



6100 Southport Road
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www.nirpc.org

Transportation Committee

Tuesday, May 6, 2025, 10:00 A.M.

Lake Michigan Room

YouTube Live Stream (viewing only)

<https://www.youtube.com/user/NIRPCPlanning>

Agenda

1. Call to Order by Chairman

- 1.1. Pledge of Allegiance
- 1.2. Minutes of the March 4, 2025, meeting (pp. 1 – 4)
ACTION REQUESTED: APPROVAL

2. Public Comment on Agenda Items

This is an opportunity for comments from members of the audience. The amount of time available to speak will be limited to 3 minutes. Commenters must indicate their wish to comment on the sign-in sheet.

3. Presentation: ProPEL US 30 West Study – Scott Sandstrom (CDM Smith)

4. Planning

- 4.1. Resolution #25-08: FY26 Unified Planning Work Program Approval (pp. 5 – 8) – Tom Vander Woude
 - [FY 26 UPWP Link](#)*ACTION REQUESTED: RECOMMEND TO COMMISSION*
- 4.2. Public Comment Report for the Air Quality Conformity Determination Report for NWI 2050+ Amendment No. 2 and the FY 2026-2030 Transportation Improvement Program (pp. 9 – 11) – Scott Weber
- 4.3. Resolution #25-09: Adoption of Air Quality Conformity Determination Report (pp. 12 – 13) – Scott Weber
 - [Air Quality Conformity Determination Report Link](#)*ACTION REQUESTED: RECOMMEND TO COMMISSION*
- 4.4. Public Comment Report for NWI 2050+ Amendment No. 2 (pp. 14 – 15) – Scott Weber
- 4.5. Resolution #25-10: Adoption of NWI 2050+ Amendment No. 2 (pp. 16 – 18) – Scott Weber
ACTION REQUESTED: RECOMMEND TO COMMISSION

5. Programming

- 5.1. Public Comment Report for the FY 2026-2030 Transportation Improvement Program (pp. 19 – 25) – Charles Bradsky, Stephen Hughes
- 5.2. Resolution # 25-11: FY 2026-2030 Transportation Improvement Program (pp. 26 – 27) – Charles Bradsky, Stephen Hughes
 - [FY 2026-2030 TIP Link](#)

- [2026-2030 TIP Project List Link](#)

ACTION REQUESTED: RECOMMEND TO COMMISSION

6. Reports from Planning Partners

- 6.1. Drive Clean Indiana

7. Other Business, Staff Announcements and Upcoming Meetings

- 7.1. Acceptance of Committee Appointments

- 7.2. Staff Announcements

- 7.3. Upcoming NIRPC Meetings:

- Leadership Committee – May 13, 2025, at 8:30 a.m.
- NIRPC Full Commission – May 15, 2025, at 9:00 a.m.

8. Next Meeting

The next Transportation Committee meeting is scheduled for **Tuesday, August 5, 2025, at 10:00 a.m. at NIRPC offices.**

The Northwestern Indiana Regional Planning Commission (NIRPC) prohibits discrimination in all its programs and activities based on race, color, sex, religion, national origin, age, disability, marital status, familial status, parental status, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program.

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.
- Bridge replacement
 - Lake County 213th over Hart Ditch in Dyer. Funding request of \$4,669,361.00.
 - Porter County N Calumet Ave over CSX RR. Funding request of \$1,854,422.

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 (NO_x and VOC) as regulated in the Motor Vehicle Emissions Budgets in the SIP.

NIRPC staff's work in modeling the on-road mobile source NO_x 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 Technical Planning 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



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 Technical Planning 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 IJA. – (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