modeling the on-road mobile source NOx and VOC emissions projected to result from implementing the non-exempt, regionally significant projects in *NWI 2050+* Amendment No. 2 and the FY 2026-2030 TIP is overseen by NIRPC's Interagency Consultation Group on Air Quality (ICG). The ICG consists of NIRPC, INDOT, the Indiana Department of Environmental Management (IDEM), US EPA, FHWA, and the Federal Transit Administration (FTA). The ICG has been involved in overseeing and reviewing drafts of the Air Quality Determination Report since March 2025.

The Air Quality Conformity Determination Report was made available for a 30-day public comment period from March 22, 2025, through April 20, 2025. This was in accordance with *Engage NWI*, NIRPC's Public Participation Plan. Public meetings were held on April 10, 2025, at the Porter County Government Center in Valparaiso, April 15, 2025, at the Merrillville Branch of the Lake County Library, and April 16, 2025, at the Michigan City Public Library. There were two technical comments received by FHWA that pertained to the Air Quality Conformity Determination Report, and these as well as the NIRPC staff response is noted in the Public Comment Report about Resolution 25-09.

The following table summarizes the model results of on-road mobile source emissions expected to result from implementing *NWI 2050+* Amendment No. 2 and the FY 2026-2030 TIP compared with the Motor Vehicle Emissions Budgets in the Indiana SIP in the required model 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

As is clear in the above table, which is also found in Table 5.9 on p. 14 of the Air Quality Conformity Determination Report, on-road mobile source ozone precursor emissions of NOx and VOC expected to result from implementing *NWI 2050+* Amendment No. 2 and the FY 2026-2030 TIP are at or below the Motor Vehicle Emissions Budgets in the Indiana SIP. Therefore, NIRPC staff recommends the Transportation Committee forward its favorable recommendation of Resolution 25-09 to the NIRPC Full Commission/Executive Board.



Public Comment Report

Air Quality Conformity Determination Report for *NWI 2050+* Amendment No. 2 and 2026-2030 Transportation Improvement Program (TIP)

Northwestern Indiana Regional Planning Commission Transportation Committee Meeting

May 6, 2025

The Air Quality Conformity Determination Report for *NWI 2050+* Amendment No. 2 and the 2026-2030 Transportation Improvement Program was released for a 30-day public comment period which began on March 22, 2025, and ended April 20, 2025. The document was made available at www.nirpc.org. Two comments that pertained to the Air Quality Conformity Determination Report from the Federal Highway Administration (FHWA) were received on April 8, 2025. These comments and NIRPC staff’s response to these comments are noted in the table below:

Commenter	Comment	Significant Comment	NIRPC Staff Response
FHWA	Project list does not include sufficient descriptive material (i.e. type of work, termini, and <u>length</u>) to identify project or project phase (23 CFR 450.326 (g)(1))	No	A column of length (in miles) was added to the Regionally Significant Project List in Table 5.9.
FHWA	Confirm that all regionally significant projects in short term (FY26-30) have been included in TIP	No	Yes, all regionally significant projects in the short term (FY 2026-2030) are included in the TIP.

NIRPC did not receive any comments from members of the Interagency Consultation Group on Air Quality (ICG) during the 7-day informal comment period between March 24, 2025, and March 31, 2025. According to the September 2022 *Indiana Air Quality Conformity Interagency Consultation Group Guidance*, no response from the ICG member agencies can be interpreted as concurrence.



RESOLUTION 25-09

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION MAKING THE AIR QUALITY CONFORMITY DETERMINATION FOR *NWI 2050+* AMENDMENT NO. 2 AND THE 2026 TO 2030 TRANSPORTATION IMPROVEMENT PROGRAM WITH RESPECT TO OZONE May 15, 2025

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

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission”, being designated the Metropolitan Planning Organization (MPO) for the Lake, Porter and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS, the Commission performs the above activities to satisfy requirements of the 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 implementation of the Clean Air Act Amendments of 1990 has established National Ambient Air Quality Standards for ozone; and

WHEREAS, Lake and Porter Counties have been designated as a nonattainment area with respect to the 2008 “8-hour” standard for ozone; Portions of Lake and Porter Counties have been designated as a nonattainment area with respect to the 2015 “8-hour” standard for ozone; and LaPorte County has been designated as a maintenance area with respect to the 1997 “8-hour” standard for ozone; and

WHEREAS, the United States Environmental Protection Agency’s Transportation Conformity Rule in 40 CFR Parts 51 and 93 requires all Transportation Conformity non-exempt and regionally significant projects included in a Metropolitan Planning Organization’s transportation improvement program to be referenced to that Metropolitan Planning Organization’s transportation plan; and

WHEREAS, *NWI 2050+* is the Metropolitan Planning Organization’s transportation plan and the 2026 to 2030 Transportation Improvement Program is the Metropolitan Planning Organization’s transportation improvement program; and

WHEREAS, *NWI 2050+* Amendment 2 and the 2026 to 2030 Transportation Improvement Program were subjected to public comment in the manner prescribed by the 2019 Public Participation Plan, ENGAGE NWI; and

WHEREAS, the Commission’s Interagency Consultation Group on Air Quality composed of the Commission, the Federal Highway Administration, the Federal Transit Administration, the United States Environmental Protection Agency, the Indiana Department of Environmental Management, and the Indiana Department of Transportation reviewed the Air Quality Conformity Determination Report and recommended its adoption by the Commission; and

WHEREAS, the Commission has solicited public comment on the Air Quality Conformity Determination Report from March 22, 2025, through April 20, 2025; and

WHEREAS, the Commission’s Transportation Committee recommended Resolution 25-09 to the Commission for adoption;

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the Air Quality Conformity Determination for *NWI 2050+* Amendment 2 and the 2026 to 2030 Transportation Improvement Program with respect to ozone.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of May, 2025.

Wendy Mis
Chairperson

ATTEST:

Denise Ebert
Secretary



6100 Southport Road
Portage, Indiana 46368
(219) 763-6060
www.nirpc.org

MEMORANDUM

To: Transportation Committee

From: Scott Weber, Planner - Data Analytics and Transportation Modeling

Date: May 6, 2025

Re: NWI 2050+ Amendment No. 2

Action Requested: Recommendation to adopt Resolution 25-10

The United States Department of Transportation (USDOT) requires that any Transportation Improvement Program (TIP) be consistent with NIRPC's Metropolitan Transportation Plan (i.e. NWI 2050+). Since the Fiscal Year 2026-2030 Transportation Improvement Program (FY 2026-2030 TIP) is proposed for adoption, it must first be demonstrated to be consistent with NWI 2050+. NWI 2050+ Amendment No. 2 incorporates the FY 2026-2030 TIP by reference by changing the date of the Air Quality Conformity Determination referencing the FY 2026-2030 TIP.

INDOT and USDOT cannot approve NWI 2050+ Amendment No. 2 until USDOT approves the Air Quality Conformity Determination, an action the Transportation Committee has been asked to advance by recommending Resolution 25-09. The need to first approve the Air Quality Conformity Determination Report is why Resolution 25-09 has been placed on the agenda prior to this Resolution 25-10.

NWI 2050+ Amendment No. 2 was posted on the NIRPC website on March 21, 2025, and underwent a 30-day public comment period from March 22, 2025, through April 20, 2025, in accordance with *Engage NWI*, NIRPC's Public Participation Plan. Three public meetings were held on April 10, 2025, at the Porter County Government Center in Valparaiso, April 15, 2025, at the Merrillville Branch of the Lake County Library, and April 16, 2025, at the Michigan City Public Library. There were no comments received. Therefore, NIRPC staff recommends the Transportation Committee forward its favorable recommendation of Resolution 25-10 to the NIRPC Executive Board.



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Public Comment Report

NWI 2050+ Amendment No. 2

Northwestern Indiana Regional Planning Commission

Transportation Committee Meeting

May 6, 2025

NWI 2050+ Amendment No. 2 was released for a 30-day public comment period which began on March 22, 2025, and ended April 20, 2025. The document was made available at www.nirpc.org. No comments from the public were received during this comment period on the document.

NIRPC did not receive any comments from members of the Interagency Consultation Group on Air Quality (ICG) during the 7-day informal comment period between March 24, 2025, and March 31, 2025. According to the September 2022 *Indiana Air Quality Conformity Interagency Consultation Group Guidance*, no response from the ICG member agencies can be interpreted as concurrence.



RESOLUTION 25-10

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AMENDING *NWI 2050+* AMENDMENT NO. 2 May 15, 2025

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

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as “the Commission”, being designated the Metropolitan Planning Organization (MPO) for the Lake, Porter and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS, the Commission performs the above activities to satisfy requirements of the 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, *NWI 2050+* is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors; and

WHEREAS, *NWI 2050+* is fiscally constrained, and is consistent with the State Implementation Plan for Air Quality; and

WHEREAS, *NWI 2050+* 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 *NWI 2050+* brought about by this amendment were reviewed by the Air Quality Conformity Task Force’s Interagency Consultation Group (ICG); and

WHEREAS, the changes to *NWI 2050+* brought about by this amendment were subjected to public comment in the manner prescribed by the 2019 Public Participation Plan, *ENGAGE NWI*; and

WHEREAS, the Commission's Transportation Committee recommended Resolution 25-10 to the Commission for adoption.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby amends *NWI 2050+* by making the changes as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this fifteenth day of May, 2025.

Wendy Mis
Chairperson

ATTEST:

Denise Ebert
Secretary

NWI 2050+ Amendment No. 2

NWI 2050+ is the long-range plan for Northwest Indiana that builds on the main themes of NWI 2050 envisioning a Region which is connected, renewed, united, and vibrant. NWI 2050+ takes a deeper dive into several topics of importance to Northwest Indiana including roadways, transit, freight traffic, active transportation networks, land use patterns, and climate change. The final draft was approved by the NIRPC Executive Board at their meeting held July 20, 2023. The NWI 2050+ document can be viewed at the following link: [NWI-2050-Plus-Final-Adopted.pdf](#).

NWI 2050+ Amendment #2 adds the Fiscal Years 2026 to 2030 Transportation Improvement Program (2026 to 2030 TIP) to NWI 2050+. The 2026 to 2030 TIP is a 5-year program of transportation projects that implements NWI 2050+. A link to the 2026 to 2030 TIP can be found on the NIRPC website at <https://www.in.gov/nirpc/>, and a link to details about the projects included in the 2026 to 2030 TIP can be found at <https://rtip.nirpc.org/>.

NWI 2050+ Amendment #2 adds the 2026 to 2030 TIP by reference to NWI 2050+ by making the following change to NWI 2050+:

Page Number	Original Text	Amended Text (<i>changes in italics</i>)
10	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.



MEMORANDUM

To: Transportation Committee

From: Stephen Hughes, Public Transit and Engagement Planner
Charles Bradsky, Transportation Projects Manager

Date: May 6, 2025

Re: FY 2026-2030 Transportation Improvement Program

Action Requested: Recommendation to the Full Commission/Executive Board to approve the FY 2026-2030 Transportation Improvement Program (TIP) by adopting Resolution 25-11

Background

On September 10, 2024, NIRPC opened the Notice of Funding Availability (NOFA) for the Fiscal Year 2026-2030 Transportation Improvement Program. The application window closed October 18, 2024. Implementing agencies could apply for funding under the following investment programs: Air Quality, Complete Streets, Environment, Multi-Use Trails, New Roadways, Planning, Quality of Place, Roadway/Bridge Modifications, Transit – Asset Management, Transit – Customer Service/Security, Transit – Expansion, Transit – Operating Assistance, and Transit Oriented Development. NIRPC received 30 applications for FHWA highway and environmental funds and 49 applications for FTA transit funds.

From November through February, NIRPC staff reviewed and scored the project applications and met with working groups (formerly known as topical committees) to validate and finalize the scores. The finalized scores and recommendations from the working groups demonstrate projects' consistency with regional goals and plans.

Summary of Highway Applications

There were 30 applications for highway and environmental funds totaling \$40,000,000 in FY 2029 and \$40,800,000 in FY 2030. Although many applications scored well, the program could not accommodate the addition of any new highway projects because funding has already been committed for phases of "legacy projects". For FY 2029 and FY 2030, all new highway projects phases are associated with large legacy projects, which are those projects that have already received NIRPC funding for Preliminary Engineering, Right of Way, or Construction. Continued projects or project phases recommended to be included in the 2026-2030 TIP are listed below.

- **Air Quality:**
NIRPC Air Quality Public Education. Funding Amount: \$378,000 annually in 2029 & 2030; This program addresses an ongoing need to reduce vehicle emissions in the region. While

the funding is awarded to NIRPC, a significant portion is sub-awarded to Drive Clean Indiana and the program benefits every community.

- **Planning:**
NIRPC Road Safety Audits.
Funding Amount: \$80,000 annually in 2029 & 2030.
NIRPC will use this funding in partnership with local public agencies to complete Road Safety Audits (RSAs) at high crash locations. The RSAs will identify effective safety improvement projects, building a pipeline of projects for future NIRPC or INDOT NOFAs.
- **Planning:**
Gary Airport Road Relocation Study.
Funding Amount: \$500,000 in 2027.
This is a current project in our program which is asking for additional funding. This does not provide or guarantee funding for construction.
- **Roadway Reconstruction:**
Portage Central Ave Reconstruction Phase 3.
Funding Amount \$4,865,625 in 2029.
This is a legacy project.
- **New Roadways:**
Schererville Kennedy Ave Ph 4.
Funding Amount: \$9,478,856 in 2030.
This is a legacy project and is programmed in NIRPC's Long Range Metropolitan Transportation Plan.
- **New Roadways:**
Porter County Willowcreek Rd Ph 2 - Bridge over SR 130.
Funding Amount: \$10,000,000 in 2030.
This is a legacy project and is programmed in NIRPC's Long Range Metropolitan Transportation Plan.
- **New Roadways:**
St. John Cline Ave from 101st to 93rd.
Funding Amount: \$7,593,750 in 2030.
This is a legacy project.
- **New Roadways:**
La Porte Lake Street Extension.
Funding Amount: \$1,600,556 in 2029.
This is a legacy project.
- **New Roadways:**
La Porte Polk Street Extension.
Funding Amount: \$3,673,636 in 2030.
This is a legacy project.
- **Multi-Use Trails:**
NIRPC Trail Counters.
Funding Amount \$80,000 in 2029.
NIRPC will use this funding in partnership with local governments to fund the purchase of trail counters to track use of regional multi-use trails.

Staff notes that historically NIRPC has committed to funding one bridge replacement or rehabilitation annually, but for FY 2029 and 2030, there is insufficient funding for the projects submitted by Lake County and Porter County.

Summary of Transit Projects

Available Funding

Transit projects are funded by the Federal Transit Administration under several funding categories: 5307 Urbanized Area Formula, 5310 Enhanced Mobility of Seniors & Individuals with Disabilities, 5337 State of Good Repair, and 5339 Bus and Bus Facilities funding.

Funding for the Indiana Portion of the Chicago Urban Area is expected to be as follows:

- 5307: \$11,968,835 in FY26-28, \$12,626,856 in FY29, and \$12,854,139 in FY30
- 5310: \$652,765 in FY26-28, \$688,653 in FY29, and \$701,049 in FY30
- 5337: \$21,201,765 in FY26-28, \$22,367,393 in FY29, and \$22,770,006 in FY30
- 5339: \$439,711 in FY26-28, \$463,885 in FY29, and \$472,235 in FY30

Funding for the Michigan City-La Porte Urban Area is anticipated to be as follows:

- 5307: \$2,681,853 in FY26-FY30

Funding for the Valparaiso-Shorewood Forest Urban Area is anticipated to be as follows:

- 5307: \$985,880 for FY26-30

Transit operators in the Michigan City-La Porte and Valparaiso-Shorewood Forest Urban Areas can compete for 5339 funds through the state for bus and bus facility purchases.

Development of Transit Program

For FY 2026-2028, transit projects were carried over from the 2024-2028 TIP. For FY 2029 and 2030, transit operators submitted applications for new projects. 49 applications were received, totaling \$53,528,906 in FY 2029 funds and \$55,761,745 in 2030 funds. These requests exceed the anticipated amount of federal funds available during those years. Anticipated funds in FY29 are \$42,814,320 and in FY 30 are 40,464,962 over all funding sources and in all urban areas that receive FTA funding.

In keeping with historic practice, staff proposed prioritizing funding for transit 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)

In FY 2029 and FY 2030, all anticipated Section 5307 Funding is needed to cover Operating Assistance and Preventive Maintenance, leaving no funds for Capital Projects. Capital projects have been included in FY 2030, though, so that if funding becomes available in FY 29 the projects can be moved forward. Section 5339 funding for bus and bus facilities is also used to fund capital projects in 2029.

5337 funding is only available to transit operators with fixed guideway systems such as rail. Northern Indiana Commuter Transportation District (NICTD) is the only operator in Northwest Indiana who receives 5337 funding. While not an exhaustive list, these funds are used for upgrading systems, technology, vehicle purchases, bridge repairs, vehicle leases, and substation improvements needed to maintain a state of good repair for their system.

The FTA allocates funding for transit projects as a lump sum to direct recipients within an urban area, who then negotiate how these funds will be split amongst themselves. In the Chicago Urban Area, Group I funds are split by agreement between the direct recipients NIRPC, NICTD, and GPTC. In the Michigan City-La Porte Urban Area, Group II funds are split between NIRPC, NICTD, and Michigan City Transit. In the Valparaiso-Shorewood Forest Urban Area, all the Group II funding is allocated to NIRPC since it is the only direct recipient.

For Group I funds, the direct recipients have been working together to develop a formula-based split. The direct recipients reached an agreement on this formula during the public comment period for the TIP. The adoption draft has been updated to reflect the agreed-upon split while demonstrating fiscal constraint. The FY 29 funds allocated in the TIP are less than the full estimate of funds that will be available, but this will be adjusted to reflect the split formula later through an amendment.

Public Comment:

In accordance with NIRPC's Public Participation Plan (Engage NWI), the draft 2026-2030 TIP was made available for review for a required 30-day public comment period from March 22 through April 20, 2025. The draft TIP, including the list of projects submitted, was made available at www.nirpc.org, in press releases, and links were posted on several social media sites. In addition, three public meetings were held, one in each county. The dates and locations for the public meetings were:

- 4/10/2025 – Porter County Government Center; 155 Indiana Ave. Valparaiso, IN; 2:00 – 4:30pm
- 4/15/2025 – Lake County Public Library (Merrillville Branch); 1919 81st Ave Merrillville, IN 2:00 – 4:30 PM; INDOT also attended with their State Transportation Improvement Program – STIP)
- 4/16/2025 – Michigan City Public Library; 100 E 4th St, Michigan City, IN; 1:30 – 4:00pm

Seven people attended these three meetings. General questions were asked and no comments were left. No other comments were received. Further description can be found in the Public Comment Report in this packet.

Recommendation

NIRPC staff recommends that the Transportation Committee forward its favorable recommendation to the NIRPC Commission/Executive Board to adopt Res. 25-11 adopting the FY 2026-2030 Transportation Improvement Program (TIP).

Upon Commission approval, the TIP will be submitted to USDOT and INDOT for final approval.



Public Comment Report

Adoption of the 2024-2028 Transportation Improvement Program (TIP)

Northwestern Indiana Regional Planning Commission

Transportation Committee

May 6, 2025

The draft FY 2026-2030 Transportation Improvement Program was released for a 30-day public comment period that began on March 22, 2025, and ended April 21, 2025. The draft TIP, including the list of projects submitted, was made available at www.nirpc.org and in press releases, and links were posted on several social media sites. In addition, three public meetings were held, one in each county. The dates and locations for the public meetings were:

- 4/10/2025 – Porter County Government Center; 155 Indiana Ave. Valparaiso, IN; 2:00 – 4:30pm
- 4/15/2025 – Lake County Public Library (Merrillville Branch); 1919 81st Ave Merrillville, IN 2:00 – 4:30 PM; INDOT also attended with their State Transportation Improvement Program – STIP)
- 4/16/2025 – Michigan City Public Library; 100 E 4th St, Michigan City, IN; 1:30 – 4:00pm

Seven people attended these three meeting events (five people attended on 4/10; Zero people attended on 4/15; and two people attended on 4/16). General questions were asked, and no comments were left. Upon completion of the Public Comment period, no comments from the public were received online or through the mail.

NIRPC submitted the draft TIP to INDOT and USDOT (FHWA & FTA). FHWA responded with 6 comments. Those comments and NIRPC's responses are:

- Remove any/all references to BIL and replace with IJJA. – (NIRPC) Removed the one reference to the Bipartisan Infrastructure Law (BIL)
- How will the RTIP be used to demonstrate fiscal constraint for the TIP? Page 35 “Fiscal Constraint” section – RTIP does have a Fiscal constraint module that NIRPC uses. We will add this information to the ‘Fiscal Constraint’ section.
- Project list does not include sufficient descriptive material (i.e. type of work, termini, and length) to identify project or project phase (23 CFR 450.326 (g)(1)) – NIRPC verified that the description in all of the projects includes this information. In some cases, additional information was added to the description to clarify.
- Confirm that all regionally significant projects in short term (FY26-30) have been included in TIP – To our knowledge all regional significant transportation projects for Lake Porter and La Porte Counties have been identified and included in NIRPC's 2026-2030 draft TIP, regardless of the funding source.

- Are estimated revenues and costs for operation/maintenance (for roadways) included? (23 CFR 450.326 (j)) – To our knowledge all estimated revenues and costs are included.
- Does the MPO intend to include project groupings or grouped projects? If so, how will those be identified in the TIP? – At this time NIRPC does not include project grouping or grouped projects in its TIP.

INDOT also asked for an updated copy of changes to their projects made in Amendment 24-04 and 24-05 because there might be an issue with fiscal constraint on their part. A list was provided to them. It is NIRPC's understanding that INDOT was asking for this information from all MPOs, and they were planning to rebalance their budget if needed. No other comments from USDOT or INDOT were received.

Additionally, NIRPC staff have made technical corrections to the transit section of the TIP, which are listed below:

- NIRPC2700586 was carried over with the 5307 from the Chicago Urban Area. This has been corrected to 5307 from the Valparaiso-Shorewood Forest Urban Area
- Transit Project Identification Numbers that have been assigned should be reflected in the TIP in the place of the NIPRC temporary numbers they replace.
- Since the public comment draft of the TIP was released NIRPC, GPTC, and NICTD, as the direct recipients of FTA funds in the Chicago Urban Area, reached agreement on the 5307 funding split. The federal 5307 funds for the following projects were reduced to reflect the agreed-upon split as shown below. The overall project cost for each project has not changed:
 - NIR-25-010 from \$2,100,000 to \$865,200
 - NIR-25-008 from \$3,605,748 to \$1,485,568
 - NIR-25-007 from \$80,000 to \$32,960
 - NIR-25-006 from \$670,979 to \$276,443
 - NIR-25-004 from \$531,761 to \$219,086
 - NIR-25-005 from \$762,358 to \$314,091
 - NIRPC2700538 from \$84,000 to 34,608
 - NIPRC2700637 from \$3,300,547 to \$1,805,399 in 2027 and from \$3,383,061 to \$1,640,785 in 2028
 - NIRPC2700648 from \$664,204 to \$363,320 in 2027 and from \$680,809 to \$330,192 in 2028
 - NIPRC2700646 from \$584,590 to \$319,771 in 2027 and from \$599,205 to \$290,614 in 2028
 - NIRPC2700645 from \$586,744 to \$320,949 in 2027 and from \$601,412 to \$291,685 in 2028
 - GPTC27PT from \$666,541 to \$364,598 in 2027 and from \$816,748 to \$396,123
 - NIRPC2700649 from \$100,000 to \$54,700 in 2027 and from \$100,000 to \$48,500 in 2028
 - NIRPC2700650 from \$480,000 to \$232,800
 - NIRPC2700620 from \$9,042,337 to \$6,935,472
 - NIRPC2700617 from \$9,223,184 to \$6,935,834
- The federal 5310 funds in the following projects were reduced to meet fiscal constraint as shown below. The total project cost for each project has not changed:
 - OE27VR from \$204,450 to \$192,183 in 2028

- PC27ADA from \$153,903 to \$144,669 in 2028
- LCCS27ADA from \$332,000 to 312,080 in 2028

- The federal 5307 funds in the Michigan City-La Porte Urban Area in the following projects were reduced to meet fiscal constraint as shown below. The total project cost for each project has not changed:
 - MCT290A from \$921,313 to 909,344
 - NICTD29MOMC from \$1,350,722 to \$1,333,176
 - LPT290A from \$444,914 to \$439,133

- The federal 5307 funds in the Valparaiso-Shorewood Forest Urban Area were reduced to meet fiscal constraint as shown below. The total project cost for each project has not changed:
 - NIR-25-045 from \$373,000 to \$363,675
 - NIR-25-044 from \$637,450 to \$621,514
 - VL27CGD from \$556,711 to \$546,690
 - VL27VL from \$446,915 to \$438,871
 - VL28VL from \$438,173 to \$422,399
 - VL28CGD from \$583,518 to \$562,511
 - VL29VR from \$266,528 to \$252,402
 - VL29CGD from \$418,014 to \$395,859
 - VL29VL from \$313,894 to \$297,258
 - VL29CT from \$41,645 to \$39,438
 - NIRPC2700586 removed as South Shore Connect has been stopped



RESOLUTION 25-11

**A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
ADOPTING THE FY 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAMS FOR LAKE,
PORTER, AND LAPORTE COUNTIES, INDIANA
May 15, 2025**

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

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "the Commission" is the designated Metropolitan Planning Organization (MPO) for the Lake, LaPorte, and Porter Counties of Indiana 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 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 used to form the *NWI2050+ Plan*; and

WHEREAS, the FY 2026-2030 Transportation Improvement Program is an implementation of the *NWI 2050+* plan, 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 draft of FY 2026-2030 Transportation Improvement Program was reviewed by the Air Quality Conformity Task Force's Interagency Consultation Group (ICG); and

WHEREAS, the Mayor of the City of Valparaiso, which operates transit service in the Valparaiso-Shorewood Forest Urban Area as Valpo Transit, has requested that the Commission remain the direct recipient of 5307 funds for Valpo Transit, and

WHEREAS, the adoption of the 2026-2030 Transportation Improvement Program is subjected to public comment in the manner prescribed by the 2019 Public Participation Plan, *ENGAGE NWI*;

and

WHEREAS, the Transportation Committee has recommended that the Northwestern Indiana Regional Planning Commission adopt the FY 2026-2030 Transportation Improvement Program.

NOW THEREFORE, BE IT RESOLVED by the Northwestern Indiana Regional Planning Commission that the Commission adopts the FY 2026-2030 Transportation Improvement Program by adding the new program as an attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 15th day of May 2025.

Wendy Mis
Chairperson

ATTEST:

Denise Ebert,
Secretary

Economy & Place Committee

NIRPC Lake Michigan Room

YouTube Recording:

<https://www.youtube.com/live/vp1AJJwBs7U?si=aVOEjaypfYtI78bV>

January 29, 2025

Minutes

Chairman George Topoll called the meeting to order at 10:03 a.m. with the Pledge of Allegiance.

In attendance were Committee members George Topoll (Union Township), Lois Whittaker (BCCNWI), Gary Johnson (Society of Innovators), John Yelkich (Town of Lowell), Jen Trowbridge (CoAction), Andy Vasquez (Porter County Council), Joe Wszolek (NIRA), Spencer Summers (Forum), Daina Dumbrys (Town of Michiana Shores) and Matt Wells (PNW and One Region).

Also present were consultants from Purdue's Center for Regional Development (PCRD) - Annie Cruz-Porter and Hyewon Shin. Additionally, Marie Foster-Bruns and Shaun Sahlhoff from Valparaiso University were present as was La Porte County surveyor John Matwysyn.

Staff present were Denarie Kane, Eman Ibrahim, Flor Baum, and Candice Eklund.

On motion by Gary Johnson, second by John Yelkich, the January 8, 2025, minutes were approved.

Annie Cruz-Porter presented NIRPC's Comprehensive Economic Development Strategy (CEDS) guiding principles and offered examples under each principle. The first principle is Partnerships and Regional Alignment which aligns regional efforts to advance economic opportunity for all and builds partnerships across the Northwestern Indiana region. The second principle is Distributed Growth which seeks to understand, address, and dismantle the root causes of opportunity disparity along with the historic and existing barriers to participation in the regional economy. The third principle is Economic Stabilization and Growth which targets efforts that prepare the region to avoid, withstand, and recover from economic shocks and natural disasters. Gary Johnson suggested the inclusion of environmental and economic sustainability and commented that concerns about the steel industry's future in northwest Indiana are industry wide and not limited to US Steel. Shaun Sahlhoff commented on economic stabilization.

Annie Cruz-Porter next explained the three proposed CEDS goals. The first goal is Economic Diversification. This goal supports a diverse economy with emphasis on good jobs. It will focus on the existing clusters of Primary Metals, Ceramics & Glass/Chemicals (Pharmaceuticals emphasis), and Machinery Manufacturing. It will also include the emerging Quantum cluster. Proposed work would include the identification of key regional stakeholders in each cluster and evaluation of supply chain opportunities for growth. This goal includes support for regional businesses, entrepreneurs, and the construction industry. The work under this goal would also connect with the Heartland BioWorks and the Chicago Quantum Exchange growth efforts. Joe Wszolek inquired about the definition of a good job. Committee members suggested including references to good or high paying jobs and possibly clean energy-related jobs. It was also suggested that instead of quantum, the words advanced computing could be used to more broadly reference a variety of business efforts.

The second goal is Workforce and Talent. This goal strengthens the workforce and labor resilience. The proposed work will focus on regionally convened sectoral partnerships which are employers from the same industry who join with other strategic partners to train and place workers in good, high-quality jobs that meet the needs of the targeted industry. Developing strong talent pipelines to meet the needs of industry clusters and reskilling the workforce currently employed in Primary Metals is

also work identified to be included under this goal. Gary Johnson suggested that language regarding innovation and entrepreneurship be included in the Economic Diversification and the Workforce and Talent goals. Marie Foster-Bruns suggested adding language about the role of universities in developing a talent pipeline for future jobs. There was discussion by committee members about the energy sector and what might be appropriate to include in the CEDS related to this sector.

The third goal is Quality of Place. This goal addresses factors contributing to regional livability and workforce attractiveness. The work under this goal includes a focus on revitalizing downtown areas, promoting affordable housing and infill development, and supporting the development of additional childcare throughout the region. Adding the attractiveness of the region to new companies and not just to the workforce was suggested by Gary Johnson. He also asked that mention of the region's heritage assets be included in this goal. Adding support for early childhood education to the childcare component was requested by Spencer Summers, and including affordable to the reference to childcare was requested by Lois Whittaker. Matt Wells stated that the CEDS is to be a forward-looking document, and the vision described should be as broad as possible. Joe Wszolek requested that housing affordability be used instead of affordable housing and that the concepts for development options that support housing affordability be mentioned. Committee members also requested language be added to this goal which supports good land use planning and sustainable development, revitalization plus creation of downtowns with expansion to include major neighborhood or livable centers, and promotion of the transit development districts.

On motion by John Yelkich, second by Andy Vasquez, the Economy & Place Committee approved the CEDS principles and goals with the suggestions offered during discussion to be incorporated.

Hearing no further business, the meeting adjourned at 11:12 p.m. The next Economy & Place meeting is slated for February 14, 2025, at 10:00 a.m.



RESOLUTION 25-06

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION APPROVING THE ADOPTION OF THE 2025 COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

May 15, 2025

WHEREAS, the Northwestern Indiana Regional Planning Commission (NIRPC), hereafter referred to as “the Commission”, is the regional Council of Governments and the designated Metropolitan Planning Organization of the Lake, Porter, and La Porte County area; and

WHEREAS, NIRPC was designated by the U.S. Economic Development Administration (EDA), a bureau of the U.S. Department of Commerce, as an Economic Development District (EDD) on August 23, 2019, which makes the counties of Lake, Porter, and La Porte in Northwest Indiana eligible to receive certain types of federal funding for regional and local economic development; and

WHEREAS, a Comprehensive Economic Development Strategy (CEDS) is a prerequisite for designation by EDA as an EDD and serves as a strategy-driven plan for regional economic development; and

WHEREAS, regions must update their CEDS at least every five years to qualify for EDA assistance under their Public Works and Economic Adjustment Assistance programs; and

WHEREAS, NIRPC’s Economy & Place Committee was established in 2024 and serves as the CEDS Strategy Committee (Committee); and

WHEREAS, the Committee is responsible for the development, implementation, revision or replacement of NIRPC’s CEDS; and

WHEREAS, the Committee reviews and provides recommendations to the Commission or Executive Board regarding adoption of and amendments to the CEDS; and

WHEREAS, with expertise from Purdue’s Center for Regional Development (PCRD) and guidance from NIRPC staff, the Committee and other stakeholders participated in a collaborative planning process to prepare the 2025 CEDS; and

WHEREAS, NIRPC and PCRD hosted three in-person community engagement sessions and one virtual community engagement session in 2024 to identify the region’s strengths, weaknesses, threats, and opportunities; and

WHEREAS, three meetings of the Economy & Place Working Group, which includes Committee members and other stakeholders, were held to discuss industry cluster data and CEDS strategy; and

WHEREAS, NIRPC's CEDS is in alignment with other partner organizations' economic development goals and objectives; and

WHEREAS, the Committee issued a favorable recommendation on April 4, 2025, that the Commission adopt Resolution 25-06; and

WHEREAS, a 30-day public comment period, which began on April 4, 2025, was held for residents of the region to review and comment on the draft CEDS; and

WHEREAS, public comments received have been incorporated into the final CEDS.

NOW, THEREFORE, BE IT RESOLVED, that the Northwestern Indiana Regional Planning Commission:

- 1) Approves the 2025 CEDS; and
- 2) Authorizes NIRPC's Executive Director to submit the 2025 CEDS to the EDA for their review and approval.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this 15th day of May 2025.

Wendy Mis
Chairperson

ATTEST:

Denise Ebert
Secretary

Environmental Management Policy Committee

Lake Michigan Room

<https://www.youtube.com/live/JOxXk72Cpg4?si=G4l4HrGeSTvouUtl>

November 7, 2024

Minutes

Bill Emerson called the meeting to order at 10:01 a.m. with the Pledge of Allegiance.

Bill Emerson, Susan MiHalo, Nancy Moldenhauer, Thomas Black, Megan Bolyard, Jenny Orsburn (DNR), Lori Hunt, Kay Nelson (Forum), Reggie Korthals (MS4), and Ryan Lisek (DCI) were in attendance.

NIRPC staff present were Kathy Luther, Tom Vander Woude, Grace Benninger, Jen Birchfield, Meredith Stilwell, and Flor Baum.

The meeting minutes of August 1, 2024, were approved on motion by Reggie Korthals and second by Thomas Black.

Public Comments

No public comments were submitted.

Lake Michigan Coastal Program (LMCP) 309 Enhancement Plan

Jenny Orsburn spoke on the LMCP 309 Enhancement Plan (309EP). The Coastal Zone Enhancement Program encourages state and territorial coastal management programs to strengthen and improve their federally approved coastal management programs in one or more of nine areas: wetlands, coastal hazards, public access, marine debris, cumulative & secondary impacts, special area management plans, great lakes resources, energy & government facility siting, and aquaculture. The feds or the state does not mandate the 309 EP. The voluntary process happens every five years, and it starts with self-assessment, followed by one to two phases that determine problems and enhancement opportunities to assess the effectiveness of existing management efforts. Strategies are explored, and a plan is set for 2026 - 2030. The timeline was discussed. The draft assessment and strategies is slated to be submitted by late November 2024, and the Office of Coastal Management (OCM) will provide comments on the draft in March 2026. The final assessment and strategies are due by May 2026. By August 2026, the OCM is slated to approve the final assessment and strategies. The LMCP will begin carrying out FY26-30 strategies in August 2026 as well. The committee discussed program enhancement areas and agreed on the top three areas of concern:

1. Wetlands: Stressors include not enough education about the law and the impact of less protection for the wetlands. Opportunities for developers can pay DNR for the restoration of wetlands.
2. Public Access: Public access faces several stressors, primarily development, environmental degradation, and social inequities. Opportunities include recreation, tourism, economic development, and environmental stewardship.
3. Coastal Hazards: Stressors involve coastal development. Opportunities include learning and understanding shoreline armoring and stabilization.

NIRPC Fall Notice of Funding Opportunity

Charles Bradsky presented on the NOFA Environment Applications. Due to inflation and the Census track redistributing the Urbanized Area, there is less federal funding in this call for projects. It was

noted that despite the lower amount of federal funding, there is still Air Quality funding that needs to be programmed. A working group will be formed to review the environmental applications. For more information, contact Charles at cbrandsky@nirpc.org.

Announcements

Announcements were made.

Reports from Planning Partners

For more information on events and programs with Drive Clean Indiana, please visit <https://drivecleanindiana.org/>.

The next Environment Committee meeting is slated for February 6, 2025 at 10:00 a.m. in the NIRPC offices.

Hearing no further business, the meeting adjourned at 11:50 a.m.

Environment Committee

Lake Michigan Room

https://www.youtube.com/live/TIMF_XL-eUo?si=DJB6abRUImF6E7uc

February 27, 2025

Minutes

Bill Emerson called the meeting to order at 10:00 a.m. with the Pledge of Allegiance.

Bill Emerson, Jill Burton (Hobart), Thomas Black (Highland), Brenda Scott-Henry (Gary), Kathy Sipple (Earth Charter), Lori Hunt (Westville), Reggie Korthals (MS4), Tim Kingsland (Hobart SSWD), Katherine Balkema (LMCP), Doug Ross (Post Tribune), Andy Vasquez (Porter County), Linda Pompeii (Pottawattomie Park), Jenny Dimitroff (TPSC), Connie Wachala (HNS), Ellen Szarleta (IUN), Cathy Perrin, Esther Lewis (IUN), Carl Lisek (DCI), and Chris Murphy were in attendance.

NIRPC staff present were Kathy Luther, Tom Vander Woude, Charles Bradsky, Denarie Kane, Meredith Stilwell, and Flor Baum.

The November 7, 2024 meeting minutes were approved on motion by Reggie Korthals and seconded by Tim Kingsland.

Public Comments

No public comments were submitted.

Staff Project Updates

Kathy Luther spoke on the Air and Environment Transportation Project Applications. Twenty-six applications were submitted. Lake and Porter County's 24 application requests totaled \$26,259,186, which is \$22,310,686 over the \$46,948,500 funding availability. LaPorte County's two application requests were for \$7,315,539. However, there are \$4,767,919 available funds. The Environment Committee (EC) working group had five projects on its slate, and they are as follows:

- Environment
 - Cedar Lake – 147th Av culvert replacement. Total cost of \$913,920.
 - Hammond – 129th St stormwater improvements. Total cost of \$1,700,000.
- Air Quality
 - Cedar Lake – Cedar Lake clean equipment for vehicle emission reduction. Total cost of \$1,308,000.
 - NIRPC – NWI Green Fleets 2028-2030 Air Quality education. Total cost of \$1,416,000.
 - Portage – CNG grapple truck. Total cost of \$656K.

On motion by Reggie Korthals, seconded by Linda Pompeii, the EC approved recommending the five projects to the Transportation Committee.

Kathy gave an update on Climate Action Planning. It is currently on hold pending federal funding concerns. If allowed, NIRPC staff plans to continue the technical part. NIRPC staff will try to incorporate an emissions inventory update and complete the action plan into their scope of work for the 2026 Unified Planning Work Program, which is in keeping with the 2025 priorities.

Kathy also gave an update for Communitree. Funding is through the Great Lakes Restoration Initiative. NIRPC accepted proposals for the spring Communitree planting. However, NIRPC is

waiting for approval for federal funding from the Department of Agriculture. If the spring planting gets denied, NIRPC will try again in the fall.

A discussion on enhancing local environmental sustainability initiatives included proposing a resolution for commitment, brainstorming support for community efforts, and facilitating connections with experts and resources. The EC discussed municipality collaboration on sustainability efforts and shared resources to enhance outreach and education, especially for communities lacking dedicated committees. NIRPC will hold a Sensible Tools Stormwater management workshop on April 22.

Decarbonizing Steel Project

Kathy Sipple, Esther Lewis, and Ellen Szarleta spoke on the Decarbonizing Steel Project. The project provides a comprehensive overview of initiatives underway in Lake and Porter counties. It also conducts and reports the findings of a series of structured conversations with a diverse group of stakeholders on their perceptions of steel decarbonization and its role in moving the Region towards a more sustainable future. Three goals were discussed. The first is identifying major public, private, and nonprofit stakeholder organizations. The second is to conduct structured conversations. The conversation must be a framework where all individuals feel heard. The third is to develop recommendations for leveraging network knowledge. Conversations with the nonprofit sector have been completed. Discussions with the public and private sectors are slated for March 2025. Further dialogue is to be determined for the combined sectors. A QR code for a survey was shared with the committee: <https://bit.ly/nwisteeldecarbonization>.

Reports from Planning Partners

Katherine Balkema discussed federal funding for the LMCP, ongoing kelp development, community input, and various projects aimed at sustainability and resilience in the Great Lakes region. Concerns about using “resilience” in project summaries persist among Great Lakes managers, who seek clarity on its implications while navigating sensitive topics like climate change.

Carl Lisek shared information about upcoming events, including the Indiana sustainability conference, a kickoff breakfast with Tony Cana for DCI, free passes for the National Truck Equipment Association event, and a Porter County Earth Day booth, including the Indiana sustainability conference, and a kickoff breakfast with Tony Cana for DCI, free. For more information on events and programs with Drive Clean Indiana, please visit <https://drivecleanindiana.org/>.

Announcements

Announcements were made.

The next Environment Committee meeting is slated for May 1, 2025 at 10:00 a.m. in the NIRPC offices.

Hearing no further business, the meeting adjourned at 11:38 a.m.



RESOLUTION 25-12

**A RESOLUTION AFFIRMING NIRPC'S ENVIRONMENTAL COMMITMENT AND
PLANNING FOR GRANT CANCELLATIONS**

May 15, 2025

WHEREAS, the statutory purpose of the Northwestern Indiana Regional Planning Commission (NIRPC) per IC 36-7-7.6-12 is to institute and maintain a comprehensive planning and programming process for:

- (1) transportation;
- (2) economic development; and
- (3) environmental; and

WHEREAS, the adopted NWI 2050+ Metropolitan Transportation Plan for Northwest Indiana prioritizes Climate and Environmental initiatives, including greenhouse gas reduction planning and other environmental targets; and

WHEREAS, NIRPC is currently administering several U.S. Environmental Protection Agency (EPA) grants; and

WHEREAS, on March 10, 2025, the EPA announced the cancellation of over 400 grants, with the overall impact on NIRPC-managed grants still under review; and

NOW, THEREFORE, BE IT RESOLVED by the Northwestern Indiana Regional Planning Commission that it reaffirms its commitment to protecting and improving environmental quality of life in Northwest Indiana including, but not limited to, improving air quality including greenhouse gas reduction, community tree planting initiatives, brownfield redevelopment, environmental justice capacity planning, and natural hazards readiness planning.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this 15th day of May 2025.

ATTEST:

Denise Ebert
Secretary

Wendy Mis
Chairperson