



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

MEETING OF THE EXECUTIVE BOARD NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

August 20, 2026 at 9:00 A.M.

NIRPC Lake Michigan Room, 6100 Southport Road, Portage

- 1.0 Call to Order and Pledge of Allegiance – Austin Bonta, Portage Mayor
- 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 July 16, 2026, Executive Board Meeting (pp. 1-3)
ACTION REQUESTED: Approval
- 6.0 **LEADERSHIP** – Austin Bonta, Portage Mayor (pp. 4-39)
 - 6.1 Drive Clean Indiana Contract (pp. 6-19)
ACTION REQUESTED: Approval
 - 6.2 Marquette Greenway Supplemental Agreement No. 3 (pp. 20-39)
ACTION REQUESTED: Approval
- 7.0 **TRANSPORTATION** – Kevin Breitzke, Porter County Surveyor (pp. 40-145)
 - 7.1 Resolution #26-10: Amend *Engage NWI* Public Participation Plan, *Tom Vander Woude* (pp. 44-72)
ACTION REQUESTED: Approval
 - 7.2 Resolution #26-11: Approve a Technical Amendment to *NWI 2050+*, Adding a System Performance Report, *Scott Weber* (pp. 73-92)
ACTION REQUESTED: Approval
 - 7.3 Resolution #26-12: FY 2026-2030 Transportation Improvement Program (TIP) Amendment #26-08.1 & 26.08.5, *Charles Bradsky* (pp. 93-145)
ACTION REQUESTED: Approval
 - 7.4 INDOT - Matt Deitchley, La Porte District Deputy Commissioner
- 8.0 **ECONOMY & PLACE** – George Topoll, Union Township Trustee (p. 146)
- 9.0 **ENVIRONMENT** – Bill Emerson, Lake County Surveyor (pp. 147-148)
- 10.0 Other Business
- 11.0 Announcements
- 12.0 Adjournment

The next meeting on September 17, 2026, at 9:00 a.m. will be an Executive Board meeting. The next Full Commission meeting will be held on November 19, where the NIRPC budget for 2027 will be voted on.

NIRPC Full Commission Meeting
6100 Southport Road, Portage, IN
Minutes of the July 16, 2026 Full Commission Meeting

Call to Order

Chair Austin Bonta called the meeting to order at 9:05 a.m. with the Pledge of Allegiance. The meeting was streamed live on YouTube.

New Appointments to the Commission

Dave Hollenbeck announced there were no new appointments to the Commission.

Roll Call—Taken by Candice Eklund

Present

The 30 Commissioners present at the meeting are listed below:

- Justin Albright, Town of Hebron
- Kyle Allen, Lake County Commissioner
- Jenny Beier, Town of Schneider
- Austin Bonta, City of Portage
- Kevin Breitzke, Porter County Surveyor
- Robert Carnahan, Town of Cedar Lake
- Jon Costas, City of Valparaiso
- Daina Dumbrys, Town of Michiana Shores
- Denise Ebert, Town of Wanatah
- Bill Emerson, Lake County Surveyor
- Anthony Ferraro, Governor's Appointee
- Joe Haney, La Porte County Commissioner
- Keesha Hardaway, Town of Merrillville
- Christian Hendron, Porter Township Trustee
- Vanessa Hernandez Orange, City of East Chicago
- Justin Kiel, La Porte County Council
- Scott Kingan, Town of Ogden Dunes
- Lori Latham, City of Gary
- John Matwyshyn, La Porte County Surveyor
- Tom McDermott, City of Hammond
- Jack McGraw, Town of Burns Harbor
- Angie Nelson Deutch, City of Michigan City
- Randell Niemeyer, Lake County Council
- David Phelps, Town of Beverly Shores
- Warren Schacht, Town of Trail Creek
- Tom Schmitt, Town of Schererville
- John Schoon, Town of Kouts
- Jim Ton, Town of Chesterton
- George Topoll, Union Township
- Andy Vasquez, Porter County Council

Absent

The 21 Commissioners absent from the meeting are listed below:

- Duane Arndt, Town of Kingsford Heights *
- Jim Biggs, Porter County Commissioner
- Thomas Black, Town of Highland
- James Burge, Town of Porter
- Bill Carroll, City of Lake Station *
- Larry Colley, Town of Pottawattomie Park
- Jon Derwinski, Town of Winfield *
- Bonnie Hawksworth, Town of Dune Acres *
- Josh Huddlestun, City of Hobart
- Lori Hunt, Town of Westville
- Phillip Kuiper, Town of Lowell
- Peter Land, City of Crown Point
- Colleen Lane, Town of Long Beach
- Annette Ludwig, Town of Dyer
- Wendy Mis, Town of Munster
- Courtney Parthun, City of La Porte
- Lisa Rosenkranz, Town of LaCrosse *
- Rick Ryfa, Town of Griffith
- Steve Spebar, City of Whiting
- Gerald Swets, Town of St. John
- Sharon Szwedo, Town of New Chicago

* Absent for 3 or more consecutive Full Commission meetings: see Indiana Code 36-7-7.6-5 (h).

Matt Deitchley, representing INDOT, was also present.

Kingsbury and The Pines have appointed no representatives to NIRPC.

Staff present included Ty Warner, Talaya Jones, Tom Vander Woude, Kathy Luther, Eman Ibrahim, Meredith Stilwell, and Candice Eklund.

Public Comment

There were no public comments.

Approval of Minutes

The minutes of the June 18, 2026, Executive Board meeting were approved on motion by Bob Carnahan and seconded by Kevin Breitzke.

Leadership – Austin Bonta, Portage Mayor

Austin Bonta reported that the Leadership Committee met this morning to review the financial reports, bank reconciliations, and claims registers for March, April, and May 2026. The two items below were recommended to the Full Commission for approval.

Resolution #26-09: Amend the MissionSquare 457(b) Retirement Plan: Meredith Stilwell reported that the provisions of the SECURE 2.0 Act of 2022 have created new compliance requirements affecting NIRPC's MissionSquare 457(b) Retirement Plan. Specifically, Section 603 of the Act requires participants aged 60-63, and certain participants aged 50 and older whose annual compensation exceeds \$150,000, to make eligible catch-up contributions to a Roth IRA, should they elect to make catch-up contributions. The resolution adds a Roth option to the Commission's deferred compensation plan.

- On motion by Kevin Breitzke and seconded by Joe Haney, the Full Commission approved Resolution #26-09.
- **Contract: Safe Streets and Roads for All (SS4A) Grant Program.** Tom Vander Woude presented the contract for approval with Lochmueller Group, in the amount not to exceed \$499,600, to develop a regional safety action plan. The project will be funded through a \$400,000 USDOT Safe Streets and Roads for ALL (SS4A) grant awarded to NIRPC, with the required local match provided through a partnership between Lake, La Porte, and Porter Counties and NIRPC. The plan will be developed in coordination with the three counties and will focus on unincorporated areas while maintaining a region-wide scope. Completion of this regional plan will help ensure that all communities and counties are eligible to apply for SS4A implementation funding for specific safety improvement projects. The project is expected to begin in late summer and be completed by the end of 2027. On motion by Kevin Breitzke and seconded by Angie Nelson Deutch, the Full Commission approved the contract with Lochmueller Group, pending legal review.

Ty Warner and Austin Bonta recognized Eman Ibrahim, Planning Manager, for her 20-year milestone service at NIRPC.

Transportation – Kevin Breitzke, Porter County Surveyor

Kevin Breitzke reported that the Transportation Committee had not met since the last Commission meeting. Their next meeting is scheduled for August 4, 2026.

INDOT – Matt Deitchley

Matt Deitchley discussed the torrential rains over the last several weeks, which resulted in significant flooding and high water on I-94. Tom McDermott noted that when the two lanes near the Kennedy Avenue substation flood from heavy rain, cars end up entering the Hammond and Highland neighborhoods, creating hours of gridlock and impacting residents' quality of life. Mr. Deitchley said that INDOT is meeting to address these issues.

Economy & Place – George Topoll

George Topoll reported that the committee met on July 8, 2026, where they heard presentations, including an update from Celena Green on brownfield redevelopment efforts. Celena Green, an Economic Recovery Core Fellow, is one of 65 fellows nationwide. She has worked at NIRPC for 2 ½ years, and will complete her fellowship in October. Her project's primary focus is on Northern Lake County, particularly Hammond, East Chicago, and Lake Station, and its integration with the region's Comprehensive Economic Development Strategy (CEDS).

Ms. Green highlighted three key findings from her research: (1) brownfields should be viewed as assets rather than liabilities; (2) Northwest Indiana contains some of the most infrastructure-rich brownfield acreage in the Midwest, but lacks a managed inventory and a coordinated pipeline; and (3) communities need greater capacity, trust, and collaboration before major development opportunities arise. Her project deliverables

include brownfield site profiles for up to eight priority sites, identification of redevelopment barriers and strategies, an ecosystem, gap analysis, and a regional policy brief. With the research phase complete, Ms. Green will focus on these deliverables. For additional information, please contact her at cgreen@economicrecoverycorps.org.

Commissioners engaged in discussion following the presentation. Austin Bonta shared observations from the National Association of Regional Councils (NARC) conference last month, where data center development was a major topic, and asked whether MPOs are in the best position to evaluate data center opportunities. Ms. Green noted the importance of having an Economic Recovery Core Fellow because they can serve as neutral, trusted regional partners who help facilitate conversations among stakeholders, understand local capacity, and use practical frameworks to help communities evaluate projects and communicate decisions effectively to the public. Ty Warner added that Ms. Green's work focuses on the nuts and bolts of evaluating development opportunities, including data centers, and the practical aspects that communities can benefit from. Austin Bonta clarified that discussions at the NARC conference were not intended to place responsibility on MPOs such as NIRPC, but rather to encourage additional support from the federal government to support and provide funding for MPOs to assist with these efforts. He noted that Portage is creating a new zoning classification for technology campuses. In the absence of consistent local standards, zoning classifications, and policies, he expressed concern that data center regulations vary significantly across communities and asked whether NIRPC might be a good facilitator for regional discussions on standards. Jim Ton added that communities facing data center discussions would benefit from having standards and guidelines established before projects become public.

Randell Niemeyer said that Lake County recently approved zoning for a data center with robust regulations and asked how the study can help make brownfields more attractive than farmland. Ms. Green responded that the project's goal is to reduce risks associated with brownfield redevelopment by prioritizing sites, identifying financing opportunities, and developing practical criteria and policies. He asked whether the study is geared toward land acquisitions, the regulatory environment, and financing. Ms. Green responded that the goal was to make brownfield sites a priority, to examine financing options, and to develop an actionable set of criteria.

The next Economy & Place Committee meeting is scheduled for October 14, 2026.

Environment – Bill Emerson

Bill Emerson reported that the Environment Committee had not met since the last Commission meeting. The next meeting is scheduled for August 6 and will include a presentation and workshop on the Great Lakes Restoration Initiative project call. Applications need to be submitted by September 4.

Other Business

Ty Warner recognized and thanked Justin Kiel for his service as president of the National Association of Regional Councils, as his term ended at NARC's annual conference in Tulsa in June, which Mayor Bonta also attended.

Austin Bonta encouraged commissioners to visit the NIRPC booth at local county fairs. NIRPC is currently updating its regional plan and has found that going to where residents gather has been more effective at obtaining public input than scheduling meetings.

Announcements

George Topoll announced that Partners for Clean Air was offering free tickets to the Gary Railcats game on August 2, 2026, for Clean Air Day and that people could stop by to see him or Kathy Luther after the meeting to pick them up.

Tom McDermott reported that two weeks after he raised an issue at the April 16 Full Commission meeting regarding a decision made by the Town of Highland, the matter was successfully resolved through collaboration among the Town of Highland, the City of Hammond, and the Little Calumet Region.

Hearing no further business, Austin Bonta adjourned the meeting at 10:22 a.m. The next meeting will be an Executive Board meeting on September 17, 2026.

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION
LEADERSHIP COMMITTEE

April 16, 2026 / NIRPC Dune Room – 8:00 a.m.

Members present

Austin Bonta, Bob Carnahan, Anthony Ferraro, Kiesha Hardaway, David Phelps, Wendy Mis, Courtney Parthun, Gerald Swets

Staff and others present

David Hollenbeck, George Topoll, Ty Warner, Talaya Jones, Meredith Stilwell, Tom Vander Woude, Charles Bradsky, Darin Sherman, Denarie Kane

Call to Order and Pledge of Allegiance

Wendy Mis called the meeting to order at 8:00 a.m. with the Pledge of Allegiance.

Review of Financial Status – December 2025

The December 2025 financials, bank reconciliations for the NIRPC general fund, CARES funds, Revolving Loan, and Marquette Greenway accounts, and expense and revenue reports for the NIRPC general and CARES funds were provided electronically for review before the meeting. The reports were also provided in the Committee meeting packet. Talaya Jones presented bank reconciliations and financial statements to those present.

As of December 31, 2025, year-to-date expenditures totaled \$9,785,491 of the \$20,218,721 budgeted. The underspending in the Marquette Greenway contractual line item was attributed to the project not yet being fully underway and the pending signed amendment from Federal Highway. Salary expenditures were also under budget due to the departure of one employee. Total General Fund revenue for the period was \$3,258,169 of the \$5,632,731 budgeted. Talaya explained that revenues were under-collected due to the timing of the Marquette Greenway project and have been reprogrammed in the 2026 budget.

As of December 31, 2025, year-to-date NIRPC CARES fund expenditures totaled \$409,235 of the \$272,569 budgeted. Talaya explained that expenditures exceeded the budget due to the timing of an FTA amendment, which was not approved until early 2025. Total CARES revenue collected for the period was \$411,740 of the \$235,800 budget.

The December 2025 General Fund claims totaling \$860,559.31 were presented and approved by a motion from Bob Carnahan, seconded by Gerald Swets, with no opposition. The December 2025 Marquette Greenway claims totaling \$61,400 were presented and approved on a motion by Bob Carnahan, seconded by Gerald Swets, and with no opposition.

Review of Financial Status – January 2026

The January 2026 financials, bank reconciliations for the NIRPC general fund, CARES funds, Revolving Loan, and Marquette Greenway accounts, and expense and revenue reports for the NIRPC general and CARES funds were provided electronically for review before the meeting. The reports were also provided in the Committee meeting packet. Talaya Jones presented bank reconciliations and financial statements to those present.

As of January 31, 2026, total expenditures were \$283,199 of the \$15,929,800 budget. Total General Fund revenue for the period was \$140,119 of the \$6,199,690 budget. Talaya explained that grants are reimbursed quarterly.

As of January 31, 2026, year-to-date NIRPC CARES fund expenditures totaled \$3,810 of the \$45,000 budget. Total CARES revenue collected for the period was \$3,817.00 of the \$23,000 budget.

The January 2026 General Fund claims totaling \$232,140.78 were presented and approved by a motion from Bob Carnahan, seconded by Gerald Swets, with no opposition. The cost of NIRPC's rent and utilities was discussed. January 2026 CARES claims totaling \$3,810 were then presented and approved on a motion by Bob Carnahan, seconded by Gerald Swets, and with no opposition. January 2026 RLF claims were presented and approved on a motion by Bob Carnahan, seconded by Gerald Swets, and with no opposition. The payment to Purdue University was explained. NIRPC contracted with Purdue to complete the CEDs, with payment made from defederalized RLF funds. The final payment was being

withheld until the EDA approved the CEDs. The approval was received in April, which now allows for the final payment to be made.

Review of Financial Status – February 2026

The February 2026 financials, bank reconciliations for the NIRPC general fund, CARES funds, Revolving Loan, and Marquette Greenway accounts, and expense and revenue reports for the NIRPC general and CARES funds were provided electronically for review before the meeting. The reports were also provided in the Committee meeting packet. Talaya Jones presented bank reconciliations and financial statements to those present.

As of February 28, 2026, total expenditures were \$500,511 of the \$15,929,800 budget. Total General Fund revenue for the period was \$164,555 of the \$6,199,690 budget.

As of February 28, 2026, year-to-date NIRPC CARES fund expenditures totaled \$6,017 of the \$45,000 budget. Total CARES revenue collected for the period was \$6,025 of the \$23,000 budget.

The February 2026 General Fund claims totaling \$219,174.38 were presented and approved by a motion from Bob Carnahan, seconded by Gerald Swets, with no opposition.

Procurement Recommendation

Talaya presented a procurement recommendation for 18 vehicles. Three (3) for Opportunity Enterprises for \$284,456, not to exceed \$227,565 in federal funds. Five (5) for Porter County Aging Community Services for \$383,029, not to exceed \$206,423 in federal funds. One (1) for Lake County Community Services for \$187,790, not to exceed \$150,232 in federal funds. Five (5) for Lake County Community Services for \$740,265, not to exceed \$592,212 in federal funds. Two (2) for La Porte TransPorte for \$29,058, not to exceed \$23,246 in federal funds. Two (2) for Opportunity Enterprises for \$437,500, not to exceed \$350,000 in federal funds. It was noted that all purchases may not be made this year, and the difference between the total cost and federal funds, not to exceed the amount, constitutes the local match. On a motion by Bob Carnahan, seconded by Gerald Swets, and with no opposition, the procurements were favorably recommended for presentation to the Full Commission/Executive Board for approval. A discussion was held on what happens to vehicles that have reached the end of their useful life, and on how to make the process easier and more profitable.

NIRPC Resolution 26-06: 2026-2028 EDA Partnership Planning Grant Application

Denarie Kane presented resolution 26-06, authorizing the submittal of an Economic Development Administration FY 2026-2028 Partnership Planning Grant Application to Administer the Economic Development District. NIRPC has pledged unrestricted, unencumbered, and committed funds as a local match for the planning grant for up to \$210,000. Unlike in past years, EDA invited NIRPC to apply for a three-year grant. On a motion by Bob Carnahan, seconded by Gerald Swets, and with no opposition, Resolution 26-06 was favorably recommended for presentation to the Full Commission/Executive Board for approval.

Contract: Corradino LLC – 2026 Road Safety Audits

Tom Vander Woude presented the contract between NIRPC and Corradino LLC, a traffic engineering and planning company based in Indianapolis, for road safety audits, with a cost not to exceed \$77,485.41. Corradino was the only respondent to the RFP from earlier this year. They were the awardee for the prior RFP to perform the road safety audits. The plan is to repeat the process every other year. These audits can help communities when they apply for funding. David Phelps suggested sharing the results post-mortem to show the value of the money spent. On a motion by Bob Carnahan, seconded by Gerald Swets, and with no opposition, the contract was favorably recommended for presentation to the Full Commission/Executive Board for approval.

Personnel updates

None

Other Business

Talaya reported that NIRPC is switching to the cloud, and the office will be closed on May 4 for digital cleanup. She also reported that the 2025 calendar year audit has begun.

Adjournment

The meeting adjourned at 8:54 a.m.

**AGREEMENT BETWEEN THE NORTHWESTERN INDIANA REGIONAL PLANNING
COMMISSION AND DRIVE CLEAN INDIANA, INC., FOR THE PROVISION OF
PROFESSIONAL EDUCATION AND TRAINING SERVICES
SERVICES JULY 1, 2026 – DECEMBER 31, 2027**

WHEREAS the Commission submitted a request to fund a Congestion Mitigation and Air Quality education program targeting the public and fleet operators; and

WHEREAS the request specifically included Drive Clean Indiana as the sub-grantee to conduct education, outreach, and training to vehicle fleet operators within Lake, Porter, and LaPorte Counties; and

WHEREAS the project was found eligible by the CMAQ Eligibility Committee; and

WHEREAS, the Commission has determined that public education in the form of training about the project and its air quality benefits would be highly beneficial; and

WHEREAS, the Contractor has represented that it possesses the capability and expertise to provide these services in a timely manner; and

WHEREAS the total dollars allocated for this Public Private Partnership activity within the 2027 Unified Planning Work Program Air Quality Public Education Work Plan are \$ 472,500 of which \$ 378,000 is federal funding, to be allocated as follows: NIRPC \$ 17,625 and DCI \$ 454,875. Drive Clean Indiana will be reimbursed no more than 80% of their allocated total, not to exceed \$ 363,900;

WHEREAS the entire Air Quality Public Education project has been included in and approved by the Commission in the current Transportation Improvement Program;

NOW, THEREFORE, IT IS HEREBY AGREED AND UNDERSTOOD that the parties to this Agreement do mutually agree as follows:

1. **Scope of Work:** Drive Clean Indiana shall perform the services and provide the products to the satisfaction of the Commission as described in the scope of work (Attachment A to this Agreement), which is hereby made a part of this Agreement. The Commission requires prior approval of the procurement and use of any Sub-Contractors for this agreement against any Sub-Contractors for this agreement, and a copy of the executed agreement between the Contractor and Sub-Contractor.
2. **Schedule:** All work described in Attachment A shall be conducted within the time frame beginning July 1, 2026, and shall be completed in total no later than December 31, 2027.
3. **Compensation:** The maximum total amount, which may be paid to the Contractor for services performed in conjunction with this Agreement, is not to exceed \$ 363,900 with contractor to document payment of an additional \$ 90,975 by itself or other non-federal parties, toward activities in Attachment A. A total of \$ 454,875 in documented services must be performed to receive the full reimbursement of \$ 363,900.

4. **Payment Provisions:** The Commission shall reimburse the Contractor for services rendered in Attachment A upon submission and review by the Commission of claim vouchers for work accomplished during designated period on a quarterly basis in accordance with the following procedures:
 - (A) The Contractor shall submit invoices with progress reports to the Commission no less than quarterly and no more than monthly.
 - (B) The Contractor shall attach supporting documentation of time charges and copies of receipts for all other types of charges to its invoice. The Contractor shall attach copies of invoices with similar supporting documentation from pre-approved Subcontractors utilized in conjunction with this Agreement.
 - (C) NIRPC shall reimburse the Contractor for 80% of the total eligible documented expenses supporting the agreed-upon scope of work expenses supporting the agreed upon scope of work. The remaining 20% shall remain the responsibility of Drive Clean Indiana as non-federal reimbursable match of the federal grant.
5. The Invoice shall be accompanied by a documentation of activities included in the Activity Report Summary portion of the invoice for which reimbursement is being claimed. Quarterly/Monthly Invoices are due on the dates specified in Attachment A. Failure to resolve questions or concerns may result in delay of payment processing. The Contractor may be required to provide documentation of non-federally reimbursed expenses included as a match, similar to the documentation required for reimbursed expenses:
 - (A) Following its approval of the invoice and related materials submitted by the Contractor, the Commission shall invoice the Indiana Department of Transportation for payment. Payment to the contractor will be made within 10 days of receipt of federal funds from the state.
 - (B) All invoices with supporting documentation shall be mailed or emailed to:

Marisol Manley, (mmanley@nirpc.org)
Accounts Payable
Northwestern Indiana Regional Planning Commission
6100 Southport Road
Portage, IN 46368
6. **Modifications:** This agreement shall not be modified except in writing, signed by both parties to this agreement. The parties agree that the Commission may modify ATTACHMENT A – SCOPE OF SERVICES by adding, deleting, or modifying tasks, subtasks, and schedules, or the content or quantity of products to be produced by the Contractor to the extent that such modifications have no upward or downward adjustment in the total cost of this agreement. Any adjustment in total cost for the services described in this agreement shall be negotiated between the Commission and the Contractor, shall be in writing, signed by both parties, and appended to this agreement.
7. **Independent Contractor:** Nothing in this agreement shall be construed as creating an employer/employee relationship between the Commission and the Contractor. The

Contractor understands and agrees that any and all tax liability that might be assessed on fees paid by the Commission to the Contractor is its sole responsibility.

8. Insurance: The Contractor agrees to maintain comprehensive insurance including, but not limited to, Federal, State, or Local employers' liability, workers' compensation, social security unemployment compensation, comprehensive general liability insurance, and automobile liability insurance with respect to its own employees in amounts customarily maintained in its industry and agrees that any liability arising out of the services rendered hereunder shall not be limited to the Contractor insurance coverage.
9. Indemnity: The Contractor shall defend, indemnify, protect and hold harmless the Commission, its officers, directors, employees, and independent contractors from any and all liability occasioned wholly or in part by any negligent act, failure to exercise the care customary in the profession, or errors or omission of the Contractor; including liability resulting from willful or intentional violation by the Contractor of proprietary rights, copyrights, or rights of privacy, arising out of the publication, translation, quotation, reproduction, delivery, use, performance, or disposition of data furnished by the Contractor, its independent contractors, agents or employees; including any and all expenses, legal or otherwise, incurred by the Commission in defense of any claim or suit arising out of services provided under this agreement.
10. Delays: The Contractor shall perform its services with due diligence upon receipt of a written notice to proceed from the Commission. Neither party shall be responsible for delays nor failure in performance due to causes beyond the reasonable control of either party. The Contractor will notify the Commission immediately of any event that will delay deliverables and provide the Commission with a written notice thereof specifying the reasons for the delay and actions planned to compensate for the delay in performance. The Commission will not unreasonably withhold an extension to the term of this agreement.
11. Termination: This agreement may be terminated, in whole, or in part, if the Commission shall determine that such termination is in its best interests. Upon receipt of written notice of termination from the Commission, thirty (30) days thereafter, the Contractor shall discontinue performance and refrain from incurring further costs unless otherwise directed; and within thirty (30) days deliver to the Commission all data, graphics, summaries, reports, and other information and materials the Contractor has accumulated in the performance of services under the agreement, whether completed or in process.

If termination is for convenience, the Contractor shall be compensated for all services performed and reasonable costs incurred up to the effective date of termination, subject to the elements of *Compensation* and *Terms of Payment* reference in other sections of this agreement.

12. Access to records: The Contractor hereby agrees to submit to the Commission, such annual or special financial and operating reports as the Commission may reasonably request. The Contractor also agrees to make available for the inspection, by any duly authorized agent of the Commission, any records, documents, leases, operation and use agreements and other instruments which affect the Operator and are pertinent to the project funded, in part, through this Agreement.

The Contractor also agrees to permit the Commission, the Indiana State Board of Accounts, U.S. Secretary of Transportation, and the Comptroller General of the United States, or their authorized representatives, to inspect all work, materials, payrolls, and other data, and to audit the books, records, and accounts of the Contractor pertaining to the project funded, in part, through this Agreement.

13. Covenant Against Contingent Fees: The Contractor warrants that it has not:

- Employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person to solicit or secure this agreement, other than a bona fide employee of the firm;
- Agreed, as an expressed or implied condition for obtaining this agreement, to employ or retain the services of any firm or person in connection with carrying out the agreement; or
- Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee of the firm) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the agreement.

14. Successors and Assigns: This agreement shall be binding upon the Contractor and the Commission, their successors, and assigns. The Contractor shall not assign, subcontract, transfer, or otherwise dispose of any interest in this agreement without the prior written approval of the Commission.

15. Confidentiality and Data Rights: The Contractor agrees to treat as confidential all proprietary or confidential information provided by the Commission and not divulge such information to their parties, or the Contractor's employees except on a "need to know" basis.

16. Severability: Should any provision of this agreement at any time, be in conflict with any statute, administrative ruling or regulation, or be unenforceable for any reason, then the provision shall continue in effect only to the extent that it remains valid. If any provision of this agreement becomes unenforceable, the remaining provisions of this agreement shall nevertheless remain in full force and effect.

17. Waiver and Interpretation: The failure of the Commission or the Contractor to insist upon strict adherence to any term of this agreement at any time shall not be considered a waiver. Any waiver of any term of this agreement must be in writing and signed by both parties. The Commission's determination as to the true meaning and intent of any ambiguities in the agreement shall be final and conclusive.

18. Civil Rights: The Contractor agrees that it will not discriminate against any employee or applicant for employment on the basis of race, color, creed, sex, disability, age, or national origin. The Contractor agrees to take affirmative action to ensure that applicants are employed and that employees are treated during employment, without regard to their race, color, creed, sex, disability, age, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation; and selection for training, including apprenticeship.

19. No Federal Obligations to Third Parties: Notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying

contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

20. Applicability of federal requirements: The Contractor agrees that it will abide by and fulfill all requirements of the federal government that are applicable to this agreement.
21. Authorized Representatives: The Commission's authorized, administrative representative for these services is Ms. Talaya Jones, Chief Financial Officer. The authorized technical project manager is Ms. Katherine Luther, Chief of Staff and Environmental Director.

All notices required or permitted under this agreement shall be in writing and shall be deemed sufficiently served by first class mail addressed:

TO:

Northwestern Indiana Regional
Planning Commission
6100 Southport Road
Portage, Indiana 46368
(219) 763-6060
kluther@nirpc.org

TO:

Drive Clean Indiana, Inc.
10115 Ravenwood, Dr. Suite B
St. John, IN 46373
(219)-644-3690
clisek@drivecleanindiana.org

22. Applicable Law: This agreement shall be governed by and construed in accordance with the laws of the State of Indiana.
23. Entire Agreement: This agreement and all attachments hereto, together with any documents incorporated by reference, constitute the entire agreement between the parties. The Contractor hereby certifies that it shall comply with all provisions of this agreement. This agreement supersedes all other written or verbal agreements between the Commission and the Contractor with respect to the matters covered herein.

IN WITNESS WHEREOF, the duly authorized officers of the respective parties hereto have executed the Agreement as of this _____ day of _____ 2026.

Drive Clean Indiana, Inc.

**NORTHWESTERN INDIANA REGIONAL
PLANNING COMMISSION**

BY:

Carl Lisek, Executive Director

BY: _____

Tyson Warner, Executive Director

ATTEST:

Talaya Jones, Chief Financial Officer

ATTACHMENT A – SCOPE OF WORK 2026 (SFY 2027)
July 1, 2026 –December 31, 2027
Drive Clean Indiana Air Quality Public Education and Outreach Program

The Northwestern Indiana Regional Planning Commission (NIRPC) is contracting with Drive Clean Indiana, Inc. (Contractor) to implement aspects of the Northwest Indiana Air Quality Public Education and Outreach program focusing on diesel vehicles and fleets.

The NIRPC and DCI relationship represents a public-private partnership project, which is an eligible activity under CMAQ. NIRPC has included the fleet education, outreach, and training activities performed by DCI in the 2026-2027 UPWP. The Contractor has an established relationship with many private and public sector vehicle fleet operators in Northwest Indiana. They have successfully participated in a competitive CMAQ grant application process, and this activity of the partnership has been found eligible and approved by state and federal agencies responsible for these funds.

Contractual Responsibilities:

The Region brand and education and outreach campaign is focused specifically on coordination/leverage of area resources and efforts to raise awareness of the importance of air quality forecasts, provide education on the effects of pollutants including ozone and particulate matter, and encourage voluntary actions to reduce air pollution from transportation sources and promote moving toward cleaner air.

Task 1: NWI Air Quality Public Education
\$ 175,000 (\$140,000 Federal, \$ 35,000 Local)

DCI will conduct outreach promoting the use of the US Department of Energy (USDOE) Technology Integration Tools and Resources. Outreach may include organizing or presenting at local and regional meetings, workshops, and events throughout Lake, Porter, and LaPorte Counties

Target: 8 presentations or outreach opportunities per year.

DCI will utilize social media, podcasts, radio advertising, and other media to educate the public on things that “All Add up to Cleaner Air” with tips to improve air quality, including in support of the Partners for Clean Air messaging efforts.

Partners for Clean Air Support:

- 1. Be a liaison between NIRPC and NWI Partners for Clean Air, Adams Radio Campaign for Partners for Clean Air.*
- 2. Manage the “Partners for Clean Air” Facebook page and social media channels.*
- 3. Assist NIRPC with Partners for Clean Air with event planning, marketing, and communications*

Task 2: NWI Green Fleets Program \$210,0000 (Federal: 168,000, Local: 42,000)

DCI will organize and conduct technical training and educational sessions on Clean Transportation, including and conduct technical training and educational sessions on Clean Transportation, classroom instruction, technical webinars, and hands-on demonstrations

- Plan and execute peer learning events, webinars, and recognition programs for fleet operators, including annual conference and expo.
- Continue EV Readiness and EV infrastructure planning, technical support, coordination and outreach in Lake, Porter, and LaPorte Counties. This will include but not be limited to: Workplace Charging, grow overall support of electric vehicles, work with state entities in implementation of projects and opportunities
- Provide NIRPC with access to Fuel Price Reports, Annual Clean Cities Survey results, policy recommendations, and best practices analysis as it pertains to alternative fuels, alternative fuel vehicles, alternative fueling infrastructure, and best practices analysis.

Task 3: Air Quality Public Education and Green Fleets Reimbursable Program Expenses

Total: \$ 24,387.50 (Federal: \$ 19,510.00, Local: \$ 4,877.50)

Local travel expenses, postage, copying and printing, that support Task 1 and 2.

Subtotal Direct Project Costs	Total	Federal	Local Share
Air Quality Public Education Subtotal	\$ 175,000	\$ 140,000.00	\$ 35,000.00
Green Fleets Sub Total	\$ 210,000	\$ 168,000.00	\$ 42,000.00
Reimbursable Expenses Sub Total			
Direct Subtotal	\$ 24,387.50	\$ 19,510.00	\$ 4,877.50
Indirect (10% of Direct Subtotal)	\$ 45,487.50	\$ 36,390.00	\$ 9,097.50
Total	\$ 454,875.00	\$ 363,900.00	\$ 90,975.00

Contract Deliverables:

- Increase knowledge and perception of change of air quality among Northwest Indiana residents, leaders, decision makers, air quality among Northwest Indiana residents, leaders, decision makers and businesses;
- DCI will provide technical support to Lake, Porter, and LaPorte fleets, including grant assistance, green fleet emissions, and vehicle inventories;
- Up to 20 diesel fleet emissions and vehicle inventories. (DCI);
- 4 Targeted Audience Workshops (safety training, mechanics training, first responder training, etc.);
- Represent NWI on the Climate Action Plan with the Transportation working group of CMAP;
- Presence at a minimum of 5 regional events;
- Present at a minimum of 5 NIRPC Committee meetings;
- Increased social media metrics (DCI);
- NWI Clean Air Website;
- Radio Remotes for NWI Earth Day;
- Annual fuel usage reports.

SFY 2027 Data Reporting and Deliverables Plan

Key Deliverables	Due Date	Description
<i>Provide data from U.S. Department of Energy Annual Survey</i>	<i>March 2027/Data approved by DOE 6/27</i>	<i>Solicit input from Lake, Porter, and LaPorte Stakeholders on vehicle counts and Petroleum reduction efforts for DCI Annual Survey. This information will be shared with NIRPC</i>
<i>Update AQ Website</i>	<i>Monthly - 12 times (Minimum)</i>	<i>New events, new grants, etc.</i>
<i>Newsletter</i>	<i>Monthly - 12 times</i>	<i>Updates on emission reduction & regional projects</i>
<i>Alt Fuel Price Report</i>	<i>4 times annually</i>	<i>Provide price updates on All alternative fuels in NWI</i>
<i>Operators Roundtable</i>	<i>1 time - Minimum</i>	<i>Recommendations for emission reduction in the NIRPC Transit Asset Management Plan.</i>
<i>Green Fleet Inventory Summaries</i>	<i>February 2027</i>	<i>Comprehensive list of vehicles in the Green Fleets inventories</i>

Contractual Period: July 1, 2026, through Dec 31, 2027

ATTACHMENT B

NON-COLLUSION AFFIDAVIT

The undersigned Proposer, being duly sworn on oath, says that he has not, nor has any other member, representative, or agent of the firm, company, corporation or partnership represented by him, entered into any combination, collusion or agreement with any person from Proposing not to induce anyone to refrain from Proposing, and that this Proposal is made without reference to any other Proposal and without any agreement, understanding or combination with any other person in reference to such Proposing. He further says that no person or persons, firms, or corporation has, have or will receive directly or indirectly, any rebate, fee, gift, commission or thing of value on account of such sale.

Drive Clean Indiana, Inc.

Proposer



Executive Director Carl Lisek

7.07.26

Date

ATTACHMENT C

CERTIFICATION REGARDING LOBBYING 2 CFR Part 200 - Appendix II

Certification for Contracts, Grants, Loans, And Cooperative Agreements

(Contractors that apply or bid for an award of \$100,000 or more must file the required certification)

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



Signature of Contractor's Authorized Official

Carl Lisek, Executive Director, Drive Clean Indiana, Inc.
Name and Title of Contractor's Authorized Official

7.07.26
Date

ATTACHMENT D

CERTIFICATION OF COMPLIANCE WITH GOVERNMENT-WIDE DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION PROVISIONS - LOWER TIER COVERED TRANSACTIONS

(Contractors that apply or bid for an award of \$25,000 or more must file the required certification)

In regard to 2 CFR Part 180 and Executive Order 12549 and 12689

By signing and submitting this bid or proposal, the prospective lower tier participant is providing the signed certification set out below in accordance with the following instructions:

1. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, NIRPC may pursue available remedies, including suspension and/or debarment.
2. The prospective lower tier participant shall provide immediate written notice to NIRPC if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
3. The terms "covered transaction", "debarred", "suspended", "ineligible", "participant", "persons", "lower tier covered transaction", "principal", "proposal", and "voluntarily excluded", as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549 and 12689 [2 CFR Part 180]. You may contact NIRPC for assistance in obtaining a copy of those regulations.
4. The prospective lower tier participant agrees by submitting this proposal that should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized in writing by NIRPC.
5. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
6. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List issued by U.S. General Service Administration.
7. Nothing contained in the foregoing shall be construed to require establishment of system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
8. Except for transactions authorized under Paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to all remedies available to the Federal Government, NIRPC may pursue available remedies including suspension and/or debarment.

Pursuant to the above instructions:

(1) The prospective lower tier participant certifies, by submission of this bid or proposal, that neither it nor its "principals" [as defined at 2 C.F.R. Part 180] is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(2) When the prospective lower tier participant is unable to certify to the statements in this certification, such prospective participant shall attach an explanation to this proposal.

t).J .00);,J_

Signature of Contractor's Authorized Official

Carl Lisek, Executive Director, Clean Drive Indiana, Inc.

Name and Title of Contractor's Authorized Official

Date: 7.07.26

ATTACHMENT E
EMPLOYMENT ELIGIBILITY VERIFICATION

Clean Drive Indiana, Inc. affirms under the penalties of perjury that it does not knowingly employ an unauthorized alien.

Clean Drive Indiana, Inc. shall enroll in and verify the work eligibility status of all its newly hired employees through the Federal E-Verify program as defined in IC 22-5-1.7-3. Clean Drive Indiana, Inc. is not required to participate should the Federal E-Verify program cease to exist. Clean Drive Indiana, Inc. shall not knowingly employ or contract with an unauthorized alien. Clean Drive Indiana, Inc. shall not retain an employee or contract with a person that Clean Drive Indiana, Inc. subsequently learns is an unauthorized alien.

Clean Drive Indiana, Inc. shall require its subcontractors, who perform work under this contract, to certify to NIRPC that the subcontractor does not knowingly employ or contract with an unauthorized alien and that the subcontractor has enrolled and is participating in the Federal E-Verify program. Clean Drive Indiana, Inc. agrees to maintain this certification throughout the duration of the term of this agreement with the NIRPC and during the term of any subsequent contract with a subcontractor performing work under this agreement.

The NIRPC may terminate for default if Clean Drive Indiana, Inc. fails to cure a breach of this provision no later than thirty (30) days after being notified by the NIRPC.

Clean Drive Indiana, Inc.

Signed: 

Printed Name: =C=ar□□L=is=e□k_____

Title: Executive Director

Date: 7.07.26

ATTACHMENT F

CERTIFICATION OF NO INVESTMENT IN IRAN

As required by IC 5-22-16.5, Clean Drive Indiana, Inc. certified that it is not engaged in investment activities in Iran. Providing false certification may result in the consequences listed in IC 5-22-16.5-14, including termination of this Contract and denial of future state contracts, as well as imposition of a civil penalty.

Clean Drive Indiana, Inc.

Signed: 

Printed Name: Carl Lisek

Title: Executive Director

Date: 7.07.26

SUPPLEMENTAL AGREEMENT NO. 3

THIS SUPPLEMENTAL AGREEMENT, made and entered into this _____ day of _____, 2026, 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 on July 13, 2026, the parties made and executed **SUPPLEMENTAL AGREEMENT NO. 2** to the Original Agreement, and

WHEREAS, it has been determined that the previously provided offers to purchase five right-of-way parcels along the Marquette Greenway route in Michigan City, Indiana (locally known as Singing Sands Trail, Phase 3, being developed under Des No.'s 2101147 and 2101148), were in danger of expiring due to delays in project funding, and

WHEREAS, the offers have been rescinded prior to their expiration in order to keep them eligible for inclusion in the greenway project, and

WHEREAS, it has been determined that each of the five parcels requires the following efforts to include them in the greenway project:

Preliminary Engineering

- new appraisals
- new review appraisals

Right-of-Way Services

- buying
- management services
- miscellaneous direct expenses

resulting in additional efforts and fees for development of the greenway route in Michigan City, and

WHEREAS, it has been determined that additional geotechnical investigation is required at the proposed culvert replacement along the Marquette Greenway route in New Buffalo Township (being developed under Des. No. 2400750), and

WHEREAS, it has been determined that the plans, specifications, and estimates for the New Buffalo Township route require updates due to delays in project funding, 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, 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. 3**; therefore, the lump sum fee for this work shall increase by \$56,515.00 from \$960,755.00 to \$1,017,270.00. A summary of the fees for the Michigan City Preliminary Engineering and Right-of-Way Services is noted in Exhibit "A" attached herein. The sub-consultant proposal for the New Buffalo Township services is noted in Exhibit "B" attached herein.

IN TESTIMONY WHEREOF, the parties hereto have made and executed this **SUPPLEMENTAL AGREEMENT NO. 3**.

CONSULTANT:
BUTLER, FAIRMAN and SEUFERT, INC.



Joshua Smith, Vice President

LOCAL PUBLIC AGENCY:
NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION

Tyson Warner, Executive Director

Attest:

Talaya Jones, CFO and Contracting Officer



EXHIBIT "A"

Singing Sands Phase 3

Des. 2101148, 2101147

Right-of-Way Services Summary

Parcel Number	Property Owner	ROW Mgmt.	Appr. Type	Appraising	Review Appraising	Buying
9	Long Beach Properties	\$ 1,405.00	SF RES/AG	\$ 3,615.00	\$ 1,750.00	\$ 2,320.00
10	Long Beach Development	\$ 1,405.00	SF RES/AG	\$ 3,615.00	\$ 1,750.00	\$ 2,320.00
13	Long Beach Country Club	\$ 1,405.00	VF	\$ 2,205.00	\$ 1,110.00	\$ 2,320.00
14	Pyramid Properties, Inc.	\$ 1,405.00	SF ANY	\$ 3,235.00	\$ 1,550.00	\$ 2,320.00
16	International Church of the Four Sq	\$ 1,405.00	VF	\$ 2,205.00	\$ 1,110.00	\$ 2,320.00

Note: Appraising and Review Appraising are part of Preliminary Engineering and total \$22,145.00. All other services are ROW Services and total \$20,655.00.



July 28, 2026

Alan Hamersly, PE
 Senior Advisor – Parks & Greenways
 Butler, Fairman & Seufert, Inc.
 500 E. 96th Street, Suite 500
 Indianapolis, Indiana 46240

Re: IEI Fee Proposal – Supplement #1
 Marquette Greenway – Buffalo Creek

Dear Mr. Hamersly,

Infrastructure Engineering, Inc. (IEI) appreciates the opportunity to submit this scope and fee for the Marquette Greenway – Buffalo Creek design project. The supplement is for changes to scope for the preliminary design, revisions required due to the change in submittal date, and fee required for an additional boring to meet INDOT requirements.

Scope of Services

PROJECT DESCRIPTION

The Marquette Greenway – Buffalo Creek project consists of a trail design that is around 4,300 feet in length between Woodcrest Lane and Anna Livia Way along the east side of Grand Beach Road. The IEI team previously completed the plan design last year, but will need to make minor revisions to update the documents

SCOPE OF SERVICES

IEI Supplemental Services are anticipated to include the following:

- Geotechnical services SME is doing one boring, soil sampling and geotechnical report. No pavement cores.
 - SME will be providing the required geotechnical services for this project. Refer to the SME detailed scope and fee included in Attachment B.
- Trail Design and Plan Development
 - Provide project documents in accordance with the INDOT process anticipating one (1) Layout revision, Bid document updates for new contract year.

CLIENT RESPONSIBILITIES / ITEMS OUTSIDE OF IEI SCOPE OF SERVICES

Following items are not included in our fee proposal and are assumed to be completed and/or furnished by the local public agencies or other parties:

- Furnishing previous design files and documents
- Furnishing existing bridge, roadway and traffic plans
- Attend Public Hearing
- Project commitments will be provided to IEI.



- Design of downstream culvert crossing railroad
- Environmental assessment. NEPA documentation to be completed and provided by others.
- All work is intended to be completed within existing public right-of-way. No design and/or design coordination is anticipated to be required with the railroad for work within railroad right-of-way. Additionally, no right-of-way and acquisition services are included in this scope of work and shall be provided by others if deemed necessary.

SCHEDULE

The anticipated contract letting date is anticipated to be in Q1 of 2027. The general schedule outline is as follows:

Bid Plans – October 2026

COMPENSATION

The IEI team proposes completing the above noted supplemental scope for the total not-to-exceed fee of **\$13,715.00.**

The hourly fee breakdown sheets for IEI is included herewith as Attachment A with each individual subconsultant breakdown in Attachment B for detailed review.

We thank you for the opportunity to provide our Engineering Services. Should there be a need for additional services, we are able to provide them for a supplemental fee. Please feel free to contact me should you have any questions or need additional information.

Regards,

Julius Cousin, P.E.
Project Manager



ATTACHMENT A

IEI FEE BREAKDOWN



PROPOSED FEE SUMMARY

Marquette Greenway, New Buffalo, MI - NIRPC - Supplement #1

TRAIL DESIGN RELATED SERVICES

2000	Preliminary Plans			\$	2,064.00
2100	Preliminary Trail Design			\$	2,064.00
4000	Bid Plans			\$	4,150.00
4100	Bid Documents - INDOT Tracings Submittal			\$	4,150.00
9000	Subconsultants			\$	7,500.00
9100	Geotechnical Engineering	SME	\$	7,500.00	
TOTAL DESIGN FEE =					\$ 13,714.00
TOTAL PROPOSED ROUNDED DESIGN FEE =					\$ 13,714.00
					LUMP SUM
TOTAL CONTRACT AMOUNT					\$ 13,714.00



Marquette Greenway - New Buffalo

IEI SCOPE: Trail Design

PROJECT DESCRIPTION: Marquette Greenway - New Buffalo

		PROJECTED HOURS BY CLASSIFICATION							TOTAL HOURS / TASK	TOTAL DOLLARS
		2	3	5	7	9	10	15		
RATES PER HOUR		\$225.64	\$225.64	\$225.64	\$187.80	\$159.44	\$168.18	\$153.72		
	No. of Sheets	Project Principal	Project Manager - Civil	Senior Engineer - Civil	Project Engineer - Civil	Civil Engineer	Engineering Technician	Project Administrator		
TASK 2000 - Preliminary Plans										
SUBTASK 2100 - Preliminary Trail Design										
PLAN SHEETS										
Typical Sections	1		1			4	2		7	\$1,199.76
Geometrics & Survey Control Data Sheets	3		1			4			5	\$863.40
TASK 4000 - Bid Plans										
SUBTASK 4100 - Bid Documents - INDOT Tracings Submittal										
PLAN SHEETS										
Update Quantity Calculations and Summary			1		4	8			13	\$2,252.36
Update Cost Estimate			1		4				5	\$976.84
Update Technical Specifications / Special Provisions			1		2	2			5	\$920.12
TASK 5000 - Utility and Railroad Coordination										
TOTAL HOURS		0	5	0	10	18	2	0	35	
TOTAL DIRECT SALARY COST		\$0.00	\$1,128.20	\$0.00	\$1,878.00	\$2,869.92	\$336.36	\$0.00		\$6,212.48
		0.00%	14.29%	0.00%	28.57%	51.43%	5.71%	0.00%		

SUBCONSULTANTS

	9100 Geotechnical Engineering	SME	\$7,500.00
	0		
	TOTAL SUBCONSULTANT COST		\$7,500.00

\$13,712.48
\$13,715.00



ATTACHMENT B

SUBCONSULTANT FEE BREAKDOWN



3301 Tech Circle Drive
Kalamazoo, MI 49008-5611

T (269) 323-3555

***.sme-usa.com

May 14, 2026

Mr. Julius Cousin, III, PE
Infrastructure Engineering, Inc.
3031 West Grand Boulevard, Suite 530
Detroit, Michigan 48202

Via E-mail: jcousin@infra-eng.com

RE: Proposal for Geotechnical Engineering Services
Marquette Greenway
New Buffalo Township, Michigan 49117
SME Proposal No. P01986.26
SME Project No. 095501.02

Dear Mr. Cousin:

SME would be pleased to continue to assist you with the subject project.

PROJECT DESCRIPTION

SME completed the Geotechnical Evaluation Report for the subject project on June 7, 2024. Since completing our report, a 10-foot wide by 4-foot tall, 41-foot-long reinforced concrete box culvert was added to the project scope near SME boring B4. The proposed culvert has an invert elevation of about 609.5 feet. INDOT, the reviewer of the trailway plan set, requested a Geotechnical Review be performed. SME excluded the culvert from our review as the culvert was not part of our scope of services. Since issuing our review letter, you requested SME complete a geotechnical evaluation of the proposed culvert per INDOT's design standards.

GEOTECHNICAL ENGINEERING SCOPE OF SERVICES

1. Prepare a site-specific safety plan for the field services using SME's Health and Safety Checklist. This includes a Job Hazard Analysis for each activity performed on site.
2. Stake/mark the boring locations and obtain latitude, longitude, and ground surface elevations at each boring location with our sub-centimeter GPS unit.
3. Clear public underground utilities through the MISS DIG system.
4. Obtain a right-of-way (ROW) permit to perform the boring within the ROW of Grand Beach Road from the appropriate government jurisdiction (we assume any fees will be less than \$100).
5. Mobilize a truck-mounted drill rig to the site.
6. Perform self-regulating traffic control along Grand Beach Road following the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

7. Per INDOT's Geotechnical Design Manual, Chapter 3 (updated June 14, 2021) field exploration requirements, one additional boring shall be performed in the area of the proposed culvert crossing extending to a depth of 30 feet below the existing ground surface. Soil sampling shall be performed at 2.5-foot intervals to the termination depth of the borings. Record groundwater levels in the borings during and immediately after drilling. After completion of drilling, the borehole will be backfilled with auger cuttings. Therefore, long-term groundwater levels will not be obtained for this evaluation.
8. Perform typical laboratory tests including:
 - a. Visual soil classification on recovered samples.
 - b. Moisture content and hand penetrometer or Torvane shear strength tests on portions of recovered cohesive samples, if any.
9. Analyze the soil and groundwater conditions encountered, perform as-needed engineering calculations, and develop geotechnical engineering recommendations that will be internally peer-reviewed by senior SME engineering staff.
10. Prepare a report with recommendations for the replacement of the culvert including:
 - a. Descriptions of the site conditions, project information, and evaluation procedures.
 - b. Descriptions of the field and laboratory testing programs and an interpretive analysis of the results.
 - c. Descriptions of the soil and groundwater conditions encountered at the boring locations.
 - d. A discussion regarding temporary excavation support and groundwater control during construction.
 - e. Subgrade preparation recommendations below the new culvert, including recommended bedding materials and compaction requirements.
 - f. Recommendations for design of shallow foundations to support new wing walls. Foundation recommendations will include factored bearing resistances (in accordance with AASHTO LRFD).
 - g. Engineered fill requirements, including recommended materials and compaction requirements for backfilling the culvert and comments on the suitability of soils encountered at the boring locations for use as backfill.
 - h. A discussion of potential geotechnical construction issues related to excavations and foundations (such as weather, groundwater control, and other conditions that may affect construction) based on the subsurface conditions encountered.
 - i. Logs prepared for each boring that will include a description of the soils encountered and the results of the field and laboratory tests.
 - j. A boring location diagram.
11. Once plans have been updated per the recommendations contained within our culvert report, SME will update the previously completed "Geotechnical Review of Final Check Prints" document required by INDOT.

ASSUMPTIONS AND LIMITATIONS

The following additional items are not included within our proposed scope of services or fee, for the geotechnical evaluation:

- a. Additional drilling due to unsuitable soils;
- b. design for construction dewatering;
- c. design for excavation sheeting;
- d. erosion control design;
- e. cost or quantity estimates;
- f. environmental assessments, and
- g. structural design of foundations or retaining walls.

PROFESSIONAL SERVICES FEE

Based on the scope of service outlined above, our lump sum fee will be **\$7,500**. If further services are required for this project that extend beyond the scope of services outline in this proposal, additional fees will be required. Additional fees will be invoiced based on the current SME fee schedules. However, we do not intend to perform additional services without first receiving your authorization to proceed.

SCHEDULE

We anticipate we can perform the field exploration within about three to four weeks after receiving authorization to proceed. The field exploration should take about one day to complete. Once the field exploration is finished, the laboratory testing and the written report can normally be completed within about 10 to 15 business days.

CLIENT FEEDBACK

At SME, we value your perspectives and strive to continuously enhance the way we work together. That is why we invite feedback during and/or at the end of each project - to better understand your experience and learn how we can serve you even more effectively. When you receive a feedback request from SME, we would greatly appreciate you taking a moment to respond. Your input helps shape how we support you on future projects.

AUTHORIZATION

Please sign and provide the appropriate information on the attached SME General Conditions (03/15) sheet where space is provided and return a copy to SME. The attached SME Special Conditions for Drilling and Excavation (03/15) is an integral part of this proposal and contains additional information about the terms of our services.

We look forward to teaming up with you on this project. If you have questions concerning this proposal, please contact us.

Sincerely,

SME

PREPARED BY:



Aaron J. Reed, PE
Senior Consultant

REVIEWED BY:



Robert C. Rabeler, PE
Senior Geotechnical Consultant

Attachments: SME General Conditions – Commercial (03/15)
Important Information About This Geotechnical Engineering Proposal
SME Special Conditions for Drilling and Excavation (03/15)

SME GENERAL CONDITIONS

- 1. DEFINITIONS:** In this Agreement, the party agreeing to have the services performed is the "CLIENT." The CLIENT's CLIENT shall be referred to as the "OWNER." Unless expressly stated otherwise, SME, its employees, agents, subconsultants and subcontractors, are collectively referred to as "SME." The "services" to be provided under this Agreement are defined in SME's Proposal and subsequent written amendments, change orders, or otherwise-authorized additional services.
- 2. INVOICING AND PAYMENT:** SME will submit invoices to CLIENT monthly and a final bill upon completion of services. Payment is due upon presentation of invoice to the CLIENT and is past due 30 days from date of the invoice. CLIENT agrees to pay a service charge of 1-1/2% per month, or the maximum rate allowed by law, whichever is greater, on past due accounts.
- 3. INSTRUMENTS OF SERVICE:** All reports, field data, field notes, laboratory test data, calculations, estimates, and other documents prepared by SME in connection with this Project shall be considered instruments of service, and shall remain the property of SME. SME grants CLIENT and OWNER a limited license to use such instruments of service for the purpose of designing, constructing, maintaining or repairing work that is part of this Project. Any reuse of SME's instruments of service for any purpose other than the limited license granted herein is prohibited and SME shall have no responsibility to CLIENT, OWNER or third parties for unauthorized use of its instruments of services.
- 4. RECORDS RETENTION:** SME will retain pertinent records relating to the services performed for CLIENT for a period of time consistent with SME's File Management Plan, a copy of which will be provided to CLIENT upon request. During that period, the records will be made available to the CLIENT at reasonable times. At the end of the retention period indicated in SME's File Management Plan, SME may, in its sole discretion, dispose of all such records.
- 5. SME MAKES NO WARRANTY, EXPRESS OR IMPLIED, WITH REGARDS TO ITS SERVICES.**
- 6. TERMINATION:** Either party may terminate this Agreement upon at least 7 days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof. Such termination will not be effective if that substantial failure is remedied before expiration of the period specified in the written notice. This Agreement shall also be automatically terminated upon a suspension of the Project for more than 3 months. In the event of termination, CLIENT will pay SME for services performed to the termination notice date plus reasonable termination expenses. In the event of termination, or suspension, prior to completion of all reports contemplated by this Agreement, SME may complete such analyses and records as are necessary to complete the files and may also complete a report on the services performed to the date of notice of termination or suspension. The expenses of termination or suspension include all direct costs of completing such analyses, records, and reports.
- 7. DISPUTES:** If any dispute arising out of or relating to this Agreement, or its breach, is not settled through direct discussions, the parties agree that as a condition precedent to litigation or arbitration, they will endeavor for 30 days following written notice by one party to the other of a dispute or breach, to settle the dispute by mediation with the assistance of a neutral mediator. In any litigation or arbitration, if applicable, the parties agree that the prevailing party is entitled to recover all reasonable costs incurred in defense or prosecution of the claim, including its staff time, court costs, attorney's fees, and other claim-related expenses. Notwithstanding, SME has no obligation to mediate with CLIENT prior to litigation when collecting fees owed by CLIENT.
- 8. AUTHORIZATION:** By signing these General Conditions, CLIENT agrees to accept the proposal, including these General Conditions and any Special Conditions, as the Agreement governing SME's services and the relationship between the parties. If CLIENT gives SME other-than-written authorization to proceed with services after receiving SME's written proposal, CLIENT accepts the proposal, these General Conditions, and any Special Conditions, as the Agreement governing SME's services, and the Agreement is effective, except for those provisions that CLIENT objects to in writing within 7 days following the other-than-written authorization.
- 9. SAFETY:** SME will be responsible only for the safety of SME employees. Unless otherwise explicitly described in our scope of services, the scope of services does not include job or site safety for, or supervision or direction of, the work of others. The presence of SME on the job site should not be construed to in any way relieve the CLIENT, other contractors, or other parties on the site of the obligation and responsibilities for their personal safety and the safety of their employees, consultants, and subcontractors.
- 10. INSURANCE:** SME and its staff are protected by worker's compensation insurance and SME has coverage under General Liability and Professional Liability insurance policies. SME will provide CLIENT with evidence of such policies upon written request. SME is not responsible for any loss, damage or liability arising from acts of CLIENT, its agents, staff, and other consultants employed by CLIENT.
- 11. INDEMNIFICATION:** To the fullest extent permitted by law, CLIENT shall hold harmless, defend, and indemnify SME from and against all claims, damages, losses and expense, including reasonable attorney fees, arising out of the performance of SME's services or the materials of others in connection with the Project regardless of whether or not such claim, damage, loss or expense is caused in part by SME; provided however, that this obligation shall not apply to claims, damage, loss or expense caused solely by negligence of SME.

12. GOVERNING LAW: The parties agree that this Agreement shall be governed in all respects by the laws of the State of Michigan.

13. LIMITATION OF LIABILITY: In consideration for SME's undertaking to perform services at the rates set forth on the Fee Schedule attached to SME's proposal or the lump sum fee provided, CLIENT agrees to limit all potential liability of SME to CLIENT, its employees, agents, successors and assigns, for any and all claims, losses, breaches, damages or expenses arising from, or relating to SME's performance of services on this Project, such that SME's total aggregate liability to CLIENT, its employees, agents, successors and assigns shall not exceed \$50,000 or SME's total fee for the services rendered on the Project, whichever is greater. The CLIENT understands that it may negotiate a higher limit of liability in exchange for an appropriate increase in SME's fee.

- a) CLIENT further agrees that it will require all of its contractors and consultants on this project and their respective subcontractors and subconsultants, be bound by an identical limitation of SME's aggregate liability in their agreements for work on this Project.
- b) CLIENT further agrees that it will require all of its contractors and subcontractors defend and indemnify CLIENT and SME from any and all loss or damage, including bodily injury or death, arising from contractor or subcontractors performance of work on this Project, regardless of whether or not such claim, damage, loss or expense is caused in part by SME provided however, that this obligation shall not apply to claims, damage, loss or expense caused by the sole negligence or fault of SME.

14. PERIOD OF LIMITATION: Notwithstanding any period of limitations that might otherwise apply, the parties agree that no action, claim or proceeding of any kind, whether in tort, contract or equity arising out of SME's services may be brought against SME more than two years after the first to occur of the following events: (i) the date of CLIENT's acceptance, use or occupancy of the Project that is the subject of this engagement, or (ii) the date of SME's last service in connection with this Project.

15. ADDITIONAL SERVICES: If SME provides services at the request of CLIENT, in addition to those described in the scope of work contained in SME's proposal, CLIENT agrees that these general conditions including any Special Conditions shall apply to all such additional services.

16. AGREEMENT: This Agreement includes SME's Proposal, these General Conditions, and any other Special Conditions, Fee Schedules, or other documents provided with SME's Proposal. This Agreement constitutes the entire contractual relationship between the parties and cannot be changed except by a written instrument signed by both parties. All preprinted Terms and Conditions on CLIENT's Purchase Order(s) or acknowledgement forms are inapplicable to this Agreement. In the event any provision of this Agreement is held invalid or unenforceable, the other provisions will remain in full force and effect, and binding upon the parties. All the terms of this Agreement, including provisions relating to limitation and allocation of liability, shall survive the completion and/or termination of this Agreement. This Agreement cannot be assigned by either party without the written consent of the other party.

Please complete and return the signed General Conditions to SME to indicate acceptance of this proposal and to initiate work on the referenced project. The CLIENT's signature or direction to proceed also indicates that he/she has read or has had the opportunity to read the General Conditions and agrees to be bound by such General Conditions.

SME PROPOSAL

Proposal No.: P01986.26 / 095501.02_MAY142026

Project Name: Marquette Greenway 2026

Project Location: Grand Beach Road, New Buffalo Township, Michigan 49117

CLIENT PROPOSAL AND AGREEMENT ACCEPTANCE (Please Print or Type)

CLIENT Signature: _____ Date: _____

Printed Name: _____

Title: _____

CLIENT (Company) Name: Infrastructure Engineering, Inc.

Address: 3031 West Grand Boulevard, Suite 530, Detroit, Michigan 48202

Telephone No.: _____ Email: _____

Important Information about This Geotechnical Engineering Proposal

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

Participate in Development of the Subsurface Exploration Plan

Geotechnical engineering begins with the creation of an effective subsurface exploration plan. This proposal starts the process by presenting an initial plan. While that plan may consider the unique physical attributes of the site and the improvements you have in mind, it probably does not consider your unique goals, objectives, and risk management preferences. Subsurface exploration plans that are finalized without considering such factors presuppose that clients' needs are unimportant, or that all clients have the same needs. *Avoid the problems that can stem from such assumptions* by finalizing the plan and other scope elements directly with the geotechnical engineer you feel is best qualified for the project, along with the other project professionals whose plans are affected by the geotechnical engineer's findings and recommendations. If you have been told that this step is unnecessary; that client preferences do not influence the scope of geotechnical engineering service or that someone else can articulate your needs as well as you, you have been told wrong. No one else can discuss your geotechnical options better than an experienced geotechnical engineer, and no one else can provide the input you can. Thus, while you certainly are at liberty to accept a proposed scope "as is," recognize that it could be a unilateral scope developed without direct client/engineer discussion; that authorizing a unilateral scope will force the geotechnical engineer to accept all assumptions it contains; that assumptions create risk. *Manage your risk. Get involved.*

Expect the Unexpected

The nature of geotechnical engineering is such that planning needs to *anticipate the unexpected*. During the design phase of a project, more or deeper borings may be required, additional tests may become necessary, or someone associated with your organization may request a service that was not included in the final scope. During the construction phase, additional services may be needed to respond quickly to unanticipated conditions. In the past, geotechnical engineers commonly did whatever was required to oblige their clients' representatives and safeguard their clients' interests, taking it on faith that their clients wanted them to do so. But some, evidently, did not, and refused to pay for legitimate extras on the ground that the engineer proceeded without proper authorization, or failed to submit notice in a timely manner, or failed to provide proper documentation. *What are your preferences? Who is permitted to authorize additional geotechnical services on your project? What type of documentation do you require? To whom should it be sent? When? How?* By addressing these and similar issues sooner rather than later, you and your geotechnical engineer will be prepared for the unexpected, to help prevent molehills from growing into mountains.

Have Realistic Expectations; Apply Appropriate Preventives

The recommendations included in a geotechnical engineering report are *not final*, because they are based on opinions that can be verified only during construction. For that reason, most geotechnical engineering proposals offer the construction observation services that permit the geotechnical engineer of record to confirm that subsurface conditions are what they were expected to be, or to modify recommendations when actual conditions were not anticipated. *An offer to provide construction observation*

is an offer to better manage your risk. Clients who do not take advantage of such an offer; clients who retain a second firm to observe construction, can create a high-risk “Catch-22” situation for themselves. *The geotechnical engineer of record cannot assume responsibility or liability for a report’s recommendations when another firm performs the services needed to evaluate the recommendations’ adequacy.* The second firm is also likely to disavow liability for the recommendations, because of the substantial and possibly uninsurable risk of assuming responsibility for services it did not perform. Recognize, too, that no firm other than the geotechnical engineer of record can possibly have as intimate an understanding of your project’s geotechnical issues. As such, reliance on a second firm to perform construction observation can elevate risk still more, because its personnel may not have the wherewithal to recognize subtle, but sometimes critically important unanticipated conditions, or to respond to them in a manner consistent with your goals, objectives, and risk management preferences.

Realize That Geoenvironmental Issues Have Not Been Covered

The equipment, techniques, and personnel used to perform a geoenvironmental study differ significantly from those used to perform a geotechnical study. *Geoenvironmental services are not being offered in this proposal. The report that results will not relate any geoenvironmental findings, conclusions, or recommendations.* Unanticipated environmental problems have led to numerous project failures. If you have not yet obtained your own geoenvironmental information, ask your geotechnical consultant for risk management guidance. *Do not rely on an environmental report prepared for someone else.*

Obtain Professional Assistance To Deal with Mold

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the express purpose of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, a number of mold prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may be addressed as part of the geotechnical engineering study described in this proposal, the geotechnical engineer who would lead this project ***is not*** a mold prevention consultant; ***none of the services being offered have been designed or proposed for the purpose of mold prevention.***

Have the Geotechnical Engineer Work with Other Design Professionals and Constructors

Other design team members’ misinterpretation of a geotechnical engineering report has resulted in costly problems. Manage that risk by having your geotechnical engineer confer with appropriate members of the design team before finalizing the scope of geotechnical service (as suggested above), and, again, after submitting the report. *Also retain your geotechnical engineer to review pertinent elements of the design team members’ plans and specifications.*

Reduce the risk of unanticipated conditions claims that can occur when constructors misinterpret or misunderstand the purposes of a geotechnical engineering report. Use appropriate language in your contract documents. Retain your geotechnical engineer to participate in prebid and preconstruction conferences, and to perform construction observation.

Read Responsibility Provisions Closely

Clients, design professionals, and constructors who do not recognize that geotechnical engineering is far less exact than other engineering disciplines can develop unrealistic expectations. Unrealistic expectations can lead to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their proposals. Sometimes labeled “limitations,” many of these provisions indicate where geotechnical engineers’ responsibilities begin and end, to help others recognize their own responsibilities and risks, thus to encourage more effective scopes of service. *Read this proposal’s provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Rely on Your Geotechnical Engineer for Additional Assistance

Membership in the Geoprofessional Business Association (GBA) exposes geotechnical engineers to a wide array of risk management techniques that can be of genuine benefit to everyone involved with a construction project. Confer with a GBA-member geotechnical engineer for more information. Confirm a firm’s membership in GBA by contacting GBA directly or at its website.



8811 Colesville Road/Suite G106, Silver Spring, MD 20910
 Telephone: 301/565-2733 Facsimile: 301/589-2017
 e-mail: info@geoprofessional.org www.geoprofessional.org

Copyright 2015 by the Geoprofessional Business Association (GBA). Duplication, reproduction, copying, or storage of this document, in whole or in part, by any means whatsoever, is strictly prohibited, except with GBA’s specific written permission. Excerpting, quoting, or otherwise extracting wording from this document is permitted only with the express written permission of GBA, and only for purposes of scholarly research or book review. Only GBA-Member Firms may use this document as a complement to or as an element of a geotechnical engineering proposal or similar document. Any other firm, individual, or entity that so uses this document without being a GBA-Member Firm could be committing negligent or intentional (fraudulent) misrepresentation.

SPECIAL CONDITIONS FOR DRILLING AND EXCAVATION

- 1. RIGHT TO SUBCONTRACT:** SME reserves the right to subcontract for drilling, excavation of test pits, clearing and grubbing for site access, traffic control, and other instrumentation or services necessary to perform the services required by the Agreement.
- 2. RIGHTS OF ENTRY:** CLIENT shall provide any necessary rights of entry for SME, including its agents, staff, contractors or subcontractors, to access the site to perform all acts, studies, and research, including tests and evaluation, pursuant to the agreed services. CLIENT shall inform SME of any special requirements as a condition upon such rights of entry.
- 3. PERMITS AND LICENSES:** CLIENT shall secure all required permits, except specific permits identified in Agreement as being secured by SME. SME shall hold and maintain all necessary business and professional licenses, registrations, and accreditations necessary to perform its services.
- 4. UNDERGROUND UTILITIES AND STRUCTURES:** SME will take reasonable precautions to avoid damage to subterranean structures or utilities, including contacting the appropriate One-Call system for utility clearance. Unless otherwise identified in the Agreement, CLIENT is responsible for identifying all subterranean structures or utilities in the area of evaluation and sharing that information with SME prior to commencement of the field exploration. CLIENT agrees to furnish SME with all information identifying the type and location of utility lines and other man-made structures located beneath the surface of the site in the proposed work area. CLIENT will also locate all known private underground utilities at the site prior to SME performing the field exploration. CLIENT agrees to defend, indemnify and hold SME harmless from all claims, liability, and expense associated with alleged damage to subterranean utilities or structures, except if such damage was caused by SME's sole negligence.
- 5. SITE PLANS AND SURVEYS:** CLIENT will provide available project site plans and surveys, preferably in digital format (AutoCAD compatible format), and provide topographical information, if available. The accuracy and proximity of survey control provided by CLIENT will affect the accuracy of test locations and elevation determinations. Unless otherwise noted, the accuracy of test locations and elevations will be commensurate only with pacing and approximate measurements or estimates.
- 6. TEST LOCATIONS:** If unanticipated site conditions or site conditions not made known to SME prevent access to locations specified in the Agreement, then SME may deviate a reasonable distance from proposed test locations. If CLIENT objects, then SME shall have the right to reasonable adjustment of its fees and time for performance.
- 7. FIELD SERVICES SCHEDULE:** Field services will be performed Monday through Friday, except on holidays, and during normal business hours unless noted otherwise in the Agreement. Additional fees may be required for field services provided on weekends and holidays, or at times other than normal business hours.
- 8. RESTORATION:** CLIENT recognizes that some damage to the site may occur in the normal course of our services. SME will exercise reasonable care to mitigate damage from drilling or excavation equipment to lawn, landscape, pavement, or soft ground. Unless otherwise stated in the Agreement, our fee does not include time or expenses associated with the repair of wheel ruts, track marks, or other damage such as crop damage. Due to the potential applicability of environmental and transportation regulations, excess soil cuttings generated from drilling activities will not be removed from the site by SME. Unless otherwise noted in the Agreement, the boreholes will be backfilled with auger cuttings and/or bentonite, and excavations will be backfilled with excavated material. Asphalt coldpatch or quick-setting concrete will normally be used to repair existing pavement areas flush to the existing grade. Core holes in concrete floors and bridge decks will be filled with quick-setting concrete flush to the existing floor surface. Excess soil will be left on-site at the locations of the boreholes or excavations, placed in nearby greenway areas, or containerized as appropriate for site and environmental conditions.
- 9. VARIATIONS IN SUBSURFACE CONDITIONS AND INTERPRETATION OF SME DATA:** CLIENT recognizes that subsurface conditions on the site may vary from those encountered at the locations where borings, surveys, or explorations are made by SME and that the data, interpretations and recommendations of SME are based solely on the information available to SME. SME will not be responsible for the data generated by others or interpretations and recommendations by others based upon the data and information developed or provided by SME.
- 10. SURFACE MATERIALS:** Unless otherwise noted in the Agreement, SME will obtain approximate thickness measurements of surficial materials, such as pavements, aggregate base, and topsoil, at the time of the exploration. These measurements are considered approximate since some mixing of surficial materials and the underlying subgrade can occur. Additional evaluation methods and additional fees would be required to obtain more precise measurement of surface materials.
- 11. TRAFFIC CONTROL:** Unless otherwise noted in the Agreement, SME will be responsible for supplying such signs, barricades and traffic control personnel as may be needed for safe drilling or excavation operations.

12. SAMPLE DISPOSAL:

- a) Unless otherwise requested in writing by CLIENT, SME will dispose of soil samples submitted to SME's laboratories 60 days after the samples are obtained. Unless otherwise requested in writing by CLIENT, samples submitted to subcontract laboratories will be disposed by those laboratories in accordance with their sample retention policies. CLIENT agrees that it will not hold SME responsible or liable for any loss of test specimens or samples, and CLIENT agrees to pay costs associated with the storage of samples beyond the normal storage times described herein.
- b) In the event residual sampled materials in SME's possession are determined to be RCRA hazardous wastes, contain PCBs above Type II landfill disposal limits, or are otherwise subject to state or federal disposal restrictions, we will, after completion of testing and at CLIENT's expense, and using a manifest signed by CLIENT as generator, have such samples transported to a location selected by CLIENT for final disposal (see **Disposal of Hazardous and Other Regulated Wastes**). CLIENT agrees to pay all costs associated with the storage, transport, and disposal of such samples. CLIENT recognizes and agrees that we are acting as a bailee and at no time assume title to said waste.

13. ENVIRONMENTAL RISKS:

- a) CLIENT shall inform SME of any known environmental site conditions that could affect the health and safety of our field personnel or that could affect SME's performance of its services. For projects other than environmental assessments, SME will report only for informational purposes, unusual odors and/or colorations of the soil observed during field activities.
- b) Unanticipated hazardous substances, subsurface contaminants, and/or biological pollutants (HAZMAT) or levels of HAZMAT may exist at the project site. The discovery of unanticipated HAZMAT may constitute a changed condition mandating renegotiation of the scope and fees and make it necessary for SME to take immediate measures to protect human health and safety, and/or the environment. SME agrees to notify CLIENT as soon as practicable if unanticipated HAZMAT is encountered. CLIENT authorizes SME to take measures that, in SME's sole professional opinion, are justified to preserve and protect the health and safety of SME's personnel and the public, and/or environment, and CLIENT agrees to compensate SME for the additional cost of such work. SME does not assume control of or responsibility for reporting to any federal, state, or local public agencies, any conditions at the site that may present a potential danger to health, safety, or the environment.
- c) There is a risk that drilling and sampling may result in contamination of certain subsurface areas, such as when a boring device moves through a contaminated area and connects it to an aquifer not previously contaminated. SME will exercise reasonable care and caution to prevent such occurrences; however, because such drilling and sampling is a necessary aspect of the services that SME will provide for CLIENT's benefit, CLIENT agrees that SME shall not be held liable for exacerbation of HAZMAT caused in this manner.
- d) CLIENT recognizes that discovery of HAZMAT on the site may result in a significant reduction of the property's value, and SME cannot be held responsible for such devaluation.
- e) It is possible this assessment may fail to reveal the presence of contaminants, hazardous materials, or other types of environmental contamination collectively referred to as "contaminants" at sites where contaminants are assumed, expected, or subsequently determined to exist. CLIENT understands that SME's failure to discover contaminants does not guarantee that contaminants do not exist at the site. Similarly, a site which in fact is unaffected by contaminants at the time of SME's study, may later, due to natural phenomena or human intervention, become contaminated. CLIENT agrees that it would be unfair to hold SME liable for failing to discover contaminants whose exact location is impossible to foretell, or for failing to discover contaminants, which, in fact, did not exist at specific sampling locations at the time such samples were taken. Accordingly, CLIENT waives any claim against SME, and agrees to defend, indemnify and save SME harmless from any claims or liability for injury or loss arising from SME's failure to detect the presence of contaminants through techniques commonly employed for the purpose.
- f) CLIENT agrees to defend, hold harmless and indemnify SME from and against any and all claims and liabilities resulting from encountering unexpected HAZMAT, including compensation for any time spent and expenses incurred by SME.

14. DISPOSAL OF HAZARDOUS AND OTHER REGULATED WASTES: CLIENT agrees to select treatment/disposal facilities, pay for transportation and disposal, and sign, or have OWNER sign all waste profile forms, land disposal certifications, transportation manifests, and any other documentation required for transportation and disposal of hazardous wastes, PCB wastes, or other regulated wastes. Under no circumstance will SME select a disposal /treatment facility, arrange for transportation or disposal of regulated wastes, or otherwise act as agent for the generator of the wastes. CLIENT agrees to the maximum extent permitted by law to defend, hold harmless and indemnify SME from and against any and all claims and liabilities resulting from violation of any federal, state or local statute, regulation or ordinance relating to the disposal of hazardous wastes, substances or constituents or allegations that SME generated, transported, stored, treated or disposed of wastes or other contaminated materials, or arranged for the transportation, treatment, storage, or disposal of wastes or other contaminated materials, subject to federal, state, or local regulation or law.

Transportation Committee Meeting Minutes

Lake Michigan Room

May 5, 2026

10:00 a.m.

Minutes

1. Call to Order

The Transportation Committee meeting was called to order at 10:00 am, followed by the Pledge of Allegiance.

The minutes of the April 7, 2026, meeting were presented. Hearing no additions, corrections, or comments, a motion was made by Dean Button and seconded by Mark O'Dell to approve the minutes. The motion carried.

The voting members in attendance were Kevin Breitzke (Porter County), Jim Biggs (Porter County), Martin Bobcek (Porter County), Dean Button (Hammond), Jeff Huet (Schererville), Mark O'Dell (Chesterton), and Kay Nelson (NWI Forum).

Staff in attendance were Tom Vander Woude, Charles Bradsky, Candice Eklund, Ann Weitgenant, Scott Weber, and Grace Benninger.

Also in attendance were Alex Olesker (BF&S), Beth Shrader (SEH), Terry Martin (Carrier & Gable), Jake Dammarell (BF&S), Ryan Lisek (Drive Clean Indiana)

2. Public Comment on Agenda Items

No public comments were offered on agenda items.

3. Planning

3.1. 2027 Metropolitan Transportation Plan Update

Scott Weber presented information on the first phase of the 2027 Metropolitan Transportation Plan update, including updated performance measures related to freight, roads, transit, and safety. Freight-related employment increased between 2019 and 2024, while freight volumes by weight and value were generally flat. Truck-related crash concentrations were noted primarily along major interstates, especially I-80/94 west of I-65, and truck travel time reliability concerns were identified on I-80/94 west of I-65 and I-94 approaching Michigan.

The presentation also reviewed freight rail incidents, blocked crossings, commute trends, commute mode share, community crossings funding, pavement condition, bridge condition, mean speeds, and crash patterns. Committee discussion included a question about bridges

on the National Highway System shown in poor condition; staff indicated they would research whether projects were already programmed to address those locations.

Transit-related measures showed increased population served within one-quarter mile of fixed-route transit stops from 2014 to 2024. The presentation noted expanded transit coverage, including improvements associated with the GPTC system, and increased service to traditionally underrepresented populations. Employment near fixed-route transit also generally increased over the same period.

Tom Vander Woude presented active transportation performance metrics, noting growth in off-road paved trail mileage from 13 miles in 1990 to 210 miles today, increased trail use at counted locations, growth in marked bike-lane mileage, and increased population access within one-quarter mile of trails and bicycle facilities. Tom also noted that trail-related injuries and fatalities have decreased as the network has expanded, while adult physical inactivity remains an area of concern. A question was raised about whether bike-lane mileage included shared roadway markings; staff said they would follow up.

The measures will be compiled for use during summer public engagement and stakeholder meetings.

Action: Received for information.

4. Programming

4.1. Public Comment Report for the FY 2026-2030 Transportation Improvement Program Amendment 26-06.1

Charles Bradsky reported that no public comments were received on the FY 2026-2030 Transportation Improvement Program Amendment 26-06.1 or on related amendments or projects. No comments were received from the Interagency Consultation Group.

Action: Received for information.

4.2. Resolution #26-08: FY 2026-2030 Transportation Improvement Program Amendment 26-06.1

Charles Bradsky presented Resolution #26-08 for FY 2026-2030 Transportation Improvement Program Amendment 26-06.1 and requested a favorable recommendation to the Executive Board and Full Commission. The amendment included 17 projects. Staff noted that a Cedar Lake project was being removed because the community planned to return federal funds and complete the project with local funding due to federal-process requirements and related costs.

Committee discussion included a question regarding INDOT's deletion of a pavement-marking project and whether the work would still be completed. Staff stated they would contact INDOT for clarification and suggested INDOT may be able to address the issue at a future meeting.

A motion was made by Dean Button and seconded by Mark O'Dell to recommend Resolution #26-08 to the Executive Board and Full Commission. The motion carried unanimously.

4.3. FY 2026-2030 Transportation Improvement Program Administrative Modification #26-23

Charles Bradsky presented Administrative Modification #26-23 for information. The report included minor project changes such as funding increases, schedule changes, and project phase adjustments for INDOT and local projects. Staff noted examples involving East Chicago, Gary, Hammond, Munster, and Porter County. The full project-change details are included in the electronic agenda packet posted on the website.

Action: Received for information.

5. Reports from Planning Partners

5.1. Drive Clean Indiana

Ryan Lisek, with Drive Clean Indiana, reported that Tesla wall-charger donations were still available but nearing full allocation, and GM Level 2 fleet chargers were also available. Upcoming grant funding related to clean diesel replacement vehicles was expected from IDEM. Drive Clean Indiana also provided updates on charging infrastructure activity in Northwest Indiana and noted there were no major updates on INDOT's National Electric Vehicle Infrastructure funding program.

Upcoming events mentioned included a sustainable communities meeting at NIRPC on June 6 from 9:00 a.m. to noon, Crossroads Clean Energy webinars on May 13 and June 17, the Clean Air Golf Outing on August 25, and the Drive Clean Indiana Clean Technology Conference at Blue Chip on November 18.

6. Other Business, Staff Announcements, and Upcoming Meetings

6.1. Acceptance of Committee Appointments

The committee recognized the appointment of Michelle Pariso to serve as the NWI Forum representative on the Transportation Committee, Environmental Committee, NWI Truck Parking Study, and Economy and Place Committee.

The committee also recognized Kay Nelson's service and contributions to NIRPC committees over many years, including transportation, environmental, and economy-related work. Members and staff expressed appreciation for her participation, questions, and contributions to regional discussions.

6.2. Staff Updates and Announcements

Staff announced that the road safety audit contract was approved and that Corradino Group would proceed as consultant for the 2026 road safety audits. Staff will contact communities

with high-crash locations and invite them to identify locations for potential audits. Locations will be prioritized based on crash-cost index scores.

Staff also announced that the request for proposals for the Safe Streets and Roads for All regional safety action plan was issued on April 23 and closes on May 28. The project is being developed in partnership with Lake County, Porter County, and La Porte County, with a planned project kickoff in midsummer.

6.3. Upcoming NIRPC Meetings

- Environment Committee – May 7, 2026, at 10:00 a.m.
- NIRPC Executive Board – May 21, 2026, at 9:00 a.m.
- TROC Lake & Porter – May 26, 2026, at 9:00 a.m.
- TROC La Porte – May 26, 2026, at 1:00 p.m.
- NIRPC Executive Board – June 18, 2026, at 9:00 a.m.
- Economy & Place Committee – July 8, 2026, at 10:00 a.m.
- NIRPC Full Commission – July 16, 2026, at 9:00 a.m.

7. Next Meeting and Adjournment

The next Transportation Committee meeting is scheduled for Tuesday, August 4, 2026, at 10:00 a.m. at the NIRPC offices. Staff noted that the committee planned to take the summer off unless a need arose to schedule an additional meeting.

A motion to adjourn was made and seconded. The meeting adjourned at 11:03 am.

MEMORANDUM

To: Transportation Committee

From: Stephen Hughes, Public Transit and Engagement Planner

Date: August 4, 2026

Re: Adoption of an Amendment to the Public Participation Plan, *Engage NWI*

Action Requested: Recommendation to the Executive Board to approve an amendment to the Public Participation Plan, *Engage NWI*, by adopting Resolution 26-10

Background

23 CFR 450.316, requires MPOs to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process. On August 15, 2019, NIRPC adopted *Engage NWI* as the Public Participation Plan (PPP) for the Commission. This document describes the public participation tasks associated with the Commission's various projects. Some of these tasks are required by statute, some are the Commission's good faith efforts to have meaningful public engagement with its work. *Engage NWI* has been amended twice since then, August 21, 2025, and March 19, 2026.

Engage NWI describes methods for outreach to the region. This proposed amendment adds *Appendix A: Procedures and Strategies to Engage Interested Parties, Including Traditionally Underserved Populations*. Appendix A provides explicit procedures for choosing what methods will be used and when with a particular focus on reaching out to those who have been traditionally underserved by transportation planning.

The proposed amendment was made available for the required 45-day public comment period from June 9, 2026, to July 23, 2026. The accompanying public comment report documents comments received and NIRPC's responses.

Recommendation

NIRPC staff requests that the Transportation Committee forward its favorable recommendation to the Executive Board to adopt Resolution 26-10, approving the amendment to the *Engage NWI* Public Participation Plan.



Public Comment Report

Resolution 26-10, an amendment to the Public Participation Plan: *Engage NWI*

Northwestern Indiana Regional Planning Commission

August 20, 2026

The amendment to the Public Participation Plan, *Engage NWI* was released for a 45-day public comment period which began on June 9, 2026, and ended on July 23, 2026. The proposed amendment adds *Appendix A: Procedures and Strategies to Engage Interested Parties, Including Traditionally underserved Populations* which provides additional detail on how NIRPC provides notice of public participation opportunities, employs strategies for outreach to traditionally underserved populations, and selects meeting locations, consistent with the policies and procedures outlined elsewhere in *Engage NWI*.

The amendment was made available for viewing at www.nirpc.org and press releases with links were posted on several social media sites.

The public comment period closed on July 23rd, no comments were received.



RESOLUTION 26-10

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION APPROVING AN AMENDMENT TO THE PUBLIC PARTICIPATION PLAN, *ENGAGE NWI*.

August 20, 2026

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

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 regional, comprehensive, cooperative, and continuing (3-C) transportation planning process, to develop a 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 Consolidated Appropriations Act of 2026 (PL 119-75), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation activities, including the utilization of a Public Participation Plan compliant with 23 CFR 450.316; and

WHEREAS, the Commission’s Public Participation Plan is *Engage NWI*, which was adopted on August 15, 2019; and

WHEREAS, *Engage NWI* was amended on August 21, 2025, and March 19, 2026; and

WHEREAS, the changes to *Engage NWI* brought about by this amendment were made available for public comment; with no comments received; and

WHEREAS, on August 4, 2026, the Transportation Committee recommended that the Commission make these changes to *Engage NWI*,

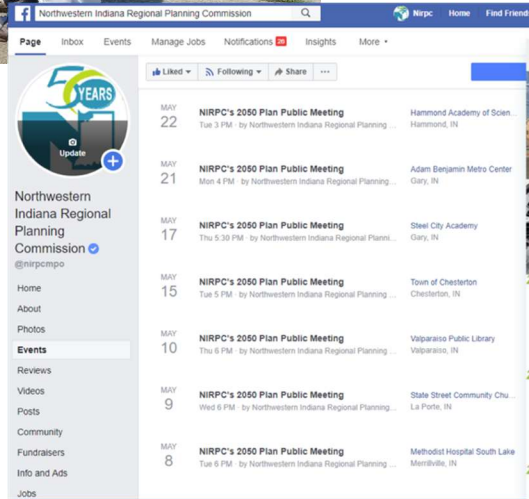
NOW, THEREFORE, BE IT RESOLVED that the Commission hereby amends *Engage NWI* by adding Appendix A: Procedures and Strategies to Engage Interested Parties, Including Underserved Populations.

Duly adopted by the Northwestern Indiana Regional Planning Commission this twentieth day of August, 2026.

Austin Bonta
Chairperson

ATTEST:

David Phelps
Secretary



Engage NWI

**Northwestern Indiana Regional Planning Commission's
Public Participation Plan** – Adopted August 15, 2019 by Resolution 19-24
Amended August 21, 2025 by Resolution 25-15
Amended March 19, 2026 by Resolution 25-04

This page intentionally left blank.

About Engage NWI

Engage NWI is the federally required “Public Participation Plan” that enables Northwestern Indiana Regional Planning Commission (NIRPC) staff to ensure that it is meeting all federal requirements for public participation, but more importantly, a guide that enables the public to engage with regional planning. **Engage NWI** promotes a meaningful exchange of ideas, identification of regional issues and solutions, as well as advancing initiatives to achieve the vision for Northwestern Indiana (NWI).

The Northwestern Indiana Regional Planning Commission (NIRPC), as the Metropolitan Planning Organization (MPO) and Council of Governments (COG) for NWI, has the responsibility to conduct economic development, environmental, and transportation planning for Lake, LaPorte and Porter Counties. **Engage NWI** is required of a Metropolitan Planning Organization (MPO) by the United States Department of Transportation (USDOT) to fulfill the regulations governing public participation (**23 CFR 450.316**).

Engage NWI is laid out in a question and answer format to assist NWI’s general public and stakeholders, and NIRPC’s regional planners to understand:

- ▶ How the general public and stakeholders can most effectively connect with regional planning – **Page 3**
- ▶ What is regional planning? **Page 4-5**
- ▶ When/where is the public engaged in regional planning? **Page 6-7**
- ▶ Why is public participation important to regional planning? **Page 7-8**
- ▶ Who is and should be involved in public participation? **Page 8-10**
- ▶ How is public participation conducted? **Page 11-13**
- ▶ The technical requirements of public participation **Page 14-16**

How to follow regional planning activities and find participation opportunities:

- ▶ **Website:** in.gov/nirpc
 - ▶ Sign-up for emails and newsletters here
 - ▶ Follow our calendar for events and meetings
 - ▶ Find NIRPC’s latest plans and updates
- ▶ **YouTube:** youtube.com/user/NIRPCPlanning
 - ▶ For livestreamed Commission and Committee meetings if you cannot or do not want to attend in-person
- ▶ **Facebook:** facebook.com/nirpcmpo
 - ▶ Like NIRPC’s Facebook page to follow planning activities and learn about engagement opportunities.
- ▶ **X:** x.com/NIRPC
 - ▶ Follow NIRPC’s X feed to hear the latest news and learn about engagement opportunities.
- ▶ **Instagram:** instagram.com/regionMPO
 - ▶ Follow NIRPC’s Instagram page to see what is going on in the region and learn about NIRPC’s work.

- ▶ **LinkedIn:** [linkedin.com/company/nirpc](https://www.linkedin.com/company/nirpc)
 - ▶ Connect with NIRPC's LinkedIn page to learn about NIRPC's work and other planning partners.
- ▶ **RTIP:** <https://rtip.nirpc.org/>
 - ▶ The Regional Transportation Improvement Program is NIRPC's online database of funded transportation investments throughout the region. Amendments are posted on RTIP when available for public comment.
- ▶ **Direct mail:**
 - To be added to our direct mail list, please send a request for newsletters:
Public Participation Planner
6100 Southport Road
Portage, IN 46368

What is regional planning?

Regional planning in NWI is conducted by NIRPC regional planners. NIRPC is charged in state law to focus on economic development, the environment, and transportation planning. NIRPC provides a regional forum to discuss issues, opportunities, problems, challenges, and concerns of member communities, the general public, and stakeholders. Regional planners work planning initiatives each year that will hopefully advance NWI towards achieving the visions laid out in the adopted long-range plan of the Commission, the *NWI 2050+ Plan*.

It is important to note that while regional planners may provide guidance on best practices, policy, zoning, transportation investments, economic development, or the environment, they do not make or enforce local ordinances or policies, as NIRPC is not charged with this mandate, nor given authority to do so, in state or federal law. In order to affect change locally, participation efforts by the general public and stakeholders must be geared towards local, state or federal government. Regional planners often may not lobby under federal law, rather may only educate or guide elected officials.

For regional transportation planning, NIRPC must follow the federally required "3C" transportation planning process. The "3C" transportation planning process requires cooperation among all levels of government, comprehensive consideration of many planning factors, and be a continuously evaluated planning process. Planning is carried out following contemporary federal transportation planning requirements of the Fixing America's Surface Transportation Act (FAST Act), the Americans with Disabilities (ADA) Act, Section 504 of the Rehabilitation Act, Persons with Limited English Proficiency Executive Order 13166, the Clean Air Act, Title VI of the Civil Rights Act, and their predecessor acts. *Engage NWI* reflects all such requirements, especially those of [23 CFR 450.316](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-B/part-450/subpart-3/section-450.316), the regulation that governs public participation.

Regional planners at NIRPC are responsible for the following:

-  *Economic development, environmental, and transportation planning*
-  *Technical assistance on planning best practices, and governance*
-  *Providing a forum for regional issues identification and problem solving*
-  *Facilitation of the prioritization of transportation investments for NWI*

Public participation and transit

Transit is an important travel option for many residents in the region, and many instances the only travel option for some residents. Transit in NWI consistently is rated by the public as a primary concern for our regional transportation system. The *NWI 2050+ Plan* and the *2018 Coordinated Transit Plan* demonstrate those issues and concerns.

The Federal Transit Administration allows a transit operator to rely on the MPO's Public Participation Plan for the Transportation Improvement Program. For transit operators to be compliant with Federal "Program of Projects" requirements, transit operators may utilize the public participation efforts of regional planners. Projects need to be published in sufficient detail, and the users of these projects should be provided an opportunity to examine the proposed program and submit comments. Transit Operators therefore must assist NIRPC with public participation efforts, including advertising and inviting the public to engagement opportunities.

When/where is the public engaged in regional planning?

There are three core MPO planning documents out of which all other regional planning activities are derived:

- ▶ **Long-Range Plan (LRP)** – The LRP sets the vision for NWI and focuses on economic development, the environment, and transportation. The LRP is updated every four years and is amended from time to time. The development of the MTP takes approximately one to two years and engagement opportunities are provided throughout its development to shape the vision, goals, and priorities of the Plan.
- ▶ **Transportation Improvement Program (TIP)** – The TIP is updated every two years and amended four times per year. The TIP includes transportation

investments for the next five years made by communities, transit operators, and the Indiana Department of Transportation. The development of the TIP involves all the towns, cities, counties, and transit operators of NWI and must be consistent with the *NWI 2050+ Plan*. Direct engagement with municipalities and transit operators is the most effective way for the public to influence the projects each applicant submits to NIRPC for funding.

- **Unified Planning Work Program (UPWP)** – The UPWP is updated every two years and amended in between generally once. The UPWP contains all the planning activities required by the Federal Highway and Transit Administrations in addition to planning activities identified by the *NWI 2050+ Plan*. The planning tasks are conducted by the regional planners at NIRPC. Each UPWP task includes a public participation goal appropriate for the task: Inform, Consult, Involve, or Collaborate. **See page 12 for details on goals.**

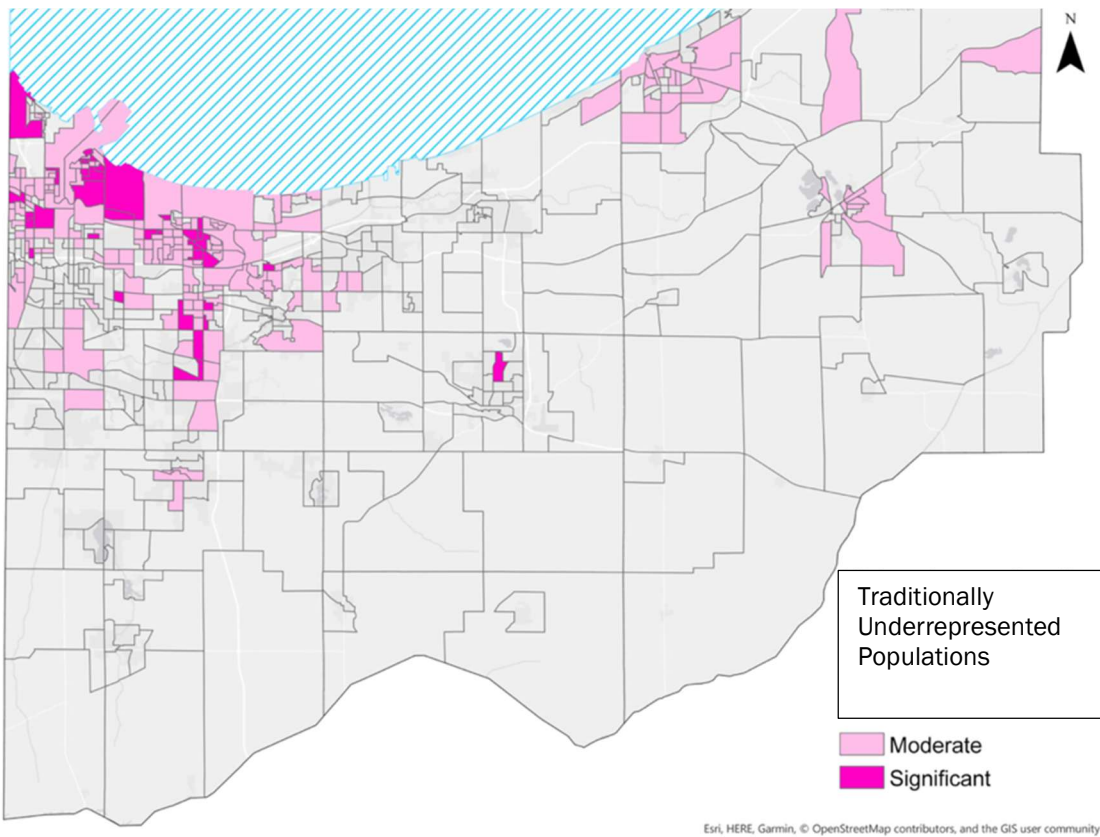
Understanding the core planning activities of NIRPC will help to connect interested individuals on when and where to engage in regional planning.

Engage NWI emphasizes that for effective regional planning, engagement should occur where people are, and early in the process. Input will be solicited from the general public and stakeholders when active engagement methods are utilized (described on Page 13), close to where the general public are already gathering and while plans are in development so that input can shape the outcome which is deliberated at the Commission. Every attempt will be made to hold active engagement activities throughout the region, balanced where transit is available and for the rest of the region, through a variety of creative means while plans are in development. The Commission will determine where and when to hold its meetings and those of its advisory committees.

Why is public participation critical to regional planning?

Engage NWI stresses the need for the general public and stakeholders to engage in regional planning to identify regional challenges, problems, and opportunities. Regional planners need to listen to voices of the general public and stakeholders to gain a diversity of input – especially from those traditionally underrepresented in planning processes – and hear potential solutions or to shape planning processes and achieve desired outcomes. The map on Page 7 represents the places in NWI that should be emphasized in engagement efforts. These places include higher than regionally average areas of minorities, low-income individuals, limited-English proficiency individuals, zero-car households, veterans, individuals over sixty-five years of age, and individuals with disabilities. Regional planners need input early in the process so that final plans can reflect a balance of priorities and interests heard from all over the NWI.

Engage NWI stresses the importance that additional effort be made to invite individuals that reside in such areas to participate in regional planning efforts to give voice to communities who have traditionally been under-represented.



Strategies to engage with emphasized places in NWI

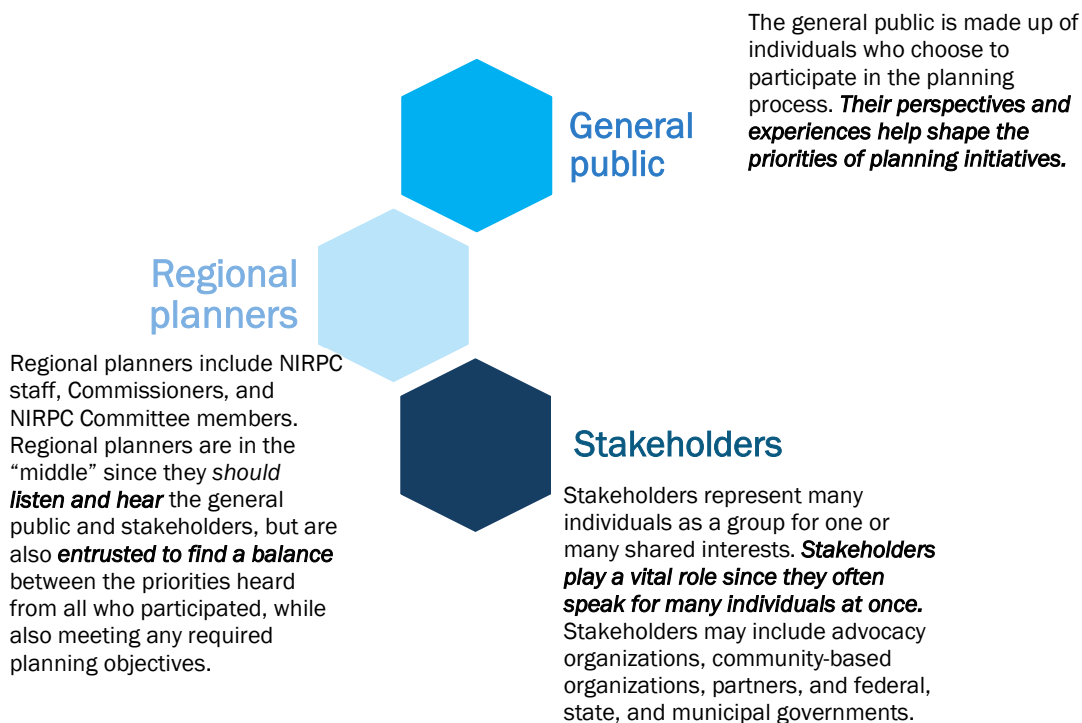
- ▶ **One-on-Ones** – depending on the planning activity, regional planners may make face-to-face contact with community-based organizations, neighborhood leaders, faith-based organizations, elected officials, and other important stakeholders that can connect regional planners to residents and businesses that have been underrepresented in regional planning activities. Such interactions are called “*Out and Abouts*” in *Engage NWI* and are described on Page 13.
- ▶ **Targeted formal engagement** – depending on the planning activity, regional planners may ensure that some of the formal meetings or “*Pop-Up Events*,” described on Page 13, are held in these emphasized places to make participation convenient, especially if community residents rely on limited public transit.

Who is and should be involved in public participation?

Engage NWI focuses upon “regional planners,” “the general public,” and “stakeholders” as three critical groups involved in public engagement. Each plays a unique and important role in the planning process. Regional planners at NIRPC seek to undertake various planning initiatives that need to be shaped by public input. The general public includes individuals and businesses that represent themselves in the planning process, while stakeholders represent “grouped” interests, needs, or desires in the outcome of a planning process. The perspectives, experience, and expertise from the general public, or stakeholders, is not only welcomed, but necessary in the planning process.

Shaped by their personal experiences, regional planners do not know and cannot see every detail of every issue in every community. Therefore, **Engage NWI** stresses the need for regional planners to listen to the general public and stakeholders as a duty, but also for the general public and stakeholders to share their perspectives, experiences, and expertise as regional citizens.

For **Engage NWI** to be effective, NIRPC, as the regional planners, will inform the general public and stakeholders of every opportunity to participate through the channels described on Page 3; however, the general public and stakeholders have the freedom to take advantage of the opportunity to play their part and actively engage in shaping their region.



About the regional planners - NIRPC

Regional planning and coordination came to Northwestern Indiana in 1965 when enabling legislation was passed by the Indiana General Assembly and signed into law by the Governor. The first state law called for a transportation planning commission, which was inspired by the 1962 Federal Highway Act. The state law has since been amended to create what is known today as the Northwestern Indiana Regional Planning Commission, a three-county council of governments. In 2007, NIRPC's Executive Board membership expanded, and weighted voting was added.

NIRPC's governing body is the Commission composed of 53 county, municipal, and some township elected officials and a Gubernatorial appointment. The Commission membership is established in state statute and is required to meet in full at least four times per year and at a minimum statutorily responsible for the hiring of the Executive Director, adopting bylaws, electing officers, and annual budget appropriations. A smaller Executive Board is annually elected by and from the full Commission membership and takes on the routine business of NIRPC. The Commission has established several committees to make advice and assist in conducting its business. Please check NIRPC.org for updates on the committee structure and membership.

All Commission and committee business related to transportation planning and investment decision-making must adhere to **Engage NWI**. Planning for economic development and the environment may adhere to **Engage NWI** or the specific requirements of grants funding those activities in question. Noticing for Commission and Committee meetings will follow Indiana Open Door Law.

Commission	Full Commission <i>Meets four times per year or</i>
	Executive Board <i>Meets approximately six times per year</i>
Advisory Committees	Economy and Place
	Environment
	Leadership
	Transportation

*Last revised August 2025 / Any future changes to committee structure made by the Commission will be reflected in **Engage NWI** as a technical amendment.*

How is public participation conducted?

Engage NWI lays out on Page 12 the engagement goals, the promise made by *Engage NWI* associated with that goal, engagement methods associated with each goal, and the when the goal will be chosen for each planning task. Then all the technical requirements of *Engage NWI* are laid out (Page 14-16). Input from the general public and stakeholders early in the process is critical to shaping the final outcomes of each plan. With a diversity of perspectives in a region as large as NWI, it will be up to regional planners to find a balance between competing priorities and interests for the region. Before plan adoption by the Commission, the plan will be put out for a formal comment period, if required.

Techniques to invite participation

Engage NWI outlines methods to ensure regional planning is conducting with participation always at mind from the beginning of planning processes. Each planning task undertaken will identify a participation goal appropriate for that task (Page 12) and then planners will employ the methods that goal requires. It is expected that most tasks will be on the more participatory end of the spectrum.

However, no matter which type of participation goal that is required, participation will be possible in formats that are inclusive. All meeting locations will be compliant with the ADA and requests for reasonable accommodations taken upon request within 72 hours of a formal meeting to ensure participation those who may need alternate formats of materials – including language translation, foreign, American Sign Language, or braille.

Active participation methods				
Does the task require?	Inform	Consult	Involve	Collaborate
Engage NWI goal:	Provide public with objective information and assist their understanding of regional challenges, options, opportunities, or solutions.	Obtain feedback on regional planning tasks, analyses, or prior to policy making.	Work directly with public and stakeholders throughout planning process to ensure concerns and ideas are consistently understood and considered.	Partner with the public and stakeholders in every aspect of the planning process from project scoping through adoption of plans or policies.
Engage NWI promise	Keep general public and stakeholders informed.	Keep public informed, listen and acknowledge concerns and ideas, and provide public with report on how input shaped outcomes.	Work with public and stakeholders to ensure goals and ideas are directly reflected in planning work as much as possible and report on how input shaped outcomes.	Work with public and stakeholders to inform planning work from start at project scoping to understand issues, generate solutions, and incorporate feedback to shape outcomes.
Involvement methods / tools may include:	Website, social media, newsletters, multi-language publications, press releases, mailings, live streaming, white papers, or fact sheets.	Activities listed in “Inform” plus surveys, comment forms, webinars, or formal meetings	Activities listed in “Consult” plus focus groups, targeted outreach to meet people where they are such as “Out and Abouts,” or “Pop-up Events”	Activities listed in “Involve” plus task forces, charrettes, keypad polling, and working groups
When goal will be selected:	The “Inform” level of participation will be used for technical documents, but the methods will be used frequently to communicate regularly with the public	The “Consult” level of participation will be used less frequently, but the methods will be used when needed	The “Involve” method will be used frequently and the methods as well	The “Collaborate” method will be used frequently with major planning processes

Examples of active engagement

Some types of active and in-person engagement will be conducted by employing the following:

- ▶ **“Out and Abouts”** – regional planners meeting face-to-face to invite interest in planning activities, events or to solicit direct feedback
- ▶ **“Pop-up Events”** – regional planners sharing information / asking for feedback at other organization’s events
- ▶ **Formal meetings** – advertised open houses or public hearings – *timely notice per Engage NWI for all public meetings listed in the table to the right will be two weeks prior to the meeting.*
- ▶ **Task force / working groups** – invited and targeted participation of subject matter experts at the discretion of the NIRPC Executive Director

Effectiveness of methods and evaluation

From time to time the strategies and methods contained within *Engage NWI* will be reviewed for their effectiveness. The principal measure for effectiveness of *Engage NWI* will be:

- ▶ The frequency in which planning activities are conducted with the “Involve” or “Collaborate” goal of active participation methods described on Page 12 – should be at least 50% of activities; and
- ▶ How aggressively regional planners have made attempts to invite participation from the general public and stakeholders throughout the planning process. Opportunities include advertising, “*Out and Abouts*,” “*Pop-Up Events*,” social media or newsletter content, etc.

A summary of public participation efforts by regional planners will be published in the “Performance Report” recommended in the *NWI 2050 Plan*.

Technical aspects of public participation:

Public comment periods and public meeting requirements Core planning documents	Minimum comment period by law	Engage NWI comment length policy	Engage NWI formal meeting policy
Long-range plan (new adoption)	Not specified in federal law	30 days	Required
Long-range plan Policy/Project amendment		21 days	Not required
Long-range plan Modification / Technical amendment		None	Not required
Transportation Improvement Program (TIP) (new adoption)		30 days	Required
TIP amendment		21 days	Not required
TIP modification / technical amendment		None	Not required
Air Quality Conformity		30 days	Required
Unified Planning Work Program (new or amendment)		None	Not required
Coordinated Public Transit Human Services Transportation Plan (new or amendment)		21 days	Not required
Public Participation Plan (new or amendment)	45 days	45 days	Not required
Other planning and policy documents			
Regional and sub-regional modal, corridor, development, or environment plans/policies	Not specified in federal law	21 days	Not required
Technical documents required to fulfill federal requirements		None	Not required

Amendments and modifications

Amendment:

- ▶ An Amendment is a revision to a metropolitan transportation plan or TIP that involves a major change to a project included in a metropolitan transportation plan or TIP including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment.
- ▶ Interagency Consultation Group review on *all* TIP amendments and a redetermination of fiscal constraint is required. **Twenty-one-day comment period required.**
- ▶ Must be approved by Commission or Executive Board. **Public comment opportunity is available at the meeting.**
- ▶ A list of the specific changes to a project in the TIP that require an Amendment are included in the most recently adopted version of the TIP and are incorporated here by reference.

Administrative Modification:

- ▶ An Administrative Modification is a minor revision to a metropolitan transportation plan or Transportation Improvement Program (TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates.
- ▶ Modifications are made by NIRPC staff at the request of project sponsor subject to regulation and funding availability.
- ▶ A redetermination of fiscal constraint is required.
- ▶ A list of the specific changes to a project in the TIP that may be completed as an Administrative Modification is included in the most recently adopted version of the TIP and are incorporated here by reference.

Technical Amendment:

- ▶ Changes to technical information that does impact policy or programmed projects, e.g.: performance targets, data updates, asset information.
- ▶ Must be approved by Commission or Executive Board. **Public comment opportunity is available at the meeting.**

Emergency Amendment:

- ▶ NIRPC Executive Director authorizes a TIP amendment without public process or Commission if:
 - ▶ 1) public well-being or safety is at risk; or
 - ▶ 2) lapse or loss of federal funds is at risk.
- ▶ A redetermination of fiscal constraint is required.

Path to address public comments

Comments received during a comment period will be reported to the Commission via a “Public Comment Report.” The Report will be made available on the NIRPC website and included with draft plans before adoption. The Report will constitute the formal response to comments and will contain the following: **1)** the original comment, as received; **2)** a recommendation by staff on how the final plan may address the substance of the comment; and **3)** a notation on whether or not the recommendation is a major or minor revision.

Any such recommendation to revise a draft plan that proposes: **1)** Policy revisions; **2)** Adds a project not previously subjected to public review; or **3)** deletes a project subjected to public review, will be considered a major revision and will trigger an additional public comment period. All other recommendations will be regarded as minor revisions representing comments that are more general. Advisory Committee(s) or the Commission will consider recommendations at their discretion.

Public Comment Period (*per Engage NWI policy*)

Recommended major revisions?

The commission may accept or modify major revisions and start new full comment period

The Commission may reject major revisions and adopt the plan

Recommended minor revisions?

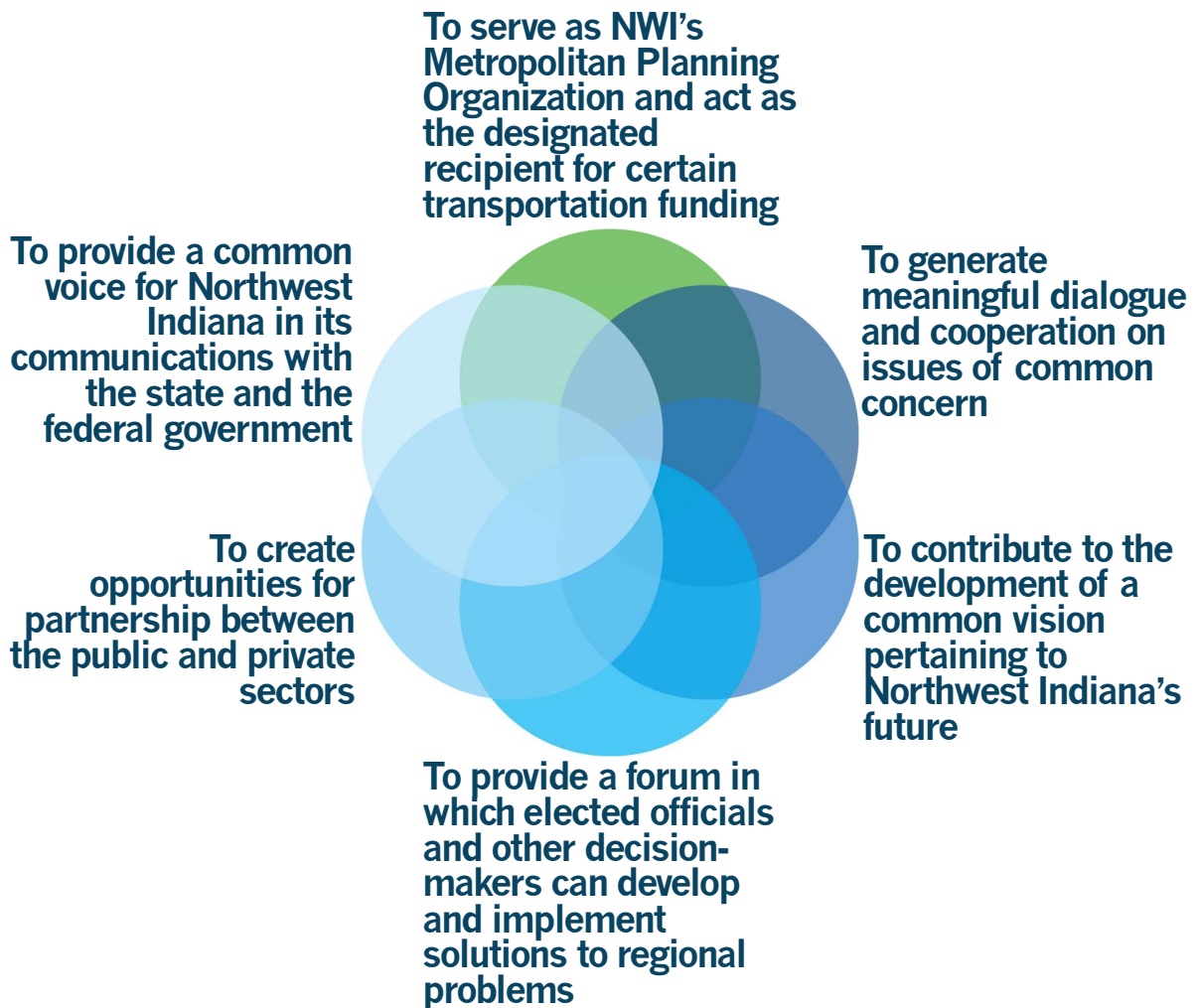
The Commission may accept, reject, or modify minor revisions and adopt the plan

Second Public Comment Period (*per Engage NWI policy*)

The Commission may accept, reject, or modify major revisions and adopt the plan. **Public engagement ends.**

This page intentionally left blank.

NIRPC's Role in the Region



For more information:

Visit:

www.nirpc.org

Contact:

Public Participation Planner at comments@nirpc.org
or 219-763-6060

Request alternative formats of plans or meeting materials:

nirpc@nirpc.org or 219-763-6060

[BEGIN AMENDMENT]

Appendix A: Procedures and Strategies to Engage Interested Parties, Including Traditionally Underserved Populations

Regulatory Basis

- 23 CFR 450.316 states that an MPO shall *describe explicit procedures [and] strategies used to provide interested parties with reasonable opportunities to be involved in the metropolitan planning process.*
- 23 CFR 450.316(a)(1)(viii) specifically states that MPO should pay special regard and make efforts to seek out and consider the *needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.*

Identifying Traditionally Underserved Populations

Traditionally underserved populations may include people of racial or ethnic minorities, people with low incomes, individuals with limited English proficiency, those who live in zero-car households, veterans, individuals over 65 years of age, and individuals with disabilities.

At the beginning of each planning process, NIRPC develops maps using the latest available data at the most granular level available to identify the locations of traditionally underserved populations within the planning area. These are described as “emphasized places” in Engage NWI.

Providing Notice of Opportunities

NIRPC will make efforts to seek out the needs of traditionally underserved populations by providing notice in advance of all public meetings and providing notice for opportunities to be involved in the planning processes. Timely notice per Engage NWI for all public meetings will be two weeks prior to the meeting. Indiana public access law requires public notice of date, time, and place of any Commission or Executive Board meetings at least 48 hours prior to the meeting. The type and extent of notice varies depending on the type of opportunity. NIRPC provides more extensive and direct notice for opportunities that require more involvement and/or collaboration. These are described in the table below.

Activity	Email*	Press	Physical posting	Website**	Social media	Enhanced notice	Direct engagement with partners	Pop-up events
Commission and Committee meetings	Email notice to the NIRPC mailing list.	Meeting calendar provided to the press at the beginning of the year.	Posted on the exterior door of NIRPC's building before meetings.	Posted in advance with links to meeting materials and the YouTube stream.	Posted with links to meeting materials and the YouTube stream.	=	=	=
Development of a new MTP or TIP	Email notice to the NIRPC mailing list.	Press releases to newspapers with comment period and meeting information.	=	Posted with comment contact information, meeting details, and a link to the draft plan.	Posted with a link to the website posting for the plan; posts may be boosted to encourage participation.	May include flyers posted in public places, such as public libraries, and distributed to partners including transit operators.	NIRPC will reach out directly to partner organizations, stakeholders, and community representatives that are not already represented on committees.	May include outreach at community events during major planning processes.
Amendments to an MTP or TIP; Public Participation Plan (new or amendment); Coordinated Public Transit-Human Services Transportation Plan (new or amendment)	Email notice to the NIRPC mailing list.	Press releases sent to newspapers with comment period and meeting information	=	Posted on the NIRPC website with links to supporting documents.	Posted on NIRPC social media accounts; posts may be boosted to encourage participation.	May include flyers posted in public places, such as public libraries, and distributed to partners including transit operators.	NIRPC will reach out directly to partner organizations, stakeholders, and community representatives that are not already represented on committees.	=
Air Quality Conformity Determination Report	Email notice to the NIRPC mailing list.	Press releases sent to newspapers with comment period and meeting information	=	Posted on the NIRPC website with a link to supporting documents.	Posted on NIRPC social media accounts.	=	=	=

* NIRPC Email List

NIRPC maintains a list of email addresses of elected officials, local government employees, and other individuals who request to receive emails that will alert them to meetings and

participation opportunities. Interested parties may sign up for the NIRPC email list on meeting attendance sign-in sheets and on the NIRPC website or by request.

The emails sent to this list include information on how to use TTY and how to request materials in alternative formats.

* * Website

NIRPC posts meeting materials and participation opportunities on its website. Commission and Committee meeting materials are posted prior (generally one week) to the meeting. The meeting dates are posted near the beginning of the calendar year when the calendar of meetings is adopted by the Commission and committees. Materials subject to a formal public comment period will be posted to the website at the beginning of the public comment period.

The NIRPC website includes a language translation function which translates materials to multiple languages.

NIRPC Strategies for Outreach to Traditionally Underserved Populations

As described in *Engage NWI*, NIRPC will use methods to ensure regional planning is conducted with participation in mind from the beginning of planning processes. Each planning task undertaken will identify a participation goal appropriate for that task and then planners will employ the methods that goal requires. It is expected that most tasks will be at the more participatory end of the spectrum. NIRPC staff will document public outreach activities and evaluate the outreach methods used over time.

The following strategies are used most frequently by NIRPC to conduct outreach to traditionally underserved populations. In most instances, NIRPC will utilize multiple strategies to reach a broader, more diverse range of community members.

Open House

Open House style meetings provide opportunities to inform the public and consult the public on plans in an informal, comfortable environment.

Open houses reach people of all walks of life and allow the public to attend at their convenience. Tools such as dot voting, formal presentations, and other active participation methods described in *Engage NWI* may be used at an open house.

Location

- Geographically dispersed
 - Generally, one in each county in NIRPC's planning area
 - In an area identified as having a higher than average traditionally underserved population.
- Publicly accessible
 - Locations for open houses will be places that are regularly open to the public.
- Transit accessible
 - Where it is available, meetings will be held at locations accessible by fixed route transit. Where fixed route transit is not available, meetings will be held at locations accessible by demand response transit.
- ADA accessible
 - Locations for open houses will be accessible to people with disabilities.

Types of Planning Activities

- Open houses are used during major planning processes such as the development an MTP, TIP, or corridor study
- At least one formal meeting is required during the formal public comment period prior to the adoption of new MTP, TIP, or Air Quality Conformity Determination. This meeting may be an open house.

Time of day

Open house meetings will be held at times when the public is generally available, late afternoon to evening on weekdays.

Tools used

Surveys, comment cards, dot voting, presentations, facilitated discussion, and other active participation methods may be used in an open house.

Pop-Up Event

Pop-up events involve NIRPC staff attending other organizations' events to meet people where they are. This reaches people who might not otherwise hear about NIRPC planning activities.

Location

- Events where staff might participate in a pop-up are scheduled across the region.

- NIRPC will participate in pop-ups in areas with above average concentrations of traditionally underserved populations.
- Accessibility
 - These events are in publicly accessible locations and so will generally be ADA accessible.

Types of Planning Activities

Pop-ups may be used as part of major planning processes such as the development an MTP or corridor study.

Time of day

Pop-ups generally take place on weekends or evenings.

Tools used

Many of the tools used for open houses also work for pop-ups but additional tools that are appropriate include games, quizzes, or other techniques that catch the interest of members of the public passing by.

Task Forces/Working Groups

- Task forces or working groups are used to collaborate with subject matter experts.
- The reach of task forces or working groups is limited to an invitation-only group that can offer information in greater detail than what the general public can offer.
- Task forces will be used at NIRPC discretion when specific, technical, and detailed input is required from subject matter specialists, which may include representatives from traditionally underserved populations.

Location

- These meetings can take place at NIRPC offices or in communities specifically impacted by the plans, provided that the location is accessible to the members of the task force or working group.
- Even though task forces and working groups do not include the general public, meetings should be held in ADA accessible locations whenever possible.

Time of Day

These meetings can frequently take place during the workday or in the evening, depending on the makeup of the task force or working group.

Tools Used

Various collaborative tools can be used with task force or working group.

Online Surveys

- Online surveys are used to gather information that addresses preferences and information that is not already available through public data sources.
- Online surveys allow the public and stakeholders, without access to transportation or limited availability, to participate in the planning process from their home or elsewhere without having to travel to a NIRPC meeting.
- An online survey can be distributed via links through email, websites, or social media as well as via QR codes that can be distributed on transit vehicles, at local government offices, and at other public locations such as libraries, human service agencies, or senior centers but can be taken anywhere.
- NIRPC uses an accessible web platform for online surveys.
- Surveys are used for many projects including MTP, TIP, and neighborhood plans.
- Online surveys also will be made available to the public in a printed format.

Strategy Selection Criteria

For each planning activity, NIRPC staff will determine appropriate public participation strategies based on the following factors.

- Type of plan or action (new plan, amendment, air quality conformity determination, etc.)
- Geographic scope and populations affected.
- Presence of above-average concentrations of traditionally underserved populations.
- Level of anticipated public interest or potential controversy.
- Statutory or regulatory requirements for meetings or comment periods.

Link Between Traditionally Underserved Populations and Strategy Choice

When analysis identifies concentrations of traditionally underserved populations, NIRPC will incorporate enhanced or targeted engagement strategies, which may include additional open houses or pop-up events in those areas, outreach through trusted community organizations that may have relationships with underserved populations, placement of survey materials in non-digital locations, or transit-based outreach.

Meeting Location Guidelines

Meeting locations will be chosen based on the following guidelines.

- Meetings will generally take place within a project's planning area
- Public meetings will be held in ADA accessible facilities.
- Priority will be given to locations that are accessible by fixed-route transit.
- Consideration of the adequacy of parking will be given in selection of meeting locations.
- Priority will be given to facilities with ADA compliant restroom facilities.

[END AMENDMENT]

MEMORANDUM

To: Transportation Committee

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

Date: August 4, 2026

Re: NWI 2050+ System Performance Report

Action Requested: Recommendation to adopt Resolution 26-11

Background

The United States Department of Transportation (USDOT) requires that all Metropolitan Transportation Plans (MTPs) include a specific System Performance Report as described in 23 CFR 450.324 (f)(4). NIRPC's NWI 2050+ MTP, adopted by the Full Commission on July 20, 2023, included a section addressing performance-based planning and a list of performance measures and targets. During NIRPC's 2025 federal certification review, though, the USDOT federal review team conducted additional review of NWI 2050+ and determined that a more detailed System Performance Report was required. To ensure that the revisions were made, the federal review team issued NIRPC a corrective action on November 25, 2025, requiring NIRPC to update its MTP with a System Performance Report that complies with 23 CFR 450.324 (f)(4) within one year of their Certification Review report.

In response, NIRPC staff has prepared the attached System Performance Report in compliance with federal regulation. USDOT staff conducted an informal review of the report and unofficially informed NIRPC staff that it will satisfy the corrective action.

The System Performance Report describes the background federal regulations that led to the System Performance Report requirement, beginning in March 2016 with the Highway Safety Performance Measures Rule. It is organized into five sections with their corresponding required performance measures: highway safety; pavement and bridge condition; system performance, freight, and congestion mitigation air quality; transit asset management; and transit safety. The following is a list of the required performance measures organized by these five sections.

Highway Safety Performance Measures (PM1):

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Number of serious injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries

Pavement and Bridge Condition Performance Measures (PM2):

- Percentage of lane miles on the Interstate System in Good condition
- Percentage of lane miles on the Interstate System in Poor condition
- Percentage of lane miles on the non-Interstate National Highway System in Good condition
- Percentage of lane miles on the non-Interstate National Highway System in Poor condition
- Percentage of National Highway System bridge area in Good condition
- Percentage of National Highway System bridge area in Poor condition

System Performance, Freight, and Congestion Mitigation Air Quality Performance Measures (PM3):

- Percentage of person miles traveled (PMT) on the Interstate that are reliable
- Percentage of PMT on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability Index (TTTRI) on the Interstates
- Percentage of non-single occupancy vehicle (non-SOV) work commute mode
- Peak hours of excessive delay (PHED) per capita on the NHS
- Volatile Organic Compounds (VOC) reduction from CMAQ-funded projects
- Oxides of Nitrogen (NOx) reduction from CMAQ-funded projects
- Carbon Monoxide (CO) reduction from CMAQ-funded projects
- Particulate Matter less than 10 microns in diameter (PM10) reduction from CMAQ-funded projects

Transit Asset Management Performance Measures:

- Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- Percentage of facilities rated below 3 on the FTA Transit Economic Requirements Model (TERM) scale
- Annual cost of vehicle replacements
- Number of vehicles submitted for replacement that have a designated "inoperable" system
- Number of vehicles that have been funded that have not yet met the end of their useful life
- Number of vehicles that have been funded while not on the Indiana QPA or other identified state cooperative agreement

Transit Safety Performance Measures:

- Number of fatalities and rate of fatalities per Vehicle Revenue Miles (VRM)
- Number of injuries and rate of injuries per VRM
- Number of major (safety and security) events and rate of major events per VRM
- Mean number of VRM between major mechanical system failures
- Number of assaults on transit workers and rate of assaults on transit workers per VRM

The System Performance Report describes the targets and actual performance for each of the above performance measures. The most recent actual performance for each performance measure is considered the baseline condition of that measure. More details can be found by examining Tables 1-7 in the System Performance Report, including whether the most recent actual performance met the applicable performance targets. Overall, 81 out of 113 targets have been met during the completed performance measure target cycles thus far, for a success rate of approximately 71.7%. There is no penalty for not meeting performance targets.

Adoption of Resolution 26-11 will add the attached System Performance Report to *NWI 2050+* by amending Technical Appendix 1 beginning on page 535. The result of the amended Technical Appendix 1 with the System Performance Report would cause the page numbers of the subsequent Technical Appendix 2 (Financial Plan) to change as well.

Recommendation

NIRPC staff requests a Transportation Committee forward its favorable recommendation to the Full Commission/Executive Board to adopt Resolution 26-11 approving a Technical Amendment to *NWI 2050+* adding a System Performance Report.



RESOLUTION 26-11

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION APPROVING A TECHNICAL AMENDMENT TO *NWI 2050+*, ADDING A SYSTEM PERFORMANCE REPORT

August 20, 2026

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 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 U.S. Department of Transportation requires in Title 23 Part 450 Subpart C of the Code of Federal Regulations that a Metropolitan Planning Organization's Metropolitan Transportation Plan include a System Performance Report; and

WHEREAS, the changes to *NWI 2050+* brought about by adding a System Performance Report fit the criteria of a technical amendment according to the *Engage NWI* plan;

NOW THEREFORE BE IT RESOLVED, that the Northwestern Indiana Regional Planning Commission hereby adds a System Performance Report to *NWI 2050+* by making the following changes to *NWI 2050+* in a manner consistent with the definitions of a technical amendment as defined in *Engage NWI* and as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 20th day of August 2026.

Austin Bonta
Chairperson

ATTEST:

David Phelps
Secretary

NWI 2050+ System Performance Report

Purpose:

Beginning with the enactment of the Fixing America's Surface Transportation (FAST Act) codified in 23 U.S.C. 134(i)(2)(C) in December 2015 and formalized with the Planning Rule published by the United States Department of Transportation (USDOT) in May 2016, Metropolitan Transportation Plans (MTPs) have been required to include a system performance report that includes targets for federal transportation performance measures and an assessment of progress toward achieving those targets. NWI 2050+ is NIRPC's MTP, adopted by the NIRPC Full Commission on July 20, 2023. Aside from this system performance report, NIRPC fulfills other transportation performance management requirements as part of the Transportation Improvement Program (TIP), Congestion Mitigation Air Quality (CMAQ) Performance Plan, Transit Asset Management (TAM) Plan, and as a partner to transit providers' Public Transportation Agency Safety Plans (PTASPs). Future MTPs after NWI 2050+ will also include system performance reports that describe the progress made since this system performance report.

Background:

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the FAST Act enacted in 2015, state departments of transportation (DOT) and MPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. This requires the establishment and use of a coordinated, performance-based process for transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

In order to implement the FAST Act requirements, the United States Department of Transportation (USDOT) promulgated a series of rulemakings from 2016 through 2024 described below:

- The Highway Safety Performance Measures (PM1) Rule published on March 15, 2016, establishing five highway safety performance measures with MPOs being allowed 180 days after state DOTs establish targets to determine whether to support state targets or set their own targets¹
- The Planning Rule published on May 27, 2016, establishing requirements for revised agreements between MPOs, state DOTs, and transit providers as well as inclusion of a system performance report in a Metropolitan Transportation Plan and other reporting requirements²
- The Transit Asset Management Performance Measures Rule published on July 26, 2016, establishing Transit Asset Performance Measures for defined tiers of transit providers and their asset classes as well as the requirement to maintain Transit Asset Management plans³

¹ 81 FR 13882

² 81 FR 34050

³ 81 FR 48890

- The Pavement and Bridge Condition Performance Measures (PM2) Rule published on January 18, 2017, establishing six Pavement and Bridge Condition Performance Measures with MPOs being allowed 180 days after state DOTs establish targets to determine whether to support state targets or set their own targets⁴
- The System Reliability, Freight, and Congestion Management Air Quality Improvement Program (CMAQ) Performance Measures (PM3) Rule published on January 18, 2017, establishing nine System Reliability, Freight, and CMAQ Performance Measures with MPOs being required to coordinate with neighboring MPOs and state DOTs on setting urban area wide targets for two CMAQ congestion performance measures and being allowed 180 days after state DOTs establish targets to determine whether to support state targets or set their own targets for the other seven performance measures⁵
- The Public Transportation Agency Safety Plan Rule (PTASP Rule) published on July 19, 2018, establishing the requirement for transit providers to publish Public Transportation Agency Safety Plans (PTASPs) containing performance measures established by the National Public Transportation Safety Plan and annually certifying compliance with the PTASP⁶
- The Updated PTASP Rule published on April 11, 2024, adding performance measures related to number of assaults on transit workers and requiring de-escalation training for certain transit providers⁷

In accordance with the Planning Rule, NIRPC must include a description of the performance measures and targets that apply to the MPO planning area and a system performance report as an element of its MTP. The system performance report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports (if applicable).

This system performance report is organized into five sections of USDOT-required performance measures: highway safety (PM1); pavement and bridge condition (PM2); system performance, freight, and congestion management air quality (PM3); transit asset management; and transit safety. These five sections align with the separate USDOT rulemakings that promulgated them.

Highway Safety Performance Measures (PM1):

Background:

The Highway Safety Performance Measures (PM1) Rule published on March 15, 2016, established five performance measures related to safety:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)

⁴ 82 FR 5886

⁵ 82 FR 5970

⁶ 83 FR 34418

⁷ 89 FR 25694

- Number of serious injuries
- Number of serious injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries

These PM1 performance measures apply to all public roads, and INDOT is required to set statewide targets annually for the next calendar year by no later than its HSIP Annual Report due on August 31. MPOs such as NIRPC then have 180 days after INDOT sets its statewide targets to decide whether to support the statewide targets or set their own targets.⁸ Beginning with the 2024 PM1 targets, INDOT has been required to set declining (improving) targets. NIRPC has opted to support statewide highway safety performance measure targets every year beginning with the 2018 targets.

Baseline and targeted performance:

Table 1 below shows the target and actual reported PM1 measures for 2018 through 2025 for the entire state using five-year rolling averages as is required for the PM1 measures.

⁸ For a description of INDOT's coordination process with NIRPC and other MPOs on setting performance measure targets, see *INDOT, MPO, & RPO Planning Cooperative Procedures Manual* accessed at https://www.indianampo.com/assets/pdfs/PlanningProceduresManua_Final_110420.pdf. For documentation of the most recent statewide PM1 targets, see *The Indiana Traffic Safety Annual Report* accessed at <https://www.in.gov/cji/traffic-safety/files/TSD-2025-Annual-Report.pdf>.

Measure	Target and Actual Five-Year Rolling Averages of PM1 Performance Measures								
	2014 - 2018	2015 - 2019	2016 - 2020	2017 - 2021	2018 - 2022	2019 - 2023	2020 - 2024	2021 - 2025	2022 - 2026
Target number of fatalities	814.9	889.6	907.7	817.3	876.0	894.2	926.0	812.4	794.7
Actual number of fatalities	833.4	846.4	862.4	883.0	895.0	902.6	915.2		
Target rate of fatalities per 100 million VMT	1.036	1.087	1.097	1.006	1.076	1.088	1.100	1.009	0.992
Actual rate of fatalities per 100 million VMT	1.030	1.038	1.063	1.085	1.083	1.079	1.077		
Target number of serious injuries	3,479.8	3,501.9	3,467.4	3,311.4	2,998.2	3,348.1	3,281.0	3,031.9	2,965.5
Actual number of serious injuries	3,375.0	3,319.8	3,293.4	3,295.0	3,402.0	3,453.6	3,787.4		
Target rate of serious injuries per 100 million VMT	4.347	4.234	4.178	4.088	3.675	4.068	4.050	3.402	3.702
Actual rate of serious injuries per 100 million VMT	4.156	4.057	4.044	4.012	4.084	4.083	4.407		
Target number of Non-motorized serious injuries and fatalities	417.0	393.6	405.9	393.6	344.5	399.6	402.0	363.4	463.0
Actual number of Non-motorized serious injuries and fatalities	383.8	376.8	380.2	395.0	400.2	401.2	447.6		

Table 1: Statewide Target and Actual Five-Year Rolling Averages of PM1 Performance Measures with Actual Values That Do Not Meet Targets Shown in Red (Source: INDOT; 2025 and 2026 Actual Values Not Yet Available)

Progress in achieving targets:

Table 1 shows that of the five PM1 targets, none were met for all seven completed cycles of target setting and recorded actual performance. Of the 35 possible met targets for the five PM1 performance measures in seven target years, there were a total of 19 met targets and 16 unmet targets. Rate of fatalities per 100 million VMT had the greatest success at meeting its targets with five out of seven targets met, while number of fatalities and number of non-motorized serious injuries and fatalities were tied with the least success, each meeting three out of seven targets. Concerningly, three measures (number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized serious injuries and fatalities) failed to achieve all their most recently set targets.

NIRPC has taken the following actions to make progress in achieving the highway safety performance measure targets:

- Serving on the Indiana MPO Council Safety Committee and reviewing INDOT's draft targets as well as the INDOT and Indiana Criminal Justice traffic safety Annual Report
- Dedicating a set-aside of Highway Safety Improvement Program (HSIP) funding to conduct Road Safety Audits beginning in 2024 and continuing as an annual program to assist local units of government in identifying potential solutions to address high crash locations
- Developing a 3-county Safe Streets and Roads for All (SS4A) Regional Safety Action Plan expected to be concluded by the end of 2027
- Supporting the 12 Northwest Indiana municipalities that were awarded separate SS4A Safety Action Plan grants in completing and implementing their safety action plans
- Prioritizing safety improvements in the project scoring selection criteria for Transportation Improvement Programs (TIPs) developed by NIRPC
- Hosting Health by Design's Vision Zero workshop in September 2025 and continuing to promote Vision Zero in communications and on social media
- Supporting INDOT and its consultants to develop and update its Vulnerable Road User Safety Assessment
- Mapping crash locations and hotspots as part of NIRPC's Transportation Performance Measures Dashboard
(<https://experience.arcgis.com/experience/9a5a4f7ffa004ae1b310d1a7ce1faece>) and Notice of Funding Availability materials

Pavement and Bridge Condition Performance Measures (PM2):

Background:

The Pavement and Bridge Condition Performance Measures (PM2) Rule published on January 18, 2017, established six performance measures related to pavement and bridge condition:

- Percentage of lane miles on the Interstate System in Good condition
- Percentage of lane miles on the Interstate System in Poor condition
- Percentage of lane miles on the non-Interstate National Highway System in Good condition
- Percentage of lane miles on the non-Interstate National Highway System in Poor condition
- Percentage of National Highway System bridge area in Good condition
- Percentage of National Highway System bridge area in Poor condition

INDOT is required to set both two-year and four-year statewide PM2 targets, and MPOs have 180 days after INDOT sets targets to decide whether to support the statewide PM2 targets or set their own. There have been two performance periods to date: 2018-2021 and 2022-2025. At the midpoint of each performance period, INDOT has the option to revise the four-year targets it set at the beginning of the performance period or keep the targets unchanged. Since INDOT owns and maintains all the state's Interstate Highways and the vast majority of National Highway System (NHS) mileage, NIRPC has opted to support the statewide pavement and bridge condition performance measure targets beginning with the 2019 two-year targets and 2021 four-year targets and continuing to the 2023 two-year targets and 2025 four-year targets.

Baseline and targeted performance:

Table 2 below shows the target and actual reported PM2 measures for 2017 through 2025 for the entire state according to INDOT asset management data.

Measure	Target and Actual Pavement and Bridge Condition Performance Measures								
	2017	2018	2019	2020	2021	2022	2023	2024	2025
Target % Interstate Pavements in Good Condition	N/A	N/A	N/A	N/A	50.00%	N/A	60.00%	N/A	62.00%
Actual % Interstate Pavements in Good Condition	73.60%	67.30%	53.50%	70.10%	73.20%	73.20%	69.10%	65.40%	65.40%
Target % Interstate Pavements in Poor Condition	N/A	N/A	N/A	N/A	0.80%	N/A	1.00%	N/A	1.00%
Actual % Interstate Pavements in Poor Condition	0.40%	0.20%	0.50%	0.30%	0.40%	0.50%	0.40%	0.60%	0.80%
Target % Non-Interstate NHS Pavements in Good Condition	N/A	N/A	78.70%	N/A	40.00%	N/A	50.00%	N/A	48.00%
Actual % Non-Interstate NHS Pavements in Good Condition	44.30%	43.90%	44.80%	54.20%	61.00%	57.60%	50.90%	48.40%	48.40%
Target % Non-Interstate NHS Pavements in Poor Condition	N/A	N/A	3.10%	N/A	3.10%	N/A	1.50%	N/A	1.50%
Actual % Non-Interstate NHS Pavements in Poor Condition	2.30%	1.90%	0.90%	0.70%	0.40%	0.60%	0.80%	0.90%	1.00%
Target % NHS Bridge Deck Area in Good Condition	N/A	N/A	48.30%	N/A	47.20%	N/A	49.00%	N/A	47.50%
Actual % NHS Bridge Deck Area in Good Condition	50.00%	49.70%	48.00%	49.90%	50.50%	53.60%	54.50%	54.20%	54.30%
Target % NHS Bridge Deck Area in Poor Condition	N/A	N/A	2.60%	N/A	3.10%	N/A	3.00%	N/A	3.00%
Actual % NHS Bridge Deck Area in Poor Condition	2.30%	2.00%	2.60%	1.90%	2.30%	1.90%	1.60%	1.50%	2.80%

Table 2: Statewide Target and Actual PM2 Performance Measures with Actual Values That Do Not Meet Targets Shown in Red (Source: INDOT; 2025 Actual Values Not Yet Available)

Progress in achieving targets:

Table 2 shows that the state performs well at meeting its PM2 targets. Of the 16 possible targets for the six PM2 measures and three completed target cycles, the state has met 14 of the targets and failed to meet two targets. The two failed targets (% non-Interstate NHS pavements in good condition and % NHS bridge deck area in good condition) were both in the first year of required targets in 2019 when INDOT was still adapting to how the asset data were being used to measure progress and set

targets. One of the two failed targets, the percentage of NHS bridge deck area in good condition in 2019, only failed to meet the target by a margin of 0.30%.

NIRPC has taken the following actions to make progress in achieving the pavement and bridge performance measure targets:

- Including PASER rating and bridge inventory rating in the project scoring selection criteria for Transportation Improvement Programs (TIPs) developed by NIRPC to incentivize the reconstruction of roads and bridges in poor condition
- Reviewing drafts of INDOT's Transportation Asset Management (TAM) plans before final submittal
- Participating in INDOT-led corridor studies including the Statewide Corridor Planning Study
- Mapping pavement and bridge conditions in the development of *NWI 2050+* and the *NWI 2050+ 2027 Update Metropolitan Transportation Plans (MTPs)*
- Including in the Roads Chapter of *NWI 2050+*, one objective related to maintaining pavements in satisfactory condition and one objective related to maintaining bridges in a state of good repair

System Performance, Freight, and Congestion Management Air Quality Improvement Program (CMAQ) Performance Measures (PM3):

Background:

The System Performance, Freight, and Congestion Management Air Quality (CMAQ) Performance Measures (PM3) Rule published on January 18, 2017, established nine performance measures. Two of the nine performance measures relate to system reliability:

- Percentage of person miles traveled (PMT) on the Interstate that are reliable
- Percentage of PMT on the non-Interstate NHS that are reliable

One of the nine performance measures relates to freight:

- Truck Travel Time Reliability Index (TTTRI) on the Interstates (lower is more reliable)

Two of the nine performance measures relate to CMAQ traffic congestion:

- Percentage of non-single occupancy vehicle (non-SOV) work commute mode
- Peak hours of excessive delay (PHED) per capita on the NHS

Four of the nine performance measures relate to CMAQ emissions reductions:

- Volatile Organic Compounds (VOC) reduction from CMAQ-funded projects
- Oxides of Nitrogen (NOx) reduction from CMAQ-funded projects
- Carbon Monoxide (CO) reduction from CMAQ-funded projects
- Particulate Matter less than 10 microns in diameter (PM10) reduction from CMAQ-funded projects

For the system reliability, freight, and CMAQ emissions reductions PM3 measures, INDOT is required to set statewide two-year and four-year targets, and MPOs have 180 days after INDOT sets targets to decide whether to support the statewide PM3 targets or set their own. There have been two performance periods to date: 2018-2021 and 2022-2025. At the midpoint of each performance

period, INDOT has the option to revise the four-year targets it set at the beginning of the performance period or keep the targets unchanged. NIRPC has opted to support INDOT's statewide targets.

The CMAQ traffic congestion performance measures were required to be set for all Census-designated Urban Areas greater than one million population for the 2018-2021 performance period and for all UAs greater than 200,000 population for the 2021-2025 performance period. The Chicago, IL-IN UA, with a population of over one million, is required to have two-year and four-year targets set for both performance periods, while the Michigan City-La Porte and Valparaiso-Shorewood Forest UAs, both with populations under 200,000, is not required to have CMAQ traffic congestion PM3 targets for either performance period. NIRPC is required to coordinate with the Chicago Metropolitan Agency for Planning (CMAP), the Illinois Department of Transportation (IDOT) and INDOT on setting unified targets that cover the entire Chicago, IL-IN UA for both CMAQ traffic congestion PM3 measures. The first round of coordination between NIRPC, CMAP, IDOT, and INDOT took place via email in May 2018 and subsequently occurred in April 2020, September 2022, and June 2024 with all parties reaching concurrence. NIRPC is also required to submit CMAQ Performance Reports that document progress in achieving these PM3 targets every two years.

Baseline and targeted performance:

Table 3 below shows the target and actual reported system performance and freight PM3 performance measures for 2021 through 2025 for the entire state according to INDOT.

Measure	Target and Actual System Reliability and Freight Performance Measures				
	2021	2022	2023	2024	2025
Target % Reliable PMT on the Interstates	92.8%	N/A	93.0%	N/A	93.5%
Actual % Reliable PMT on the Interstates	94.3%	93.7%	94.2%	98.1%	90.9%

Target % Reliable PMT on the Non-Interstate NHS	89.8%	N/A	93.0%	N/A	93.5%
Actual % Reliable PMT on the Non-Interstate NHS	96.7%	96.7%	97.6%	99.1%	96.0%
Target Truck Travel Time Reliability Index (TTTRI) on the Interstates	1.24	N/A	1.27	N/A	1.30
Actual Truck Travel Time Reliability Index (TTTRI) on the Interstates	1.26	1.24	1.21	1.28	1.27

Table 3: Statewide Target and Actual System Reliability and Freight PM3 Performance Measures with Actual Values That Do Not Meet Targets Shown in Red (Source: INDOT; 2025 Actual Values Not Yet Available)

Table 4 below shows the target and actual reported CMAQ traffic congestion PM3 performance measures for 2017 through 2025 for the Chicago, IL-IN Urban Area.

Measure	Target and Actual CMAQ Traffic Congestion Performance Measures								
	2017	2018	2019	2020	2021	2022	2023	2024	2025
Target % Non-SOV Work Commute Mode	N/A	N/A	31.4%	N/A	31.9%	N/A	32.4%	N/A	32.7%
Actual % Non-SOV Work Commute Mode	30.6%	30.8%	31.2%	33.1%	34.8%	36.3%	37.7%	39.1%	
Target PHED Per Capita on the NHS	N/A	N/A	N/A	N/A	15.4	N/A	15.6	N/A	15.9
Actual PHED Per Capita on the NHS	16.4	19.7	16.5	8.1	12.1	11.0	13.4	12.2	16.2

Table 4: Chicago, IL-IN Urban Area Target and Actual CMAQ Traffic Congestion PM3 Performance Measures with Actual Values That Do Not Meet Targets Shown in Red (Source: US Census Bureau and INDOT; 2025 Actual Values for % Non-SOV Work Commute Not Yet Available)

Table 5 below shows the target and actual CMAQ emissions reductions targets for 2018 through 2025 for the entire state.

Measure	Target and Actual CMAQ Emission Reduction Performance Measures			
	2018-2019 cumulative	2018-2021 cumulative	2021-2023 cumulative	2021-2025 cumulative

Target VOC Reduction (kg/day)	1,600.00	2,600.00	590.00	600.00
Actual VOC Reduction (kg/day)	983.28	1,010.32	35.62	653.12
Target NOx Reduction (kg/day)	1,600.00	2,200.00	690.00	725.00
Actual NOx Reduction (kg/day)	3,417.98	3,484.76	59.28	1,045.83
Target CO Reduction (kg/day)	200.00	400.00	330.00	520.00
Actual CO Reduction (kg/day)	3,146.50	3,562.76	469.11	1,145.59
Target PM10 Reduction (kg/day)	0.3000	0.5000	0.02	0.03
Actual PM10 Reduction (kg/day)	168.04	192.48	0.22	0.77

Table 5: Statewide Target and Actual CMAQ Emissions Reduction PM3 Performance Measures with Actual Values That Do Not Meet Targets Shown in Red (Source: INDOT)

Progress in achieving targets:

Table 3 shows that the state has performed well at meeting its system reliability and freight PM3 targets. The state met seven out of nine completed target-setting cycles for these PM3 measures, only missing the 2019 target for the truck travel time reliability index (TTTRI) on the Interstates and the 2025 target for Interstate reliability. Well over 90 percent of person miles traveled on both the Interstates and non-Interstate NHS were reliable for all measured years, so the state has performed very well in reliable mobility.

Table 4 shows that the Chicago, IL-IN Urban Area (UA) has performed well at meeting its CMAQ traffic congestion PM3 targets. The Chicago UA has met four out of six of its completed target-setting cycles for these PM3 measures, missing the percentage of non-SOV work commute mode in 2019 and peak hours of excessive delay (PHED) per capita in 2025. Both misses were by small margins, 0.2% in the case of non-SOV work commute in 2019 and 0.3 PHED per capita in 2025. Since the 2019 missed percentage of non-SOV work commute target, the measure has met its more recent targets by comfortable margins, helped by the increased trend in telecommuting since the COVID-19 pandemic. PHED per capita is concerning, however, given its recent rapid increases since it dipped significantly during the pandemic.

Table 5 shows that the state's performance in meeting its CMAQ emissions reduction PM3 targets has been good overall. The state has met 12 out of 16 of its completed target-setting cycles for these PM3 measures. Volatile Organic Compounds (VOC) reduction has presented the most challenging targets for the state to meet, missing in the first three targets, but fortunately the state has met the most recent VOC reduction target. In fact, the state has met all its most recent CMAQ emissions reduction targets, a positive sign that it is setting reasonable targets and funding efficient CMAQ projects.

NIRPC has taken the following actions to make progress in achieving the system performance, freight, and CMAQ performance measure targets:

- Participating in the Resource Agency Committee (RAC) and Technical Advisory Committee (TAC) for INDOT's transportation systems management and operations (TSMO) 80/94 FlexRoad Project and including that project in NIRPC's NWI 2050+ and FY 2026-2030 Transportation Improvement Program

- Participating in INDOT-led corridor studies including the Statewide Corridor Planning Study
- Administering *MOVE NWI*, the Congestion Management Process for Northwestern Indiana that requires adherence for capacity-adding projects before being selected for inclusion in the MTP or TIP
- Including network connectivity, vehicle hours traveled (VHT) reduction potential, and proximity to other roads with poor Levels of Service (LOS) as evaluation criteria for project selection in FY 2026-2030 Transportation Improvement Program
- Adding Freight Planning as a new subsection with an ongoing task to NIRPC's FY 2025-2026 Unified Planning Work Program (UPWP)
- Reorganizing the former Technical Planning Committee into the newly created Transportation Committee, that includes freight stakeholders
- Administering a CMAQ project application process that requires applicants to calculate emissions reductions
- Adopting a Regional Corridors Study that recommends constructing new roads along high priority corridors that would alleviate demand and congestion on certain National Highway System routes
- Implementing an E-Commerce in Northwest Indiana plan that would direct transportation distribution and logistics (TDL) developments in areas most equipped to absorb increased freight traffic
- Mapping Level of Travel Time Reliability, Truck Travel Time Reliability, and Peak Hours of Excessive Delay per Capita as part of NIRPC's Transportation Performance Measures Dashboard
- Including in *NWI 2050+*, goals and objectives related to travel time reliability, efficient freight movement, reduced congestion, and improved air quality

Transit Asset Management Performance Measures:

Background:

The Transit Asset Management Rule published on July 26, 2016, established performance measure requirements based on two tiers of providers:

- Tier 1 providers are providers with 101 or more vehicles in revenue service during peak regular service or providers of rail fixed-guideway systems and must develop their own transit asset management (TAM) plans with performance measures and targets
- Tier 2 providers are providers that do not operate rail fixed-guideway systems and have 100 or fewer revenue vehicles in service during peak regular service. Tier 2 providers are eligible to subscribe to a sponsor's group TAM plan with performance measures and targets instead of developing their own.

There are ten total transit providers operating in NIRPC's Metropolitan Planning Area (MPA). Only one provider, the Northern Indiana Commuter Transportation District (NICTD, also known as the South Shore Line), is a Tier 1 provider. Of the nine Tier 2 providers, two are direct recipients of FTA 5307 funds, the Gary Public Transportation Corporation (GPTC) and Michigan City Transit (MCT). NICTD, GPTC, and MCT all develop their own TAM plans compliant with the federally required performance

measures. NIRPC links these agencies' TAM plans on its website at <https://www.in.gov/nirpc/transportation/transit/>.

The remaining seven Tier 2 providers participate in a NIRPC-sponsored Group TAM Plan compliant with the Transit Asset Management Rule. These seven providers are:

- North Township Dial-a-Ride (North Township)
- East Chicago Transit (ECT)
- Lake County Community Services (LCCS)
- City of Valparaiso (Valpo Transit)
- Porter County Aging and Community Services (PCACS)
- Opportunity Enterprises (OE)
- City of La Porte TransPorte (TransPorte)

For these Tier 2 providers, NIRPC collects data, monitors performance, and sets performance measure targets as part of the *Northwestern Indiana Transit Asset Management Group Plan for Small Transit Providers* (NIRPC TAM Plan). The NIRPC TAM Plan includes seven performance measures (first three are federally required per the Transit Asset Management Rule):

- Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- Percentage of facilities rated below 3 on the FTA Transit Economic Requirements Model (TERM) scale
- Annual cost of vehicle replacements
- Number of vehicles submitted for replacement that have a designated "inoperable" system
- Number of vehicles that have been funded that have not yet met the end of their useful life
- Number of vehicles that have been funded while not on the Indiana QPA or other identified state cooperative agreement

Baseline and targeted performance:

Table 6 below shows the baseline performance and targets for each of these performance measures in Federal Fiscal Years 2020 through 2025 for the seven Tier II providers covered in the NIRPC TAM Plan.

Measure	Target	2020	2021	2022	2023	2024	2025
% of Revenue Vehicles that have Met or Exceeded their ULB	<20%	25%	38%	50%	65%	65%	36%
% of Non-Revenue Vehicles that have Met or Exceeded their ULB	<10%	50%	50%	50%	50%	50%	50%
% of Facilities Rated Below 3 on the TERM Scale	<10%	0	0	0	0	0	0

	<10% of 5307 Funding	60%	142%	2%	72%	41%	71%
Annual Cost of Vehicle Replacements							
# of Vehicles Submitted for Replacement that Have an "Inoperable" System	0	0	0	0	0	0	3
# of Vehicles Funded that have Not Yet Met the End of Their Useful Life	0	0	0	0	0	0	0
# of Vehicles Funded While Not on the Indiana QPA or Other Cooperative Agreement	0	0	0	0	0	0	4

Table 6: Targets and Actual Performance for NIRPC TAM Plan Performance Measure in Federal Fiscal Years 2020 through 2025

Progress in achieving targets:

Table 6 shows that the Tier II providers participating in NIRPC's TAM Plan struggled to meet the transit asset management performance measure targets. They met 24 out of 42 possible transit asset management targets. However, given the complexities in the global supply chain pertaining to transit vehicles since the pandemic, it is reasonable for transit agencies to struggle to fund their vehicles in accordance with the NIRPC TAM Plan. NIRPC will continue to monitor the appropriateness of these targets in preparing to update the TAM Plan in 2028.

NIRPC has taken the following actions to make progress in achieving the transit asset management performance measure targets:

- Including adherence to Transit Asset Management plan, good history of preventative maintenance, and inclusion in State QPA or other purchase agreement as scoring criteria for project selection in FY 2026-2030 Transportation Improvement Program
- Adopting and Updating a Transit Asset Management plan for small transit providers that are FTA funding subrecipients under NIRPC
- Coordinating with the Northern Indiana Commuter Transportation District (NICTD), the Gary Public Transportation Corporation (GPTC), and Michigan City Transit (MCT) on developing and posting links to their Transit Asset Management plans on the NIRPC website

Transit Safety Performance Measures:

Background:

The Public Transportation Agency Safety Plan Rule (PTASP Rule) published on July 19, 2018, required all public transportation agencies that receive Federal Transit Administration (FTA) funding, other than operators that primarily operate commuter rail services or only receive Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) and/or Section 5311 (Formula Grants for Rural Areas) funds, to certify by July 19, 2020, a PTASP with subsequent annual reviews. The PTASP Rule established four transit safety performance measures:

- Number of fatalities and rate of fatalities per Vehicle Revenue Miles (VRM)

- Number of injuries and rate of injuries per VRM
- Number of major (safety and security) events and rate of major events per VRM
- Mean number of VRM between major mechanical system failures

The PTASP rule also requires that transit providers establish these transit safety performance measure targets for each mode of transit they operate (i.e., Valparaiso Transit must set performance measures separately for its V-Line buses and its ChicagoDASH commuter bus service).

An updated PTASP rule published on April 11, 2024, established one additional transit safety performance measure:

- Number of assaults on transit workers and rate of assaults on transit workers per VRM

Nine out of ten of the transit providers operating in NIRPC's Metropolitan Planning Area are required to prepare and certify PTASPs that include the required transit safety performance measures. Since NICTD primarily operates commuter rail and is regulated more by the Federal Railroad Administration (FRA) than FTA, it is exempt from the PTASP Rule. The PTASP Rule also requires that transit providers coordinate "to the maximum extent practicable" with NIRPC and INDOT on establishing the transit safety targets. GPTC and MCT, as direct recipients of Section 5307 funds, have both coordinated with NIRPC on adopting their PTASPs and associated transit safety performance measures. Their PTASPs are reviewed regularly by the FTA during their Triennial Reviews. The remaining seven transit providers operating in the NIRPC MPA are all subrecipients to NIRPC for Section 5307 funds. They each also lead in establishing their individual PTASPs and coordinate with NIRPC and INDOT on establishing the transit safety performance measure targets. However, since their FTA Triennial Reviews are included as part of NIRPC's as subrecipients to NIRPC, NIRPC regularly assembles the baseline performance and targets.

Baseline and targeted performance:

Table 7 below shows the combined baseline performance and targets for the transit safety performance measures for the seven subrecipient transit providers for 2023 through 2026.

Measure	2023	2024	2025	2026
Target Number of Fatalities	0	0	0	0
Actual Number of Fatalities	0	0	0	
Target Fatalities per VRM	0	0	0	0
Actual Fatalities per VRM	0	0	0	
Target Number of Injuries	2	2	2	2
Actual Number of Injuries	1	0	1	
Target Number of Injuries per VRM	1	1	1	1
Actual Number of Injuries per VRM	1	1	1	
Target Number of Major Events	42	42	42	42

Actual Number of Major Events	1	0	1	
Target Number of Major Events per VRM	12.76	12.76	12.76	12.76
Actual Number of Major Events per VRM	1	0	1	
Target Mean VRM Between Major Mechanical Failure	17,533	17,534	17,535	17,536
Actual Mean VRM Between Major Mechanical Failure	18,000	16,000	18,000	
Target Number of Transit Worker Assaults	0	0	0	0
Actual Number of Transit Worker Assaults	0	0	0	

Table 7: Targets and Actual Performance for Transit Safety Performance Measures for NIRPC Subrecipient Travel Providers with Actual Values That Do Not Meet Targets Shown in Red (2026 Actual Values Not Yet Available)

Progress in achieving targets:

Table 7 shows that NIRPC's subrecipient transit providers perform well at meeting their transit safety targets. These transit providers met 22 out of 24 completed transit safety performance measure target-setting cycles. The only transit safety performance measure that subrecipient transit providers failed to meet in two out of three completed years was mean VRM between major mechanical failure. In 2023 and 2025, subrecipients collectively came up just short of meeting these system reliability targets. As mentioned in the transit asset management section above, transit providers struggled to replace their vehicles within their Useful Life Benchmarks (ULBs) due to pandemic-related supply chain challenges. This would likely lead to more mechanical failures than would be expected if vehicles were replaced more frequently.

NIRPC has taken the following actions to make progress in achieving the transit safety performance measure targets:

- Providing FTA resources to transit providers to aid them in developing their PTASPs and establishing transit safety performance measure targets
- Preparing for FTA triennial reviews with subrecipients by compiling their PTASPs and transit safety performance measure targets
- Working with INDOT on corridor studies, such as the SR 53 (Broadway) corridor study that involved extensive input from GPTC, with targeted transit safety elements
- Adhering to a Safe Systems approach for all highway safety related funding that NIRPC administers that also benefit transit, including developing a Safe Streets and Roads for All Regional Safety Action Plan and working with communities on developing their own Safety Action Plans
- Administering the FTA Drug Free Workplace standards for subrecipients

Conclusion

NIRPC will continue to coordinate with INDOT, IDOT, CMAP, and the region's transit operators to set performance targets and track progress toward achieving them. Additionally, NIRPC will continue to report this data and evaluate its plans, programs, and policies in consultation with stakeholders and the public to ensure that the region's investments support the achievement of performance goals.

MEMORANDUM

To: Transportation Committee

From: Charles Bradsky, Transportation Projects Manager

Date: August 20, 2026

Re: TIP Amendments #26-08.1 and 26-08.5

Action Requested: Recommendation to adopt Resolution 26-12, Amendments #26-08.1 and 26-08.5

The NIRPC Executive Board adopted *NWI 2050+* and the Fiscal Years 2026-2030 Transportation Improvement Program (TIP) on May 15, 2025. INDOT and USDOT approved the TIP on July 2 and August 28, 2025, respectively.

Since the adoption of the FY 2026-2030 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). Changes in the TIP are the first step in this process.

The attached resolution 26-12 contains two TIP amendments, a highway project amendment and a transit amendment. Because these project types are reviewed differently by INDOT, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), dividing them into separate amendments will allow each to be approved in the quickest, most efficient manner.

The two amendments are 26-04.1, which includes changes to highway projects using FHWA funds, and 26-08.5, which includes changes to transit projects using FTA funds. All these projects are exempt from the Air Quality Conformity process (47 total projects).

Amendment #26.08.1 contains:

For INDOT – 30 Projects:

- 8 Bridge Maintenance/Rehabilitation Projects –
 - 6 Bridge Deck Overlays – All new projects
 - 2 Various Bridge Maintenance Projects – All new projects (District wide, undefined scope, and locations)
- 1 New Bridge/Road project (Local Trax) – Add a phase to the current TIP
- 9 Small Structure Repair/Lining/Replacements – 7 new projects; 2 adding additional funds
- 4 Intersection Improvement Projects – All adding additional funds
- 1 Pavement/Roadway Reclamation Project – New Project

- 2 Access Control Management Projects – One new project, one adding additional funds
- 1 Lighting Project – Adding a new phase
- 2 Bicycle/Pedestrian Projects – One new project, one adding additional funds
- 2 Corridor Improvements – Both adding an additional phase

For locally sponsored projects – 13 Projects for the municipalities of Burns Harbor, Cedar Lake, Chesterton, Hammond, La Porte County, Lowell, Merrillville, Michigan City NIRPC (2), Porter County, Schererville, and St. John:

- 4 Trail projects – All adding additional funding
- 7 Other Type projects; (Zero/Low Emission Vehicle Purchase – All new projects
- 1 Pavement Reconstruction/Rehabilitation – Adding additional funds
- 1 Roadway Safety Project – Eliminating

Amendment 26-08.5 includes four projects that are sponsored by NICTD. All are new projects.



Public Comment Report
Amendments #26-08.1 and 26-08.5 to the
2026 – 2030 Transportation Improvement Program (TIP)
Northwestern Indiana Regional Planning Commission
August 20, 2026

Amendments #26-08.1 and 26-08.5 of the FY 2026 - 2030 Transportation Improvement Program were released for a 21-day public comment period which began on July 2, 2026, and ended on July 22, 2026. Amendment 26-08.1 includes changes to highway projects using FHWA funds and Amendment 26-08.5 includes changes to public transit projects using FTA funds. All projects listed are exempt from the Air Quality Conformity process.

The amendment was made available for viewing at www.nirpc.org and press releases with links were posted on several social media sites.

No comments were received.

NIRPC staff also sent the amendments to the Interagency Consultation Group (ICG) on June 24, 2026, for Amendment 26-08.1 and July 6, 2026, for Amendment 26-08.5. There were no questions or comments from any member of the ICG concerning the list of projects on any of the amendments.

Concurrence was given for these projects on this amendment by members of the ICG on July 1, 2026, for Amendment 26-08.1 and July 15, 2026, for Amendment 26-08.5.



RESOLUTION 26-12

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AMENDING THE FY 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM FOR LAKE, PORTER, AND LA PORTE COUNTIES, INDIANA AMENDMENTS NO. 26-08.1 and 26-08.5

August 20, 2026

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

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

WHEREAS, the Commission performs the above activities to satisfy requirements of the Infrastructure Investment and Jobs Act of 2021 (PL 117-58)), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS, the FY 2026-2030 Transportation Improvement Program are 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 *NWI 2050 Plan*; and

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

WHEREAS, the FY 2026-2030 Transportation Improvement Program is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U. S. Environmental Protection Agency; and

WHEREAS, the changes to the FY 2026-2030 Transportation Improvement Program brought about by this amendment were reviewed by the Air Quality Conformity Task Force's Interagency Consultation Group (ICG); and

WHEREAS, the changes to the FY 2026-2030 Transportation Improvement Program brought about by this amendment were made available for public comment in the manner prescribed by the 2019 Public Participation Plan, *ENGAGE NWI*; with no comments received; and

WHEREAS, on August 4, 2026, the Transportation Committee recommended that the Northwestern Indiana Regional Planning Commission make these changes to the FY 2026-2030 Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby amends the FY 2026-2030 Transportation Improvement Program by adding the new projects and making other changes as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this twentieth day of August, 2026.

Austin Bonta
Chairperson

ATTEST:

David Phelps
Secretary

NIRPC2700769		(Ver 1) 26-08.1		STATUS New Project		FEDERAL																												
Title: Purchase ZEV						Route: N/A																												
Description: Purchase Zero Emission Vehicle (electric)																																		
Project Type: Other		AQ Exempt: Exempt		District: LaPorte																														
County: Porter		Limits:																																
Narrative: New Project for 2026-2030 TIP																																		
<table><tr><th>FED FY</th><th>REVENUE SOURCE</th><th>PE</th><th>RW</th><th>CN</th><th>CE</th><th>TOTAL</th></tr><tr><td>2027</td><td>CRP Chicago UZA</td><td>\$33,280</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$33,280</td></tr><tr><td colspan="2">2026-2030 TOTAL</td><td>\$33,280</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$33,280</td></tr><tr><td colspan="2">ALL YEARS TOTAL</td><td>\$33,280</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$33,280</td></tr></table>							FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	2027	CRP Chicago UZA	\$33,280	\$0	\$0	\$0	\$33,280	2026-2030 TOTAL		\$33,280	\$0	\$0	\$0	\$33,280	ALL YEARS TOTAL		\$33,280	\$0	\$0	\$0	\$33,280
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL																												
2027	CRP Chicago UZA	\$33,280	\$0	\$0	\$0	\$33,280																												
2026-2030 TOTAL		\$33,280	\$0	\$0	\$0	\$33,280																												
ALL YEARS TOTAL		\$33,280	\$0	\$0	\$0	\$33,280																												
Region: Northwestern MPO				Lead Agency: Burns Harbor																														

2401585		(Ver 3) 26-08.1	STATUS Deleted				STATE	
Title:	Centerline & Edge Line Rumble Stripes on Parrish Ave						Route:	N/A
Description:	Centerline & Edge Line Rumble Stripes on Parrish Ave between W 126th Place and W 125th Ave. Project Length is approximately 0.30 mi.							
Project Type:	Other	AQ Exempt:	Exempt				District:	LaPorte
County:	Lake	Limits:						
Narrative:	Deleting project							
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
Region: Northwestern MPO				Lead Agency: Cedar Lake				
Previously Approved Version								
2401585		(Ver 2) 26-02.1						
Title:	Centerline & Edge Line Rumble Stripes on Parrish Ave						Route:	N/A
Description:	Centerline & Edge Line Rumble Stripes on Parrish Ave between W 126th Place and W 125th Ave. Project Length is approximately 0.30 mi.							
Project Type:	Other	AQ Exempt:	Exempt				District:	LaPorte
County:	Lake	Limits:						
Narrative:	New project in 26-30 TIP, (Carry-over)							
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
	2026	Local Fund	\$0	\$0	\$16,200	\$0	\$16,200	
	2026	State Special Projects	\$0	\$0	\$145,800	\$0	\$145,800	
2026-2030 TOTAL			\$0	\$0	\$162,000	\$0	\$162,000	
ALL YEARS TOTAL			\$0	\$0	\$162,000	\$0	\$162,000	
Region: Northwestern MPO				Lead Agency: Cedar Lake				

NIRPC2700770		(Ver 1) 26-08.1	STATUS New Project			FEDERAL	
Title:	Purchase ZEV					Route: N/A	
Description:	Purchase zero emission vehicles (electric)						
Project Type:	Other	AQ Exempt:		Exempt		District: LaPorte	
County:	Porter	Limits:					
Narrative:	New project in 26-30 TIP						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2027	CRP Chicago UZA	\$33,280	\$0	\$0	\$0	\$33,280	
2027	Local Fund	\$18,720	\$0	\$0	\$0	\$18,720	
2026-2030 TOTAL		\$52,000	\$0	\$0	\$0	\$52,000	
ALL YEARS TOTAL		\$52,000	\$0	\$0	\$0	\$52,000	
Region: Northwestern MPO				Lead Agency: Chesterton			

2300727 (Ver 5) 26-08.1 STATUS **Programmed** **FEDERAL**

Title: Columbia Avenue from 170th to 173rd **Route:** N/A

Description: Pavement rehabilitation including signal modernization and sidewalks/ADA ramps. Project Length is 0.5 miles.

Project Type: Pavement Reconstruction/Rehabilitation **AQ Exempt:** Exempt **District:** LaPorte

County: Lake **Limits:** From 164th Place to river dr of Distance (mile) 1.95

Narrative: Update CN & CE funding; Increase CN to \$3,500,000 & CE to \$437,500

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2028	Local Fund	\$0	\$0	\$1,172,500	\$437,500	\$1,610,000
2028	STBG Chicago UZA	\$0	\$0	\$2,327,500	\$0	\$2,327,500
<2026	Prior	\$925,000	\$0	\$0	\$0	\$925,000
2026-2030 TOTAL		\$0	\$0	\$3,500,000	\$437,500	\$3,937,500
ALL YEARS TOTAL		\$925,000	\$0	\$3,500,000	\$437,500	\$4,862,500

Region: Northwestern MPO

Lead Agency: Hammond

Previously Approved Version
2300727 (Ver 4) 26-02.1

Title: Columbia Avenue from 170th to 173rd **Route:** N/A

Description: Pavement rehabilitation including signal modernization and sidewalks/ADA ramps. Project Length is 0.5 miles.

Project Type: Pavement Reconstruction/Rehabilitation **AQ Exempt:** Exempt **District:** LaPorte

County: Lake **Limits:** From 164th Place to river dr of Distance (mile) 1.95

Narrative: Reduced limits, reduced estimates

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2028	Local Fund	\$0	\$0	\$440,000	\$60,000	\$500,000
2028	STBG Chicago UZA	\$0	\$0	\$1,760,000	\$240,000	\$2,000,000
<2026	Prior	\$925,000	\$0	\$0	\$0	\$925,000
2026-2030 TOTAL		\$0	\$0	\$2,200,000	\$300,000	\$2,500,000
ALL YEARS TOTAL		\$925,000	\$0	\$2,200,000	\$300,000	\$3,425,000

Region: Northwestern MPO

Lead Agency: Hammond

1801907

(Ver 11) 26-08.1

STATUS Programmed

FEDERAL

Title:

Bridge over Norfolk Southern

Route: N/A

Description:

New Road east and parallel to Parrish, from 169th to 173rd in Hammond. This is a Local Trax project and is a new bridge that will eliminate the skewed at-grade crossing on Parrish Ave. This des number is for the roadway portion. This will improve congestion and safety. There is no added capacity with this project. The sponsor is INDOT. This project is exempt from the requirement to determine conformity. This project is expected to be substantially completed by November 15, 2029.

Project Type:

New Bridge, Other

AQ Exempt: Exempt

District: LaPorte

County:

Lake

Limits: Primary Crossstreet: Parrish Ave, Secondary Crossstreet: 173rd

Narrative:

Added additional PE funds in FY27.

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	Federal Special	\$0	\$0	\$6,194,118	\$0	\$6,194,118
2027	Local Fund	\$0	\$0	\$1,548,530	\$0	\$1,548,530
2027	State Match	\$345,025	\$0	\$0	\$1,097,390	\$1,442,415
<2026	Prior	\$0	\$463,000	\$0	\$0	\$463,000
2026-2030 TOTAL		\$345,025	\$0	\$7,742,648	\$1,097,390	\$9,185,063
ALL YEARS TOTAL		\$345,025	\$463,000	\$7,742,648	\$1,097,390	\$9,648,063

Region: Northwestern MPO

Lead Agency: INDOT

Previously Approved Version**1801907**

(Ver 10) 26-03.1

Title: Bridge over Norfolk Southern**Route:** N/A

Description: New Road east and parallel to Parrish, from 169th to 173rd in Hammond. This is a Local Trax project and is a new bridge that will eliminate the skewed at-grade crossing on Parrish Ave. This des number is for the roadway portion. This will improve congestion and safety. There is no added capacity with this project. The sponsor is INDOT. This project is exempt from the requirement to determine conformity. This project is expected to be substantially completed by November 15, 2029.

Project Type: New Bridge, Other**AQ Exempt:** Exempt**District:** LaPorte**County:** Lake**Limits:** Primary Crossstreet: Parrish Ave, Secondary Crossstreet: 173rd**Narrative:** New Project in 26-30 TIP (carry over from previous TIP) moved CN to FY 27

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	Federal Special	\$0	\$0	\$6,194,118	\$0	\$6,194,118
2027	Local Fund	\$0	\$0	\$1,548,530	\$0	\$1,548,530
2027	State Match	\$0	\$0	\$0	\$1,097,390	\$1,097,390
<2026	Prior	\$0	\$463,000	\$0	\$0	\$463,000
2026-2030 TOTAL		\$0	\$0	\$7,742,648	\$1,097,390	\$8,840,038
ALL YEARS TOTAL		\$0	\$463,000	\$7,742,648	\$1,097,390	\$9,303,038

Region: Northwestern MPO**Lead Agency:** INDOT

2300781		(Ver 1) 26-08.1		STATUS New Project		FEDERAL	
Title:	District Bridge Project (Rehabilitation)					Route:	N/A
Description:	Thin Deck Overlay; US 41 NB Bridge over NS RR, 236TH AVE, 04.54 mi S SR 2; Project length is 0.2 miles, project completion date is 8/15/2031, no added travel lanes						
Project Type:	Bridge Thin Deck Overlay		AQ Exempt:	Exempt		District:	LaPorte
County:	Lake	Limits:					
Narrative:	New Project: Add FY27 PE \$200,000; Add FY31 CN \$214,783.00						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2027	NHPP Non Interstate	\$200,000	\$0	\$0	\$0	\$200,000	
>2030	Beyond	\$0	\$0	\$214,783	\$0	\$214,783	
2026-2030 TOTAL		\$200,000	\$0	\$0	\$0	\$200,000	
ALL YEARS TOTAL		\$200,000	\$0	\$214,783	\$0	\$414,783	
Region: Northwestern MPO				Lead Agency: INDOT			

2300782		(Ver 1) 26-08.1	STATUS	New Project	FEDERAL		
Title:	District Bridge Project (Rehabilitation)				Route:	N/A	
Description:	US 41 SB Bridge over NS RR, 236TH AVE, 04.54 mi S SR 2; project length is 0.1 mi; completion date is 8/1/2031, no added travel lanes						
Project Type:	Bridge Thin Deck Overlay	AQ Exempt:	Exempt		District:	LaPorte	
County:	Lake	Limits:					
Narrative:	New Project: Add FY27 PE \$200,000; Add FY31 CN \$214,783.00						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	NHPP Non Interstate	\$200,000	\$0	\$0	\$0	\$200,000
	>2030	Beyond	\$0	\$0	\$214,783	\$0	\$214,783
	2026-2030 TOTAL		\$200,000	\$0	\$0	\$0	\$200,000
	ALL YEARS TOTAL		\$200,000	\$0	\$214,783	\$0	\$414,783
Region: Northwestern MPO				Lead Agency: INDOT			

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.1

43 Projects Listed

2300796		(Ver 1) 26-08.1		STATUS New Project		FEDERAL							
Title:		District Bridge Project (Rehabilitation)					Route: N/A						
Description:		US 6 Bridge over DEEP RIVER, 00.71 mi E SR 51/I-80/94; project length is 0.02 mi; completion date is 7/1/2031											
Project Type:		Bridge Deck Overlay		AQ Exempt: Exempt		District: LaPorte							
County:		Lake		Limits:									
Narrative:		New Project: Add FY27 PE \$400,000; Add FY31 CN \$1,250,513.00											
FED FY		REVENUE SOURCE		PE		RW		CN		CE		TOTAL	
2027		NHPP Non Interstate		\$400,000		\$0		\$0		\$0		\$400,000	
>2030		Beyond		\$0		\$0		\$1,250,513		\$0		\$1,250,513	
2026-2030 TOTAL				\$400,000		\$0		\$0		\$0		\$400,000	
ALL YEARS TOTAL				\$400,000		\$0		\$1,250,513		\$0		\$1,650,513	
Region: Northwestern MPO								Lead Agency: INDOT					

2300856		(Ver 1) 26-08.1		STATUS New Project		FEDERAL	
Title:	District Bridge Project (Rehabilitation)					Route:	N/A
Description:	Thin deck overlay; I-65 NB Bridge over CSX, CENTR AV, UNT BURNS, 00.66 mi N I-80; project length is 0.35 mi; completion date is 8/15/2031; no added travel lanes						
Project Type:	Bridge Thin Deck Overlay		AQ Exempt:	Exempt		District:	LaPorte
County:	Lake	Limits:					
Narrative:	New Project; Add FY27 PE \$200,000; Add FY31 CN \$810,165.00						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2027	NHPP Interstate	\$200,000	\$0	\$0	\$0	\$200,000	
>2030	Beyond	\$0	\$0	\$810,165	\$0	\$810,165	
2026-2030 TOTAL		\$200,000	\$0	\$0	\$0	\$200,000	
ALL YEARS TOTAL		\$200,000	\$0	\$810,165	\$0	\$1,010,165	
Region: Northwestern MPO				Lead Agency: INDOT			

2300857		(Ver 1) 26-08.1		STATUS New Project		FEDERAL	
Title:	District Bridge Project (Rehabilitation)					Route:	N/A
Description:	Thin deck Overlay; I-65 SB Bridge over CSX, CENTR AV, UNT BURNS, 00.66 mi N I-80; project length is 0.35 mi, completion date is 8/15/2031, no added travel lanes						
Project Type:	Bridge Thin Deck Overlay		AQ Exempt:	Exempt		District:	LaPorte
County:	Lake	Limits:					
Narrative:	New Project: Add \$400,000 to FY27 PE ; Add \$810,165.00 to FY31 CN						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2027	NHPP Interstate	\$400,000	\$0	\$0	\$0	\$400,000	
>2030	Beyond	\$0	\$0	\$810,165	\$0	\$810,165	
2026-2030 TOTAL		\$400,000	\$0	\$0	\$0	\$400,000	
ALL YEARS TOTAL		\$400,000	\$0	\$810,165	\$0	\$1,210,165	
Region: Northwestern MPO				Lead Agency: INDOT			

2300989		(Ver 1) 26-08.1		STATUS New Project		FEDERAL	
Title:	District Small Structure Rehabilitation or Reconstruction					Route:	N/A
Description:	Small Structure Rehabilitation or Reconstruction; US 421 culvert over Marsh Ditch, 0.60 mi N SR 8 Project length is 0.1 mi; project completion is July 1, 2031;						
Project Type:	Small Structure Replacement	AQ Exempt:	Exempt			District:	LaPorte
County:	Laporte	Limits:					
Narrative:	New Project: Add FY27 PE \$400,000; Add FY31 CN \$977,932.00						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2027	NHPP Non Interstate	\$300,000	\$0	\$0	\$0	\$300,000	
>2030	Beyond	\$0	\$0	\$977,932	\$0	\$977,932	
2026-2030 TOTAL		\$300,000	\$0	\$0	\$0	\$300,000	
ALL YEARS TOTAL		\$300,000	\$0	\$977,932	\$0	\$1,277,932	
Region: Northwestern MPO				Lead Agency: INDOT			

2400583		(Ver 3) 26-08.1	STATUS Programmed		FEDERAL	
Title:	District Small Structure Project				Route:	N/A
Description:	SR 2 over UNT, 2.97 mi W. JCT US 30					
Project Type:	Small Structure Maint and Repair	AQ Exempt:	Exempt			District: LaPorte
County:	Porter	Limits:				
Narrative:	Increase CN from \$150,000 To \$322,250.00					
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2028	NHPP Non Interstate	\$0	\$0	\$322,250	\$0	\$322,250
<2026	Prior	\$210,000	\$0	\$0	\$0	\$210,000
2026-2030 TOTAL		\$0	\$0	\$322,250	\$0	\$322,250
ALL YEARS TOTAL		\$210,000	\$0	\$322,250	\$0	\$532,250
Region: Northwestern MPO				Lead Agency: INDOT		

Previously Approved Version

2400583

(Ver 2) 26-00

Title:

District Small Structure Project

Route:

N/A

Description:

SR 2 over UNT, 2.97 mi W. JCT US 30

Project Type:

Small Structure Maint and Repair

AQ Exempt:

Exempt

District:

LaPorte

County:

Porter

Limits:

Narrative:

Carry over from 24-28 TIP; Add \$150,000 to FY28 CN

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2028	NHPP Non Interstate	\$0	\$0	\$150,000	\$0	\$150,000
<2026	Prior	\$210,000	\$0	\$0	\$0	\$210,000
2026-2030 TOTAL		\$0	\$0	\$150,000	\$0	\$150,000
ALL YEARS TOTAL		\$210,000	\$0	\$150,000	\$0	\$360,000

Region: Northwestern MPO

Lead Agency: INDOT

2500405		(Ver 1) 26-08.1		STATUS New Project		FEDERAL		
Title:	District Pavement Project (Non-I)					Route:	N/A	
Description:	Small Structures rehabilitation and reconstruction; SR 51 - I-80 to US 20. The Project length is 0.82 miles; expected completion date is 10/15/2029							
Project Type:	Small Structures & Drains Construction	AQ Exempt:	Exempt			District:	LaPorte	
County:	Lake	Limits:						
Narrative:	NEW; Add FY29 CN \$31,100.00 - This will be Group Mod							
FED FY		REVENUE SOURCE		PE	RW	CN	CE	TOTAL
2029		NHPP Non Interstate		\$0	\$0	\$31,100	\$0	\$31,100
2026-2030 TOTAL				\$0	\$0	\$31,100	\$0	\$31,100
ALL YEARS TOTAL				\$0	\$0	\$31,100	\$0	\$31,100
Region: Northwestern MPO								Lead Agency: INDOT

2500433		(Ver 1) 26-08.1		STATUS New Project		FEDERAL		
Title:	District Pavement Project Non-I					Route: N/A		
Description:	repair or replace small structures on SR 2 From the East Junction of US 421 to the West Junction of SR 39; length of project is 9.08 mi. Project will be substantially complete by Oct 1, 2029.							
Project Type:	Small Structures & Drains Construction	AQ Exempt:	Exempt			District:	LaPorte	
County:	Laporte	Limits:						
Narrative:	New Project for 26-30; Add FY29 CN \$803,600.00 - This will be a group Mod							
FED FY		REVENUE SOURCE		PE	RW	CN	CE	TOTAL
2029		NHPP Non Interstate		\$0	\$0	\$803,600	\$0	\$803,600
		2026-2030 TOTAL		\$0	\$0	\$803,600	\$0	\$803,600
		ALL YEARS TOTAL		\$0	\$0	\$803,600	\$0	\$803,600
Region: Northwestern MPO				Lead Agency: INDOT				

2500446		(Ver 1) 26-08.1		STATUS New Project		FEDERAL	
Title:	District Pavement Project (Interstate)-FUTURE PROJECT					Route: N/A	
Description:	Small Structure Rehabilitation or Reconstruction; I-94 - From 0.45 mi. W. of US 20/35 (NS RR Bridge) to MI State Line, Project length is 6.24 mi; Expected completion date is 10/15/2030						
Project Type:	Small Structures & Drains Construction	AQ Exempt:		Exempt		District: LaPorte	
County:	Laporte	Limits:					
Narrative:	New; Add FY30 CN \$11,675,683.00 for des 2500446. This will be a Group Mod. small structures & drains for des 2301138						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2030	NHPP Interstate	\$0	\$0	\$11,675,683	\$0	\$11,675,683	
2026-2030 TOTAL		\$0	\$0	\$11,675,683	\$0	\$11,675,683	
ALL YEARS TOTAL		\$0	\$0	\$11,675,683	\$0	\$11,675,683	
Region: Northwestern MPO				Lead Agency: INDOT			

\$2500449		(Ver 1) 26-08.1		STATUS New Project		FEDERAL							
Title:		District Pavement Project (Non-I)					Route: N/A						
Description:		Small Structures rehabilitation/reconstruction; US 30 from US 421 to SR 39; project length is 8.51 mi; expected completion date is 11/1/2029											
Project Type:		Small Structures & Drains Construction		AQ Exempt: Exempt		District: LaPorte							
County:		Laporte		Limits:									
Narrative:		New DES; Add FY29 CN \$1,684,586.00 for 2500449; Group Mod; this is des for small structures & drains for des 1900057											
FED FY		REVENUE SOURCE		PE		RW		CN		CE		TOTAL	
2029		NHPP Non Interstate		\$0		\$0		\$1,684,586		\$0		\$1,684,586	
2026-2030 TOTAL				\$0		\$0		\$1,684,586		\$0		\$1,684,586	
ALL YEARS TOTAL				\$0		\$0		\$1,684,586		\$0		\$1,684,586	
Region: Northwestern MPO								Lead Agency: INDOT					

2500804

(Ver 4) 26-08.1

STATUS Programmed

STATE

Title:

Intersection Improvement Project

Route: N/A

Description:

SR55 at 41st Ave, Length of project is 0.25 mile; no added travel lanes

Project Type:

Intersection Improvement

AQ Exempt: Exempt

District: LaPorte

County:

Lake

Limits:

Narrative:

Increase FY28 RW from \$105,000 to \$1,000,000.00

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2026	HSIP State	\$1,183,730	\$0	\$0	\$0	\$1,183,730
2027	HSIP State	\$270,650	\$0	\$0	\$0	\$270,650
2028	HSIP State	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2030	HSIP State	\$0	\$0	\$3,945,769	\$0	\$3,945,769
2026-2030 TOTAL		\$1,454,380	\$1,000,000	\$3,945,769	\$0	\$6,400,149
ALL YEARS TOTAL		\$1,454,380	\$1,000,000	\$3,945,769	\$0	\$6,400,149

Region: Northwestern MPO

Lead Agency: INDOT

Previously Approved Version**2500804**

(Ver 3) 26-24

Title: Intersection Improvement Project**Route:** N/A**Description:** SR55 at 41st Ave, Length of project is 0.25 mile; no added travel lanes**Project Type:** Intersection Improvement**AQ Exempt:** Exempt**District:** LaPorte**County:** Lake**Limits:****Narrative:** Move \$270,650.00 into FY27 PE. Reduce FY26 PE to \$1,183,730.00

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2026	HSIP State	\$1,183,730	\$0	\$0	\$0	\$1,183,730
2027	HSIP State	\$270,650	\$0	\$0	\$0	\$270,650
2028	HSIP State	\$0	\$105,000	\$0	\$0	\$105,000
2030	HSIP State	\$0	\$0	\$3,945,769	\$0	\$3,945,769
2026-2030 TOTAL		\$1,454,380	\$105,000	\$3,945,769	\$0	\$5,505,149
ALL YEARS TOTAL		\$1,454,380	\$105,000	\$3,945,769	\$0	\$5,505,149

Region: Northwestern MPO**Lead Agency:** INDOT

2500817		(Ver 3) 26-08.1		STATUS Programmed		STATE	
Title:	Corridor Improvements					Route: N/A	
Description:	SR 53 from 61st Avenue to 45th Avenue, no added travel lanes. The project length is 2.05 miles.						
Project Type:	Median Construction	AQ Exempt:	Exempt			District:	LaPorte
County:	Lake	Limits:					
Narrative:	Add FY28 RW \$4,000,000.00						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	HSIP State	\$7,882,225	\$0	\$0	\$0	\$7,882,225
	2028	HSIP State	\$0	\$4,000,000	\$0	\$0	\$4,000,000
	>2030	Beyond	\$0	\$0	\$26,274,085	\$0	\$26,274,085
	2026-2030 TOTAL		\$7,882,225	\$4,000,000	\$0	\$0	\$11,882,225
	ALL YEARS TOTAL		\$7,882,225	\$4,000,000	\$26,274,085	\$0	\$38,156,310
Region: Northwestern MPO				Lead Agency: INDOT			

Previously Approved Version						
2500817	(Ver 2) 26-22					
Title:	Corridor Improvements					Route: N/A
Description:	SR 53 from 61st Avenue to 45th Avenue, no added travel lanes. The project length is 2.05 miles.					
Project Type:	Median Construction	AQ Exempt:	Exempt			District: LaPorte
County:	Lake	Limits:				
Narrative:	Move PE from FY26 to FY27 \$7,882,225.00					
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	HSIP State	\$7,882,225	\$0	\$0	\$0	\$7,882,225
>2030	Beyond	\$0	\$0	\$26,274,085	\$0	\$26,274,085
2026-2030 TOTAL		\$7,882,225	\$0	\$0	\$0	\$7,882,225
ALL YEARS TOTAL		\$7,882,225	\$0	\$26,274,085	\$0	\$34,156,310
Region: Northwestern MPO					Lead Agency: INDOT	

2500818		(Ver 3) 26-08.1		STATUS Programmed		STATE	
Title:	Corridor Improvements					Route: N/A	
Description:	SR 53 from 45th Avenue to I-80/94, length of project 2.39 miles; no added travel lanes						
Project Type:	Median Construction	AQ Exempt:		Exempt		District: LaPorte	
County:	Lake	Limits:					
Narrative:	Add RW to FY28 \$1,000,000.00						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	HSIP State	\$4,553,996	\$0	\$0	\$0	\$4,553,996
	2028	HSIP State	\$0	\$1,000,000	\$0	\$0	\$1,000,000
	>2030	Beyond	\$0	\$0	\$15,179,987	\$0	\$15,179,987
2026-2030 TOTAL			\$4,553,996	\$1,000,000	\$0	\$0	\$5,553,996
ALL YEARS TOTAL			\$4,553,996	\$1,000,000	\$15,179,987	\$0	\$20,733,983
Region: Northwestern MPO				Lead Agency: INDOT			

Previously Approved Version

2500818 (Ver 2) 26-22

Title:Corridor Improvements

Description:SR 53 from 45th Avenue to I-80/94, length of project 2.39 miles; no added travel lanes

Project Type:Median Construction

County:Lake

Narrative:Move PE to FY27 was in FY26 \$4,553,996.00

AQ Exempt:Exempt

District:LaPorte

Route:N/A

Limits:

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	HSIP State	\$4,553,996	\$0	\$0	\$0	\$4,553,996
>2030	Beyond	\$0	\$0	\$15,179,987	\$0	\$15,179,987
2026-2030 TOTAL		\$4,553,996	\$0	\$0	\$0	\$4,553,996
ALL YEARS TOTAL		\$4,553,996	\$0	\$15,179,987	\$0	\$19,733,983

Region:Northwestern MPO

Lead Agency:INDOT

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.1

43 Projects Listed

2500830		(Ver 3) 26-08.1	STATUS Programmed			FEDERAL	
Title:	Access Control Project (Right-of-Way)					Route:	N/A
Description:	I-94 from 0.5 mi W of US 20 to 0.5 mi E of US 20, length 7.05 miles; No construction involved.						
Project Type:	Access Control	AQ Exempt:	Exempt			District:	LaPorte
County:	Porter	Limits:					
Narrative:	move PE from FY26 to FY27 and increase from \$200,000 to \$772,940.00						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	NHPP Interstate	\$772,940	\$0	\$0	\$0	\$772,940
	2028	NHPP Interstate	\$0	\$4,329,720	\$0	\$0	\$4,329,720
	2026-2030 TOTAL		\$772,940	\$4,329,720	\$0	\$0	\$5,102,660
	ALL YEARS TOTAL		\$772,940	\$4,329,720	\$0	\$0	\$5,102,660
Region: Northwestern MPO					Lead Agency: INDOT		

Previously Approved Version

2500830 (Ver 2) 26-21

Title:

Access Control Project (Right-of-Way)

Route:

N/A

Description:

I-94 from 0.5 mi W of US 20 to 0.5 mi E of US 20, length 7.05 miles; No construction involved.

Project Type:

Access Control

AQ Exempt:

Exempt

District:

LaPorte

County:

Porter

Limits:

Narrative:

Increase FY26 PE from \$150,655 to \$200,000

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2026	NHPP Interstate	\$200,000	\$0	\$0	\$0	\$200,000
2028	NHPP Interstate	\$0	\$4,329,720	\$0	\$0	\$4,329,720
2026-2030 TOTAL		\$200,000	\$4,329,720	\$0	\$0	\$4,529,720
ALL YEARS TOTAL		\$200,000	\$4,329,720	\$0	\$0	\$4,529,720

Region:

Northwestern MPO

Lead Agency:

INDOT

2600029		(Ver 2) 26-08.1		STATUS Programmed		STATE	
Title:	District Lighting Project					Route: N/A	
Description:	SR 912 At SR312, US20, 15th Ave; this is a safety project						
Project Type:	Lighting	AQ Exempt:		Exempt		District: LaPorte	
County:	Lake	Limits:					
Narrative:	Add PE in FY27 \$80,000						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	HSIP State	\$80,000	\$0	\$0	\$0	\$80,000
	2029	HSIP State	\$0	\$0	\$4,200,000	\$0	\$4,200,000
	2026-2030 TOTAL		\$80,000	\$0	\$4,200,000	\$0	\$4,280,000
	ALL YEARS TOTAL		\$80,000	\$0	\$4,200,000	\$0	\$4,280,000
Region: Northwestern MPO				Lead Agency: INDOT			

Previously Approved Version							
2600029 (Ver 1) 26-06.1							
Title:	District Lighting Project					Route:	N/A
Description:	SR 912 At SR312, US20, 15th Ave						
Project Type:	Lighting	AQ Exempt:	Exempt			District:	LaPorte
County:	Lake	Limits:					
Narrative:	New Project for 26-30 TIP; Add FY29 CN \$4,200,000.00						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2029	HSIP State	\$0	\$0	\$4,200,000	\$0	\$4,200,000
	2026-2030 TOTAL		\$0	\$0	\$4,200,000	\$0	\$4,200,000
	ALL YEARS TOTAL		\$0	\$0	\$4,200,000	\$0	\$4,200,000
Region: Northwestern MPO				Lead Agency: INDOT			

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.1

43 Projects Listed

2600202		(Ver 1) 26-08.1	STATUS	New Project	FEDERAL		
Title:	District Bridge Project (Rehabilitation)				Route:	N/A	
Description:	Thin Deck Overlay; Clark Road over I-80/94, 2.02 miles E. of SR 912, no added travel lanes; expected completion date is 7/15/2028						
Project Type:	Bridge Thin Deck Overlay	AQ Exempt:	Exempt		District:	LaPorte	
County:	Lake	Limits:					
Narrative:	New Project: Add FY27 PE \$100,000, Add FY28 CN \$318,323.00 for des 2600202						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	NHPP Interstate	\$100,000	\$0	\$0	\$0	\$100,000
	2028	NHPP Interstate	\$0	\$0	\$318,323	\$0	\$318,323
	2026-2030 TOTAL		\$100,000	\$0	\$318,323	\$0	\$418,323
	ALL YEARS TOTAL		\$100,000	\$0	\$318,323	\$0	\$418,323
Region: Northwestern MPO				Lead Agency: INDOT			

2600548		(Ver 1) 26-08.1		STATUS New Project		FEDERAL	
Title:	District Pavement Project (Non-I)					Route:	N/A
Description:	SR 55 - From N. Jct. of SR 2 (181st Ave.) to S. Jct. of US 231 (Joliet St.); project length is 8.65 mi; expected completion date 11/15/2031						
Project Type:	Full Depth Reclamatin (FDR)	AQ Exempt:	Exempt			District:	LaPorte
County:	Lake	Limits:					
Narrative:	New Project for 26-30; Add FY27 PE \$3,000,000; add FY 28 PE \$4,500,000; Add FY29 RW \$300,000; add CN \$19,710,004						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2027	NHPP Non Interstate	\$3,000,000	\$0	\$0	\$0	\$3,000,000	
2028	NHPP Non Interstate	\$4,500,000	\$0	\$0	\$0	\$4,500,000	
2029	NHPP Non Interstate	\$0	\$300,000	\$0	\$0	\$300,000	
>2030	Beyond	\$0	\$0	\$19,710,004	\$0	\$19,710,004	
2026-2030 TOTAL		\$7,500,000	\$300,000	\$0	\$0	\$7,800,000	
ALL YEARS TOTAL		\$7,500,000	\$300,000	\$19,710,004	\$0	\$27,510,004	
Region: Northwestern MPO				Lead Agency: INDOT			

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.1

43 Projects Listed

2600590		(Ver 1) 26-08.1		STATUS New Project		FEDERAL	
Title:	Small Structures & Drains Rehabilitation or Reconstruction (Interstate)					Route: N/A	
Description:	Small Structures & Drains Rehabilitation or Reconstruction; I-65: 0.56 mi. S. of SR 10 to 0.95 mi. S. of SR 2; Project completion date is November 1, 2031						
Project Type:	Small Structures & Drains Construction	AQ Exempt:	Exempt			District: LaPorte	
County:	Lake, Various	Limits:					
Narrative:	New Project: Add \$445,000 to FY27 PE; Add \$2,232,798.00 in FY31 CN						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2027	NHPP Interstate	\$445,000	\$0	\$0	\$0	\$445,000	
>2030	Beyond	\$0	\$0	\$2,232,798	\$0	\$2,232,798	
2026-2030 TOTAL		\$445,000	\$0	\$0	\$0	\$445,000	
ALL YEARS TOTAL		\$445,000	\$0	\$2,232,798	\$0	\$2,677,798	
Region: Northwestern MPO				Lead Agency: INDOT			

2600597	(Ver 2) 26-08.1	STATUS Programmed	FEDERAL
----------------	-----------------	--------------------------	----------------

Title: District Small Structure Project **Route:** N/A

Description: Small structure Rehabilitation or Reconstruction; SR 49-From 1.00 Miles S. of US 30 to 0.06 Miles N. of Burlington Beach Rd. (CR E 500 N);
project length is 4.97 mi; expected completion date is 10/15/2031

Project Type: Small Structures & Drains Construction **AQ Exempt:** Exempt **District:** LaPorte

County: Porter **Limits:**

Narrative: Add FY28 PE \$1,300,000.00

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	NHPP Non Interstate	\$1,317,372	\$0	\$0	\$0	\$1,317,372
2028	NHPP Non Interstate	\$1,300,000	\$0	\$0	\$0	\$1,300,000
>2030	Beyond	\$0	\$0	\$6,586,858	\$0	\$6,586,858
2026-2030 TOTAL		\$2,617,372	\$0	\$0	\$0	\$2,617,372
ALL YEARS TOTAL		\$2,617,372	\$0	\$6,586,858	\$0	\$9,204,230

Region: Northwestern MPO

Lead Agency: INDOT

Previously Approved Version**2600597** (Ver 1) 26-08.1

Title: District Small Structure Project **Route:** N/A

Description: Small structure Rehabilitation or Reconstruction; SR 49-From 1.00 Miles S. of US 30 to 0.06 Miles N. of Burlington Beach Rd. (CR E 500 N); project length is 4.97 mi; expected completion date is 10/15/2031

Project Type: Small Structures & Drains Construction **AQ Exempt:** Exempt **District:** LaPorte

County: Porter **Limits:**

Narrative: New Project for 26-30; Add FY27 PE \$1,317,372.00

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	NHPP Non Interstate	\$1,317,372	\$0	\$0	\$0	\$1,317,372
>2030	Beyond	\$0	\$0	\$6,586,858	\$0	\$6,586,858
2026-2030 TOTAL		\$1,317,372	\$0	\$0	\$0	\$1,317,372
ALL YEARS TOTAL		\$1,317,372	\$0	\$6,586,858	\$0	\$7,904,230

Region: Northwestern MPO**Lead Agency:** INDOT

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.1**43 Projects Listed**

2600659	(Ver 1) 26-08.1	STATUS New Project	FEDERAL
----------------	-----------------	---------------------------	----------------

Title: Small Structures Rehabilitation or Reconstruction (Non-I)**Route:** N/A**Description:** Small Structures Rehabilitation or Reconstruction; SR 55; N. Jct of SR 2 to S. Jct of US 231. Project completion is May 1, 2031**Project Type:** Small Structures & Drains Construction **AQ Exempt:** Exempt**District:** LaPorte**County:** Lake **Limits:****Narrative:** New Project: Add FY27 PE \$500,000, Add FY28 PE \$500,000, Add FY29 RW \$230,000, Add FY31 \$337,308.00 CN

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	NHPP Non Interstate	\$500,000	\$0	\$0	\$0	\$500,000
2028	NHPP Non Interstate	\$500,000	\$0	\$0	\$0	\$500,000
2029	NHPP Non Interstate	\$0	\$230,000	\$0	\$0	\$230,000
>2030	Beyond	\$0	\$0	\$337,308	\$0	\$337,308
2026-2030 TOTAL		\$1,000,000	\$230,000	\$0	\$0	\$1,230,000
ALL YEARS TOTAL		\$1,000,000	\$230,000	\$337,308	\$0	\$1,567,308

Region: Northwestern MPO**Lead Agency:** INDOT

2600691		(Ver 2) 26-08.1		STATUS Programmed		STATE																																																	
Title:	Bicycle / Pedestrian facilities					Route: N/A																																																	
Description:	US 12 in Gary (Miller): FROM 0.55 W of US 12 (Fayette St.) TO 0.30 mi W of US 12 (0.12 mi W of Lake St.)																																																						
Project Type:	Bike/Pedestrian Facilities		AQ Exempt: Exempt		District: LaPorte																																																		
County:	Lake		Limits:																																																				
Narrative:	Need to increase PE in FY27 to \$700,000 and add PE to FY28 for \$700,000 also.																																																						
<table><tr><th>FED FY</th><th>REVENUE SOURCE</th><th>PE</th><th>RW</th><th>CN</th><th>CE</th><th>TOTAL</th></tr><tr><td>2027</td><td>HSIP State</td><td>\$700,000</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$700,000</td></tr><tr><td>2028</td><td>HSIP State</td><td>\$700,000</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$700,000</td></tr><tr><td>2029</td><td>HSIP State</td><td>\$0</td><td>\$100,000</td><td>\$0</td><td>\$0</td><td>\$100,000</td></tr><tr><td>>2030</td><td>Beyond</td><td>\$0</td><td>\$0</td><td>\$2,910,924</td><td>\$0</td><td>\$2,910,924</td></tr><tr><td colspan="2">2026-2030 TOTAL</td><td>\$1,400,000</td><td>\$100,000</td><td>\$0</td><td>\$0</td><td>\$1,500,000</td></tr><tr><td colspan="2">ALL YEARS TOTAL</td><td>\$1,400,000</td><td>\$100,000</td><td>\$2,910,924</td><td>\$0</td><td>\$4,410,924</td></tr></table>							FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	2027	HSIP State	\$700,000	\$0	\$0	\$0	\$700,000	2028	HSIP State	\$700,000	\$0	\$0	\$0	\$700,000	2029	HSIP State	\$0	\$100,000	\$0	\$0	\$100,000	>2030	Beyond	\$0	\$0	\$2,910,924	\$0	\$2,910,924	2026-2030 TOTAL		\$1,400,000	\$100,000	\$0	\$0	\$1,500,000	ALL YEARS TOTAL		\$1,400,000	\$100,000	\$2,910,924	\$0	\$4,410,924
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL																																																	
2027	HSIP State	\$700,000	\$0	\$0	\$0	\$700,000																																																	
2028	HSIP State	\$700,000	\$0	\$0	\$0	\$700,000																																																	
2029	HSIP State	\$0	\$100,000	\$0	\$0	\$100,000																																																	
>2030	Beyond	\$0	\$0	\$2,910,924	\$0	\$2,910,924																																																	
2026-2030 TOTAL		\$1,400,000	\$100,000	\$0	\$0	\$1,500,000																																																	
ALL YEARS TOTAL		\$1,400,000	\$100,000	\$2,910,924	\$0	\$4,410,924																																																	
Region: Northwestern MPO				Lead Agency: INDOT																																																			

Previously Approved Version**2600691** (Ver 1) 26-08.1**Title:** Other Project Type**Route:** N/A**Description:** US 12: FROM 0.55 W of US 12 (Fayette St.) TO 0.30 mi W of US 12 (0.12 mi W of Lake St.)**Project Type:** Bike/Pedestrian Facilities**AQ Exempt:** Exempt**District:** LaPorte**County:** Lake **Limits:****Narrative:** New Project for 26-30; Add FY27 PE \$582,000.00; Add FY29 RW \$100,000.00

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	HSIP State	\$582,000	\$0	\$0	\$0	\$582,000
2029	HSIP State	\$0	\$100,000	\$0	\$0	\$100,000
>2030	Beyond	\$0	\$0	\$2,910,924	\$0	\$2,910,924
2026-2030 TOTAL		\$582,000	\$100,000	\$0	\$0	\$682,000
ALL YEARS TOTAL		\$582,000	\$100,000	\$2,910,924	\$0	\$3,592,924

Region: Northwestern MPO**Lead Agency:** INDOT

2600695

(Ver 1) 26-08.1

STATUS

New Project

STATE

Title:

Bicycle/Pedestrian Facilities; Safety

Route:

N/A

Description:

SR 55 - 0.50 mi S of US 231 (Wells St.); this is a safety project; project diameter is 0.1 mi; expected completion date is 5/1/2031

Project Type:

Bike/Pedestrian Facilities

AQ Exempt:

Exempt

District:

LaPorte

County:

Lake

Limits:

Narrative:

New Project: Add PE FY27 \$152,685.00; add FY 28 PE \$152,685; add CN funds \$152,685

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	HSIP State	\$152,685	\$0	\$0	\$0	\$152,685
2028	HSIP State	\$152,685	\$0	\$0	\$0	\$152,685
>2030	Beyond	\$0	\$0	\$152,685	\$0	\$152,685
2026-2030 TOTAL		\$305,370	\$0	\$0	\$0	\$305,370
ALL YEARS TOTAL		\$305,370	\$0	\$152,685	\$0	\$458,055

Region:

Northwestern MPO

Lead Agency:

INDOT

2600696		(Ver 2) 26-08.1		STATUS Programmed		STATE																																																									
Title:	District Intersection Improvement (Non-I)					Route: N/A																																																									
Description:	Intersection Improvement; SR 55 & 133rd, project diameter is 0.1 mi; project completion is 11/1/2031																																																														
Project Type:	Intersection Improvement		AQ Exempt:		Exempt		District: LaPorte																																																								
County:	Lake		Limits:																																																												
Narrative:	Add FY 27 PE \$600,000 and Add FY28 PE \$600,000																																																														
<table><tr><th>FED FY</th><th>REVENUE SOURCE</th><th>PE</th><th>RW</th><th>CN</th><th>CE</th><th colspan="2">TOTAL</th></tr><tr><td>2027</td><td>HSIP State</td><td>\$600,000</td><td>\$0</td><td>\$0</td><td>\$0</td><td colspan="2">\$600,000</td></tr><tr><td>2028</td><td>HSIP State</td><td>\$600,000</td><td>\$0</td><td>\$0</td><td>\$0</td><td colspan="2">\$600,000</td></tr><tr><td>2029</td><td>HSIP State</td><td>\$0</td><td>\$44,000</td><td>\$0</td><td>\$0</td><td colspan="2">\$44,000</td></tr><tr><td>>2030</td><td>Beyond</td><td>\$0</td><td>\$0</td><td>\$2,043,098</td><td>\$0</td><td colspan="2">\$2,043,098</td></tr><tr><td colspan="2">2026-2030 TOTAL</td><td>\$1,200,000</td><td>\$44,000</td><td>\$0</td><td>\$0</td><td colspan="2">\$1,244,000</td></tr><tr><td colspan="2">ALL YEARS TOTAL</td><td>\$1,200,000</td><td>\$44,000</td><td>\$2,043,098</td><td>\$0</td><td colspan="2">\$3,287,098</td></tr></table>								FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL		2027	HSIP State	\$600,000	\$0	\$0	\$0	\$600,000		2028	HSIP State	\$600,000	\$0	\$0	\$0	\$600,000		2029	HSIP State	\$0	\$44,000	\$0	\$0	\$44,000		>2030	Beyond	\$0	\$0	\$2,043,098	\$0	\$2,043,098		2026-2030 TOTAL		\$1,200,000	\$44,000	\$0	\$0	\$1,244,000		ALL YEARS TOTAL		\$1,200,000	\$44,000	\$2,043,098	\$0	\$3,287,098	
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL																																																									
2027	HSIP State	\$600,000	\$0	\$0	\$0	\$600,000																																																									
2028	HSIP State	\$600,000	\$0	\$0	\$0	\$600,000																																																									
2029	HSIP State	\$0	\$44,000	\$0	\$0	\$44,000																																																									
>2030	Beyond	\$0	\$0	\$2,043,098	\$0	\$2,043,098																																																									
2026-2030 TOTAL		\$1,200,000	\$44,000	\$0	\$0	\$1,244,000																																																									
ALL YEARS TOTAL		\$1,200,000	\$44,000	\$2,043,098	\$0	\$3,287,098																																																									
Region: Northwestern MPO				Lead Agency: INDOT																																																											

Previously Approved Version**2600696**

(Ver 1) 26-08.1

Title: District Intersection Improvement (Non-I)**Route:** N/A**Description:** Intersection Improvement; SR 55& 133rd, project diameter is 0.1 mi; project completion is 11/1/2031**Project Type:** Intersection Improvement**AQ Exempt:** Exempt**District:** LaPorte**County:** Lake**Limits:****Narrative:** New Project for 26-30; Add FY27 PE \$813,650.00; Add FY29 RW \$44,000.00

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	HSIP State	\$813,650	\$0	\$0	\$0	\$813,650
2029	HSIP State	\$0	\$44,000	\$0	\$0	\$44,000
>2030	Beyond	\$0	\$0	\$2,043,098	\$0	\$2,043,098
2026-2030 TOTAL		\$813,650	\$44,000	\$0	\$0	\$857,650
ALL YEARS TOTAL		\$813,650	\$44,000	\$2,043,098	\$0	\$2,900,748

Region: Northwestern MPO**Lead Agency:** INDOT

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.1**43 Projects Listed****2600697**

(Ver 2) 26-08.1

STATUS Programmed

FEDERAL**Title:** District Intersection Improvement Project (Non-I)**Route:** N/A**Description:** SR 55: 3.15 mi S of US 231 (137th Ave); expected completion date 10/30/2031 project diameter is 0.1 mi**Project Type:** Intersection Improvement**AQ Exempt:** Exempt**District:** LaPorte**County:** Lake**Limits:****Narrative:** Add FY28 PE \$450,000 also need FY27 PE \$450,000

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	NHPP Non Interstate	\$450,000	\$0	\$0	\$0	\$450,000
2028	NHPP Non Interstate	\$450,000	\$0	\$0	\$0	\$450,000
2029	NHPP Non Interstate	\$0	\$100,500	\$0	\$0	\$100,500
>2030	Beyond	\$0	\$0	\$1,950,143	\$0	\$1,950,143
2026-2030 TOTAL		\$900,000	\$100,500	\$0	\$0	\$1,000,500
ALL YEARS TOTAL		\$900,000	\$100,500	\$1,950,143	\$0	\$2,950,643

Region: Northwestern MPO**Lead Agency:** INDOT

Previously Approved Version**2600697**

(Ver 1) 26-08.1

Title: District Intersection Improvement Project (Non-I)**Route:** N/A**Description:** SR 55: 3.15 mi S of US 231 (137th Ave); expected completion date 10/30/2031 project diameter is 0.1 mi**Project Type:** Intersection Improvement**AQ Exempt:** Exempt**District:** LaPorte**County:** Lake**Limits:****Narrative:** New Project for 26-30; Add FY27 PE \$450,000; Add FY29 RW \$100,500.00

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	NHPP Non Interstate	\$450,000	\$0	\$0	\$0	\$450,000
2029	NHPP Non Interstate	\$0	\$100,500	\$0	\$0	\$100,500
>2030	Beyond	\$0	\$0	\$1,950,143	\$0	\$1,950,143
2026-2030 TOTAL		\$450,000	\$100,500	\$0	\$0	\$550,500
ALL YEARS TOTAL		\$450,000	\$100,500	\$1,950,143	\$0	\$2,500,643

Region: Northwestern MPO**Lead Agency:** INDOT

2600698

(Ver 2) 26-08.1

STATUS Programmed

FEDERAL**Title:** District Pavement Project (Non-I)**Route:** N/A**Description:** SR 55 & 153rd Ave; 3.50 mi N of SR 2 (153rd Ave) no added through lanes; expected completion date 10/15/2031**Project Type:** Intersection Improvement**AQ Exempt:** Exempt**District:** LaPorte**County:** Lake**Limits:****Narrative:** Increase FY27 PE to \$350,000 and Add FY28 PE \$350,000

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	NHPP Non Interstate	\$350,000	\$0	\$0	\$0	\$350,000
2028	NHPP Non Interstate	\$350,000	\$0	\$0	\$0	\$350,000
2029	NHPP Non Interstate	\$0	\$33,000	\$0	\$0	\$33,000
>2030	Beyond	\$0	\$0	\$1,960,601	\$0	\$1,960,601
2026-2030 TOTAL		\$700,000	\$33,000	\$0	\$0	\$733,000
ALL YEARS TOTAL		\$700,000	\$33,000	\$1,960,601	\$0	\$2,693,601

Region: Northwestern MPO**Lead Agency:** INDOT

Previously Approved Version**2600698**

(Ver 1) 26-08.1

Title: District Pavement Project (Non-I)**Route:** N/A**Description:** SR 55 & 153rd Ave; 3.50 mi N of SR 2 (153rd Ave) no added through lanes; expected completion date 10/15/2031**Project Type:** Intersection Improvement**AQ Exempt:** Exempt**District:** LaPorte**County:** Lake**Limits:****Narrative:** New Project for 26-30; Add FY27 PE \$256,800, Add FY29 RW \$33,000.00

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	NHPP Non Interstate	\$256,800	\$0	\$0	\$0	\$256,800
2029	NHPP Non Interstate	\$0	\$33,000	\$0	\$0	\$33,000
>2030	Beyond	\$0	\$0	\$1,960,601	\$0	\$1,960,601
2026-2030 TOTAL		\$256,800	\$33,000	\$0	\$0	\$289,800
ALL YEARS TOTAL		\$256,800	\$33,000	\$1,960,601	\$0	\$2,250,401

Region: Northwestern MPO**Lead Agency:** INDOT

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.1

43 Projects Listed

2600721		(Ver 1) 26-08.1		STATUS New Project		FEDERAL																																												
Title:	Access Control Project (Right-of-Way)					Route:	N/A																																											
Description:	I-65 from 1.75 mi S of I-80/94 to 0.75 mi S of I-80/94 (Ridge Rd); there is no roadway construction on this project																																																	
Project Type:	Access Control	AQ Exempt:	Exempt				District:	LaPorte																																										
County:	Lake	Limits:																																																
Narrative:	New Project for 26-30; Add FY27 PE \$400,000, Add FY29 RW \$2,250,000																																																	
<table><tr><th>FED FY</th><th>REVENUE SOURCE</th><th>PE</th><th>RW</th><th>CN</th><th>CE</th><th>TOTAL</th></tr><tr><td>2027</td><td>NHPP Interstate</td><td>\$400,000</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$400,000</td></tr><tr><td>2028</td><td>NHPP Interstate</td><td>\$0</td><td>\$2,250,000</td><td>\$0</td><td>\$0</td><td>\$2,250,000</td></tr><tr><td>>2030</td><td>Beyond</td><td>\$0</td><td>\$0</td><td>\$550,000</td><td>\$0</td><td>\$550,000</td></tr><tr><td colspan="2">2026-2030 TOTAL</td><td>\$400,000</td><td>\$2,250,000</td><td>\$0</td><td>\$0</td><td>\$2,650,000</td></tr><tr><td colspan="2">ALL YEARS TOTAL</td><td>\$400,000</td><td>\$2,250,000</td><td>\$550,000</td><td>\$0</td><td>\$3,200,000</td></tr></table>									FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	2027	NHPP Interstate	\$400,000	\$0	\$0	\$0	\$400,000	2028	NHPP Interstate	\$0	\$2,250,000	\$0	\$0	\$2,250,000	>2030	Beyond	\$0	\$0	\$550,000	\$0	\$550,000	2026-2030 TOTAL		\$400,000	\$2,250,000	\$0	\$0	\$2,650,000	ALL YEARS TOTAL		\$400,000	\$2,250,000	\$550,000	\$0	\$3,200,000
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL																																												
2027	NHPP Interstate	\$400,000	\$0	\$0	\$0	\$400,000																																												
2028	NHPP Interstate	\$0	\$2,250,000	\$0	\$0	\$2,250,000																																												
>2030	Beyond	\$0	\$0	\$550,000	\$0	\$550,000																																												
2026-2030 TOTAL		\$400,000	\$2,250,000	\$0	\$0	\$2,650,000																																												
ALL YEARS TOTAL		\$400,000	\$2,250,000	\$550,000	\$0	\$3,200,000																																												
Region: Northwestern MPO				Lead Agency: INDOT																																														

2600807		(Ver 1) 26-08.1		STATUS New Project		STATE	
Title:	District Bridge Project (Rehabilitation)					Route: N/A	
Description:	District Wide Bridge Maintenance - Various Locations throughout LaPorte County - FY28/29 IDIQ						
Project Type:	District Wide Bridge Maintenance	AQ Exempt:		Exempt		District: LaPorte	
County:	Various	Limits:					
Narrative:	New Project for 26-30; Add FY28 CN \$1,500,000; Add FY29 CN \$1,500,000.00						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2028	State Bridge	\$0	\$0	\$1,500,000	\$0	\$1,500,000
	2029	State Bridge	\$0	\$0	\$1,500,000	\$0	\$1,500,000
	2026-2030 TOTAL		\$0	\$0	\$3,000,000	\$0	\$3,000,000
	ALL YEARS TOTAL		\$0	\$0	\$3,000,000	\$0	\$3,000,000
Region: Northwestern MPO				Lead Agency: INDOT			

2600808		(Ver 1) 26-08.1		STATUS New Project		STATE	
Title:	District Bridge Project (Rehabilitation)-FUTURE PROJECT					Route:	N/A
Description:	District Wide Bridge Maintenance-Various Locations throughout LaPorte District FY30/31 IDIQ						
Project Type:	District Wide Bridge Maintenance		AQ Exempt:	Exempt		District:	LaPorte
County:	Various		Limits:				
Narrative:	New Project for 26-30; Add FY30 CN \$1,500,000; Add FY31 CN \$1,500,000.00						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2030	State Bridge	\$0	\$0	\$1,500,000	\$0	\$1,500,000	
>2030	Beyond	\$0	\$0	\$1,500,000	\$0	\$1,500,000	
2026-2030 TOTAL		\$0	\$0	\$1,500,000	\$0	\$1,500,000	
ALL YEARS TOTAL		\$0	\$0	\$3,000,000	\$0	\$3,000,000	
Region: Northwestern MPO				Lead Agency: INDOT			

1801831

(Ver 12) 26-08.1

STATUS Programmed

FEDERAL

Title:

Lincoln Trail Extension

Route:

N/A

Description:

Lincoln Trail Extension, from W 300 S (intersection of US 421 & SR 2) to the intersection outside Purdue Northwest, Westvill. campus. The length of this project is 2.2 mi.

Project Type:

Other

AQ Exempt:

Exempt

District:

LaPorte

County:

Laporte

Limits:

Lincoln Trail from W 300 S to PNW of Distance (mile) 1.7

Narrative:

Adding PE funds in FY 27 of \$17,400 (\$13,920 fed)

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	Local Fund	\$3,480	\$0	\$350,320	\$0	\$353,800
2027	STBG Mich City UZA	\$13,920	\$0	\$1,401,280	\$0	\$1,415,200
<2026	Prior	\$855,820	\$144,148	\$0	\$0	\$999,968
2026-2030 TOTAL		\$17,400	\$0	\$1,751,600	\$0	\$1,769,000
ALL YEARS TOTAL		\$873,220	\$144,148	\$1,751,600	\$0	\$2,768,968

Region: Northwestern MPO

Lead Agency: LaPorte County

Previously Approved Version**1801831** (Ver 11) 26-00

Title: Lincoln Trail Extension **Route:** N/A

Description: Lincoln Trail Extension, from W 300 S (intersection of US 421 & SR 2) to the intersection outside Purdue Northwest, Westvill. campus. The length of this project is 2.2 mi.

Project Type: Other **AQ Exempt:** Exempt **District:** LaPorte

County: Laporte **Limits:** Lincoln Trail from W 300 S to PNW of Distance (mile) 1.7

Narrative: carry over to 26-00 TIP Updated CN to match POP of 1401280, and local to 350,320 Previous number 1601280, local 400320.

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	Local Fund	\$0	\$0	\$350,320	\$0	\$350,320
2027	STBG Mich City UZA	\$0	\$0	\$1,401,280	\$0	\$1,401,280
<2026	Prior	\$855,820	\$144,148	\$0	\$0	\$999,968
2026-2030 TOTAL		\$0	\$0	\$1,751,600	\$0	\$1,751,600
ALL YEARS TOTAL		\$855,820	\$144,148	\$1,751,600	\$0	\$2,751,568

Region: Northwestern MPO**Lead Agency:** LaPorte County

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.1

43 Projects Listed

NIRPC2700771		(Ver 1) 26-08.1	STATUS New Project		FEDERAL		
Title:	Purchase ZEV				Route: N/A		
Description:	Purchase zero emission (electric) vehicle						
Project Type:	Other	AQ Exempt:	Exempt			District: LaPorte	
County:	Lake	Limits:					
Narrative:	New project in 2026-2030 TIP						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	CRP Chicago UZA	\$33,280	\$0	\$0	\$0	\$33,280
	2027	Local Fund	\$18,720	\$0	\$0	\$0	\$18,720
	2026-2030 TOTAL		\$52,000	\$0	\$0	\$0	\$52,000
	ALL YEARS TOTAL		\$52,000	\$0	\$0	\$0	\$52,000
Region: Northwestern MPO				Lead Agency: Lowell			

NIRPC2700772		(Ver 1) 26-08.1	STATUS New Project		FEDERAL		
Title:	Purchase ZEV				Route: N/A		
Description:	Purchase zero emission (electric) vehicle						
Project Type:	Other	AQ Exempt:	Exempt			District: LaPorte	
County:	Lake	Limits:					
Narrative:	New project in 2026-2030 TIP						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	CRP Chicago UZA	\$33,280	\$0	\$0	\$0	\$33,280
	2027	Local Fund	\$18,720	\$0	\$0	\$0	\$18,720
	2026-2030 TOTAL		\$52,000	\$0	\$0	\$0	\$52,000
	ALL YEARS TOTAL		\$52,000	\$0	\$0	\$0	\$52,000
Region: Northwestern MPO				Lead Agency: Merrillville			

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.1

43 Projects Listed

2101148		(Ver 10) 26-08.1		STATUS Programmed		FEDERAL	
Title:	Singing Sands Trail Phase III-D					Route: N/A	
Description:	Singing Sands Trail Phase III-D (Liberty Trail to 2011 E. Hwy 12). The length of this project is approximately 0.5 mi.						
Project Type:	Bicycle Enhancement	AQ Exempt:		Exempt		District: LaPorte	
County:	Laporte	Limits:					
Narrative:	increased funding to reflect updated amounts; Federal Special is RAISE;						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2027	Federal Special	\$0	\$0	\$4,283,704	\$535,463	\$4,819,167	
2027	IDEC	\$0	\$800,000	\$921,558	\$100,000	\$1,821,558	
2027	Local Fund	\$10,823	\$90,805	\$1,727,921	\$231,185	\$2,060,734	
2027	TAP Mich City UZA	\$43,291	\$0	\$0	\$0	\$43,291	
<2026	Prior	\$82,450	\$300,000	\$0	\$0	\$382,450	
2026-2030 TOTAL		\$54,114	\$890,805	\$6,933,183	\$866,648	\$8,744,750	
ALL YEARS TOTAL		\$136,564	\$1,190,805	\$6,933,183	\$866,648	\$9,127,200	
Region: Northwestern MPO				Lead Agency: Michigan City			

Previously Approved Version**2101148**

(Ver 9) 26-07.1

Title: Singing Sands Trail Phase III-D**Route:** N/A**Description:** Singing Sands Trail Phase III-D (Liberty Trail to 2011 E. Hwy 12). The length of this project is approximately 0.5 mi.**Project Type:** Bicycle Enhancement**AQ Exempt:** Exempt**District:** LaPorte**County:** Laporte**Limits:****Narrative:** Added PE funding \$54,114 - total (\$43,291 - Fed) in FY26

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2026	Local Fund	\$10,823	\$20,000	\$0	\$0	\$30,823
2026	TAP Mich City UZA	\$43,291	\$80,000	\$0	\$0	\$123,291
2027	Federal Special	\$0	\$0	\$2,036,924	\$284,001	\$2,320,925
2027	Local Fund	\$0	\$0	\$1,302,296	\$181,574	\$1,483,870
<2026	Prior	\$82,450	\$300,000	\$0	\$0	\$382,450
2026-2030 TOTAL		\$54,114	\$100,000	\$3,339,220	\$465,575	\$3,958,909
ALL YEARS TOTAL		\$136,564	\$400,000	\$3,339,220	\$465,575	\$4,341,359

Region: Northwestern MPO**Lead Agency:** Michigan City

2400062		(Ver 7) 26-08.1		STATUS Programmed		FEDERAL	
Title:	Marquette Greenway Trail, Lake County, in Gary					Route: N/A	
Description:	Marquette Greenway Trail, Cline Ave to Roosevelt/2nd Ave intersection (Gary Greenlinks Trailhead). Includes a bridge rehabilitation (South Shore RR bridge over toll road) and a new bridge over CN RR.						
Project Type:	Bicycle Enhancement	AQ Exempt:	Exempt			District:	LaPorte
County:	Lake	Limits:					
Narrative:	Updated funding to reflect current amounts.						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	Federal Special	\$617,377	\$0	\$0	\$0	\$617,377
	2027	IDEC	\$197,359	\$0	\$0	\$0	\$197,359
	2027	Local Fund	\$197,358	\$0	\$0	\$0	\$197,358
	>2030	Beyond	\$0	\$100,000	\$10,636,354	\$0	\$10,736,354
	2026-2030 TOTAL		\$1,012,094	\$0	\$0	\$0	\$1,012,094
	ALL YEARS TOTAL		\$1,012,094	\$100,000	\$10,636,354	\$0	\$11,748,448
Region: Northwestern MPO				Lead Agency: NIRPC			

Previously Approved Version**2400062**

(Ver 6) 26-00

Title: Marquette Greenway Trail, Lake County, in Gary**Route:** N/A**Description:** Marquette Greenway Trail, Cline Ave to Roosevelt/2nd Ave intersection (Gary Greenlinks Trailhead). Includes a bridge rehabilitation (South Shore RR bridge over toll road) and a new bridge over CN RR.**Project Type:** Bicycle Enhancement**AQ Exempt:** Exempt**District:** LaPorte**County:** Lake**Limits:****Narrative:** Changed Project ID to des number; moved PE to FY 24, removed Fed funds from CN

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2026	Local Fund	\$0	\$0	\$10,636,354	\$0	\$10,636,354
<2026	Prior	\$536,894	\$100,000	\$0	\$0	\$636,894
2026-2030 TOTAL		\$0	\$0	\$10,636,354	\$0	\$10,636,354
ALL YEARS TOTAL		\$536,894	\$100,000	\$10,636,354	\$0	\$11,273,248

Region: Northwestern MPO**Lead Agency:** NIRPC

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.1

43 Projects Listed

2400063		(Ver 7) 26-08.1	STATUS	Programmed	FEDERAL	
Title:	Marquette Greenway Trail; Porter County, Portage				Route:	N/A
Description:	Marquette Greenway Trail; Porter County. Crossing NS and NICTD tracks at Hillcrest. To be determined if it will be at grade or grade separated.					
Project Type:	Bicycle Enhancement	AQ Exempt:	Exempt		District:	LaPorte
County:	Porter	Limits:				
Narrative:	adding funds to update funding.					
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2027	Federal Special	\$251,337	\$0	\$0	\$0	\$251,337
2027	IDEC	\$80,346	\$0	\$0	\$0	\$80,346
2027	Local Fund	\$80,345	\$0	\$0	\$0	\$80,345
>2030	Beyond	\$0	\$0	\$6,975,731	\$0	\$6,975,731
2026-2030 TOTAL		\$412,028	\$0	\$0	\$0	\$412,028
ALL YEARS TOTAL		\$412,028	\$0	\$6,975,731	\$0	\$7,387,759
Region: Northwestern MPO				Lead Agency: NIRPC		

Previously Approved Version							
2400063		(Ver 6) 26-00					
Title:	Marquette Greenway Trail; Porter County, Portage					Route:	N/A
Description:	Marquette Greenway Trail; Porter County. Crossing NS and NICTD tracks at Hillcrest. To be determined if it will be at grade or grade separated.						
Project Type:	Bicycle Enhancement	AQ Exempt:	Exempt			District:	LaPorte
County:	Porter	Limits:					
Narrative:	New Project in 2024-2028 TIP, original project ID was NIRPC2700577						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2028	Local Fund	\$0	\$0	\$6,975,731	\$0	\$6,975,731	
<2026	Prior	\$412,028	\$0	\$0	\$0	\$412,028	
2026-2030 TOTAL		\$0	\$0	\$6,975,731	\$0	\$6,975,731	
ALL YEARS TOTAL		\$412,028	\$0	\$6,975,731	\$0	\$7,387,759	
Region: Northwestern MPO			Lead Agency: NIRPC				

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.1

43 Projects Listed

NIRPC2700775		(Ver 1) 26-08.1	STATUS New Project		FEDERAL		
Title:	Purchase ZEV				Route: N/A		
Description:	Purchase zero emission (electric) vehicle						
Project Type:	Other	AQ Exempt:	Exempt			District: LaPorte	
County:	Porter	Limits:					
Narrative:	new project in 2026-2030 TIP						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	CRP Chicago UZA	\$33,280	\$0	\$0	\$0	\$33,280
	2027	Local Fund	\$18,720	\$0	\$0	\$0	\$18,720
	2026-2030 TOTAL		\$52,000	\$0	\$0	\$0	\$52,000
	ALL YEARS TOTAL		\$52,000	\$0	\$0	\$0	\$52,000
Region: Northwestern MPO				Lead Agency: Porter County			

NIRPC2700773		(Ver 1) 26-08.1	STATUS New Project		FEDERAL		
Title:	Purchase ZEV				Route: N/A		
Description:	Purchase zero emission (electric) vehicle						
Project Type:	Other	AQ Exempt:	Exempt			District: LaPorte	
County:	Lake	Limits:					
Narrative:	New project in 2026-2030 TIP						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	CRP Chicago UZA	\$33,280	\$0	\$0	\$0	\$33,280
	2027	Local Fund	\$18,720	\$0	\$0	\$0	\$18,720
	2026-2030 TOTAL		\$52,000	\$0	\$0	\$0	\$52,000
	ALL YEARS TOTAL		\$52,000	\$0	\$0	\$0	\$52,000
Region: Northwestern MPO				Lead Agency: Schererville			

NIRPC2700774		(Ver 1) 26-08.1	STATUS New Project			FEDERAL	
Title:	Purchase ZEV					Route: N/A	
Description:	Purchase zero emission (electric) vehicle						
Project Type:	Other	AQ Exempt: Exempt			District: LaPorte		
County:	Lake	Limits:					
Narrative:	New project in 2026-2030 TIP						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2027	CRP Chicago UZA	\$33,280	\$0	\$0	\$0	\$33,280	
2027	Local Fund	\$18,720	\$0	\$0	\$0	\$18,720	
2026-2030 TOTAL		\$52,000	\$0	\$0	\$0	\$52,000	
ALL YEARS TOTAL		\$52,000	\$0	\$0	\$0	\$52,000	
Region: Northwestern MPO				Lead Agency: St. John			

Northwestern MPO TIP SUMMARY BY LEAD AGENCY

	Prior	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond	Total
Burns Harbor	\$0	\$0	\$33,280	\$0	\$0	\$0	\$0	\$0	\$33,280
Cedar Lake	\$0	\$162,000	\$0	\$0	\$0	\$0	\$0	\$0	\$162,000
Chesterton	\$0	\$0	\$52,000	\$0	\$0	\$0	\$0	\$0	\$52,000
Hammond	\$1,850,000	\$0	\$0	\$6,437,500	\$0	\$0	\$0	\$0	\$8,287,500
INDOT	\$1,346,000	\$2,567,460	\$57,426,662	\$27,857,698	\$13,504,286	\$21,067,221	\$142,572,528	\$142,572,528	\$266,341,855
LaPorte County	\$1,999,936	\$0	\$3,520,600	\$0	\$0	\$0	\$0	\$0	\$5,520,536
Lowell	\$0	\$0	\$52,000	\$0	\$0	\$0	\$0	\$0	\$52,000
Merrillville	\$0	\$0	\$52,000	\$0	\$0	\$0	\$0	\$0	\$52,000
Michigan City	\$764,900	\$154,114	\$12,549,545	\$0	\$0	\$0	\$0	\$0	\$13,468,559
NIRPC	\$1,048,922	\$10,636,354	\$1,424,122	\$6,975,731	\$0	\$0	\$17,712,085	\$17,712,085	\$37,797,214
Porter County	\$0	\$0	\$52,000	\$0	\$0	\$0	\$0	\$0	\$52,000
Schererville	\$0	\$0	\$52,000	\$0	\$0	\$0	\$0	\$0	\$52,000
St. John	\$0	\$0	\$52,000	\$0	\$0	\$0	\$0	\$0	\$52,000
TOTAL	\$7,009,758	\$13,519,928	\$75,266,209	\$41,270,929	\$13,504,286	\$21,067,221	\$160,284,613	\$160,284,613	\$331,922,944

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.5

4 Projects Listed

NIRPC2700776		(Ver 1) 26-08.5	STATUS New Project		FEDERAL		
Title:	Facility Engineering				Route:	N/A	
Description:	Engineering services for additional buildout to support new service under DT and WL.						
Project Type:	Transit - Capital	AQ Exempt:	Exempt			District:	LaPorte
County:	Various	Limits:	Not Location Specific				
Narrative:	Engineering for potential new buildouts to support maintenance of the right of way.						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2027	FTA 5307 Chicago UZA	\$800,000	\$0	\$0	\$0	\$800,000	
2027	Local Fund	\$200,000	\$0	\$0	\$0	\$200,000	
2026-2030 TOTAL		\$1,000,000	\$0	\$0	\$0	\$1,000,000	
ALL YEARS TOTAL		\$1,000,000	\$0	\$0	\$0	\$1,000,000	
Region: Northwestern MPO				Lead Agency: NICTD			

NIRPC2700777		(Ver 1) 26-08.5	STATUS New Project		FEDERAL		
Title:	Station Improvements				Route:	N/A	
Description:	Work to keep NICTD stations in a state of good repair.						
Project Type:	Transit - Capital	AQ Exempt:	Exempt			District: LaPorte	
County:	Various	Limits:	Various Locations				
Narrative:	Work on stations to maintain their state of good repair rating.						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	FTA 5307	\$0	\$0	\$400,000	\$0	\$400,000
	2027	Local Fund	\$0	\$0	\$100,000	\$0	\$100,000
	2026-2030 TOTAL		\$0	\$0	\$500,000	\$0	\$500,000
	ALL YEARS TOTAL		\$0	\$0	\$500,000	\$0	\$500,000
Region: Northwestern MPO				Lead Agency: NICTD			

Transportation Improvement Program Fiscal Year 2026-2030 Amendment 26-08.5

4 Projects Listed

NIRPC2700778		(Ver 1) 26-08.5	STATUS New Project		FEDERAL		
Title:	Pedestrian Warning System				Route:	N/A	
Description:	Implementation of a warning system for at a station that has two high level platforms requiring pedestrians to cross active tracks.						
Project Type:	Transit - Capital	AQ Exempt:	Exempt			District:	LaPorte
County:	Cook	Limits:	Not Location Specific				
Narrative:	Implementation of a new pedestrian crossing warning system.						
FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL	
2027	FTA 5307	\$0	\$0	\$2,200,000	\$0	\$2,200,000	
2027	Local Fund	\$0	\$0	\$550,000	\$0	\$550,000	
2026-2030 TOTAL		\$0	\$0	\$2,750,000	\$0	\$2,750,000	
ALL YEARS TOTAL		\$0	\$0	\$2,750,000	\$0	\$2,750,000	
Region: Northwestern MPO				Lead Agency: NICTD			

NIRPC2700779		(Ver 1) 26-08.5	STATUS New Project		FEDERAL		
Title:	Railcar Defect Detection System				Route:	N/A	
Description:	Implementation of a railcar defect detection system on NICTD's ROW.						
Project Type:	Transit - Capital	AQ Exempt:	Exempt			District: LaPorte	
County:	Various	Limits:	Not Location Specific				
Narrative:	Purchase and implementation of defect detection systems.						
	FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
	2027	FTA 5307	\$0	\$0	\$800,000	\$0	\$800,000
	2027	Local Fund	\$0	\$0	\$200,000	\$0	\$200,000
	2026-2030 TOTAL		\$0	\$0	\$1,000,000	\$0	\$1,000,000
	ALL YEARS TOTAL		\$0	\$0	\$1,000,000	\$0	\$1,000,000
Region: Northwestern MPO				Lead Agency: NICTD			

Northwestern MPO TIP SUMMARY BY LEAD AGENCY

	Prior	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Beyond	Total
NICTD	\$0	\$0	\$5,250,000	\$0	\$0	\$0	\$0	\$0	\$5,250,000
TOTAL	\$0	\$0	\$5,250,000	\$0	\$0	\$0	\$0	\$0	\$5,250,000

Economy & Place Committee
April 8, 2026
Meeting Minutes

Chairman George Topoll began the Economy & Place Committee meeting with the pledge of allegiance and introductions.

Voting members: George Topoll, John Matwyshyn, Joe Wszolek, Gary Johnson.

Guests attending: Michele Murday Pariso, David Wellman, Erica Dombey.

NIRPC staff: Eman Ibrahim, Tom Vander Woude, Stephen Hughes, Grace Benninger, Kathy Luther, Scott Weber, Meredith Stilwell.

On motion by Joe Wsolek, seconded by Gary Johnson, October 8, 2025, minutes were approved with the correction of the misspelling.

Presentation: 2026 NWI RDA Development Catalyst Grant

Dave Wellman, Director of Communications for the Regional Development Authority (RDA), presented an overview of the newly launched Development Catalyst Grant. The RDA is committing \$250,000 to the program, with individual grants ranging from \$15,000 to \$75,000. The funding is intended to help local governments in Lake and Porter counties develop the tools, plans, and frameworks needed to attract high-quality development, expand the local tax base, and align local priorities with the region's long-term vision.

All cities, towns, townships, and county governments in Lake and Porter counties are eligible to apply. Joint applications from multiple jurisdictions are encouraged and will receive preference during the evaluation process. Eligible activities include policy and regulatory updates, marketing and recruitment materials, technical studies and analysis, and procurement tools. Funded projects must directly support development outcomes that expand the local tax base.

Metropolitan Transportation Plan (MTP)

Tom Vander Woude presented an update on the Metropolitan Transportation Plan (MTP), which maintains the vision, goals, organization, and 2050 horizon of the existing **NWI 2050+** plan while incorporating updated data, performance measures, and public and stakeholder input

The update includes refreshed socioeconomic forecasts, financial planning, air quality conformity, and a focus on implementation actions and regionally significant projects across active transportation, environment, freight, land use and housing, highways, and transit.

A draft timeline spanning **Q1 2026 through Q2 2027** was reviewed, outlining phased work on regional performance analysis, public engagement, project identification and evaluation, financial constraint, and plan development, culminating in public comment and final plan adoption.

Staff members Eman Ibrahim, Grace Benniner, Scott Weber, and Kathy Luther gave presentations on their respective areas: Land Use & Housing, Demographics, Transportation, and Environment. As the Metropolitan Transportation Plan (MTP) is currently in the review and analysis phase, with several components still under development, committee feedback was requested. This feedback will be used to further refine and update the MTP in advance of public engagement and comment.

Adjournment

Hearing no further business, the meeting was adjourned at 11:55 a.m. The next Economy & Place Committee meeting is scheduled for July 8, 2026, at the NIRPC offices.

Environment Committee

Purdue Northwest 2200 169th St, Hammond, IN Student Union Library Building
May 7, 2026

Minutes

Call to Order and Pledge of Allegiance

George Toppoll called the meeting to order at 9:05

In attendance: Katie Hobgood, Save the Dunes; Kathy Sipple, Earth Charter Indiana; Cathy Perrin, Highland Neighbors for Sustainability; Connie Wachala, Highland Neighbors for Sustainability; Jenny Dmitroff, Porter Sustainability; Megan Mech, Drive Clean Indiana; Ryan Lisek, Drive Clean Indiana; Chandra Viswanatha, Purdue Northwest; Jenny Beier, NIRPC; Nancy Moldenhauer, Michigan City; George Topoll, Union Township; Eric Bird, Porter County

NIRPC staff present were Kathy Luther, Meredith Stillwell, and Jen Birchfield

Meeting Minutes – February 5, 2025

Katie Hobgood moved to approve the minutes. Ryan Lisek seconded. The minutes were approved.

Public Comments

There were no public comments.

NIRPC Environmental Project and Program Updates NWI 2050+ Update, Region Profile – draft Environmental Performance Measures

-Kathy Luther, Director of Environmental Programs

Questions and discussion

- Kathy Sipple asked how many square miles are affected? 4,671 acres.
- George Topoll asked how people can find out about properties. Kathy said we are determining “where are we now”. Next let’s look at the zoning and make sure it matches.
- Add legends to the maps
- Michigan City is pursuing grants to clean up known brownfield sites.
- Suggestions were made to check the protected lands slide table, to move light green over dark green on conservation connections, and to add wetlands and lakes to the protected riparian corridors.

- How does farmland and synthetic turf factor in, is turfgrass distinguished from natural plantings?
- Look up climate mayors for sustainability performance measures.
- How does it compare to Indiana clean communities? That program is more regulatory but may overlap.
- Should we have a sustainability program for school districts?
- Is the area developed over time tied to population? Is it unincorporated or adjacent to cities?
- Schnieder has to report tons of garbage and recycling to IDEM to get recycling credits.

Update on Strategies for Brownfield Redevelopment and Quantum Technology

-Celena Green, Economic Recovery Corps

Questions and discussion

- Technology changes like data centers should be incorporated into planning. Efforts. Could NIRPC make a template of best practices and perhaps hold workshops for planning departments?

Planning Partner Updates

- Drive Clean Indiana
 - Ryan gave an update on Drive Clean Indiana projects.
- Lake Michigan Coastal Program
 - Not present

Announcements

- NWI Green Drinks is tonight. The topic is the Building Bird Habitat at Home landscaping guide
- Kathy Sipple is doing a plant smart, do your part pollinator program May 9 at the Michigan City Senior Center.
- The Next EMPC Meeting is scheduled for August 6th, at 10:00 am at NIRPC.

10.0 Adjournment