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MEETING OF THE EXECUTIVE BOARD NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

September 17, 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 August 20, 2026, Executive Board Meeting (pp. 1-4)
ACTION REQUESTED: Approval
- 6.0 **LEADERSHIP** – Austin Bonta, Portage Mayor
 - 6.1 Presentation: August 11, 2026 – Storm Event and Restoration Effort Summary, *Grace Benninger*
- 7.0 **TRANSPORTATION** – Kevin Breitzke, Porter County Surveyor (pp. 5-18)
 - 7.1 Resolution #26-13: Adopting the Federal Fiscal Years 2022 to 2025 CMAQ Full Performance Report and the Federal Fiscal Years 2026 to 2029 CMAQ Air Quality Baseline Performance Plan, *Grace Benninger* (pp. 10-18).
ACTION REQUESTED: Approval
 - 7.2 INDOT - Matt Deitchley, La Porte District Deputy Commissioner
- 8.0 **ECONOMY & PLACE** – George Topoll, Union Township Trustee
 - 8.1 Presentation: Local Recovery Readiness, *Celena Green and Francesca Parent*, Economic Recovery Corps Fellows
- 9.0 **ENVIRONMENT** – Bill Emerson, Kathy Luther, NIRPC (pp. 19-20)
 - 9.1 Presentation: Drive Clean Indiana (DCI), Electric Vehicle Infrastructure, *Ryan Lisek*, Program Director
- 10.0 Other Business
- 11.0 Announcements
- 12.0 Adjournment
The next meeting on November 19, 2026, at 9:00 a.m. will be a Full Commission meeting. The Commission will consider and vote on the 2027 NIRPC Budget, and a quorum will be required.

NIRPC Executive Board Meeting
6100 Southport Road, Portage, IN
Minutes of the August 20, 2026, Executive Board Meeting

Call to Order

Chair Austin Bonta called the meeting to order at 9:05 a.m. with the Pledge of Allegiance.

New Appointments to the Commission

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

Roll Call - Taken by Candice Eklund

Present

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

- Austin Bonta, City of Portage
- Kevin Breitzke, Porter County Surveyor
- Denise Ebert, Town of Wanatah
- Bill Emerson, Lake County Surveyor
- Anthony Ferraro, Governor's Appointee
- Joe Haney, La Porte County Commissioner
- Courtney Parthun, City of La Porte
- David Phelps, Town of Beverly Shores
- Tom Schmitt, Town of Schererville
- Jim Ton, Town of Chesterton

Absent

- Wendy Mis, Town of Munster

The 4 other Commissioners present at the meeting are listed below:

- Jim Burge, Town of Porter
- Robert Carnahan, Town of Cedar Lake
- John Matwyshyn, La Porte County Surveyor
- George Topoll, Union Township

Matt Deitchley, representing INDOT, was also present.

Kingsbury and Pines have appointed no representatives to NIRPC.

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

Public Comment

There were no public comments.

Approval of Minutes

The minutes of the July 16, 2026, Executive Board meeting were approved on motion by Joe Haney and seconded by Kevin Breitzke.

Leadership – Austin Bonta, Mayor of Portage

Austin Bonta led a discussion on the August 11 derecho, often referred to as the “inland hurricane”, when he talked about the significant impact across Northwest Indiana. Community leaders shared experiences highlighting residents coming together in strong local response efforts, volunteerism, and collaboration among residents, police, and fire departments, with George Topoll also noting the extensive damage to the cemetery in Union Township. Mayor Bonta shared lessons learned about electric grid restoration and utility response processes. David Phelps noted that the Town of Beverly Shores is developing an emergency plan based on lessons learned during the widespread storm. Joe Haney reported widespread damage throughout La Porte County, which limited mutual aid from neighboring communities, making it very challenging, but that the residents remained understanding. Mr. Haney acknowledged support from Governor Braun's office and the DNR team that was sent out for two days.

Anthony Ferraro provided an update on the state's storm response. He reported that he has spoken with many NIRPC Commissioners since August 11 and has been actively working to secure resources to assist communities with response efforts. Homeland security is still operating at a Level 3, which is 12-hour workdays. Governor Braun called out the National Guard, and Anthony commended Colonel Sutton for his exemplary leadership and coordination with state troopers. The state's mission is to clear designated roadways for emergency vehicle access. The National Guard also integrated its efforts with NIPSCO, who has been great to work with and has provided access to response crews. As of today, response operations in Porter County are complete. Lake County is being addressed today, with state access crews working alongside NIPSCO to identify and confirm safe work areas so they can proceed with debris removal. Anthony expects that the emergency response phase could conclude as early as tomorrow, depending on conditions and available information. A last call has been extended to all Lake County communities. Any remaining needs must be communicated to the Emergency Operations Center (EOC) by 1:00 p.m. today so that state resources can be appropriately assigned. If no additional requests are received, those crews will stand down. Anthony also acknowledged INDOT's efforts in coordinating response activities with the state and thanked Matt Deitchley and his team for their support.

As operations transition from response to recovery, Anthony strongly encouraged communities to participate in the upcoming Recovery 101 webinar. The webinar will explain which communities are eligible for available state assistance, outline the process for submitting requests, and provide information that may potentially lower the local portion. Indiana is pursuing a Major Disaster Declaration from the President, which would unlock FEMA recovery funding. While the state is not yet at that stage, Governor Braun has spoken with President Trump, and Indiana has already received an Emergency Declaration, which provides direct assistance to the state and supports emergency response efforts. However, this declaration does not yet make FEMA recovery funding available. Anthony emphasized the importance of every community to report their storm-related damage through Indiana 211 to access assistance and community resources. Municipalities and government agencies should report their damage directly to Homeland Security through the proper reporting channels. These reports are critical because federal assistance is contingent upon meeting established damage thresholds and eligibility criteria. Congressman Mrvan, Senators Todd Young and Jim Banks, and their respective staffs are working in tandem with Governor Braun and state officials to support Indiana's request for a Major Disaster Declaration.

Anthony noted that the severe flooding being experienced downstate is 'biblical', resulting in loss of life and extensive damage. Citizens need to be encouraged to report through Indiana 211 and to work with their county Emergency Management Agencies (EMAs) and state officials to complete damage assessments quickly. He also reminded Commissioners about the webinars scheduled for Lake and Porter Counties today and La Porte County tomorrow, where they can participate directly with Homeland Security and the Governor's office. The webinars will be recorded and made available for those unable to attend. It was stressed that recoveries will be a long-term process lasting weeks and months. Please contact Anthony Ferraro with any questions. Anthony said that questions have begun to come in regarding IDEM requirements for storm debris management. He encouraged communities, counties, highway departments, and waste management facilities to submit any information to him, and he will get answers.

INDOT – Matt Deitchley

Matt Deitchley added that INDOT continues debris removal operations on state roads day and night. He noted that some communities contacted INDOT to ask if they could clean up the state roads. Matt said they could discuss it, but they could not be reimbursed. Another challenge is that some residents are cleaning up their yards and placing all of their debris on state roads. Contact Matt with questions.

Matt Deitchley reported that, in addition to clearing roads, they are restoring traffic lights when power is restored. He also noted that there are no state roads closed in the NIRPC three-county area. INDOT received many requests for stop signs during the power outages, but they don't have them in stock because they don't have the resources to deliver them. When the lights are restored and the stop signs are there, it can create challenges.

Drive Clean Indiana (DCI) Contract: Kathy Luther presented the annual contract, noting that although the grant has been approved in the Transportation Improvement Program (TIP) for multiple years, NIRPC renews

it annually. This contract funds public education and outreach efforts related to air quality, as well as the technical Green Fleets program. This contract enables DCI to continue to operate both programs. The contract provides \$363,900 in federal funding. On motion by Jim Ton and seconded by Tom Schmitt, the Executive Board approved the DCI contract.

Marquette Greenway Supplemental Agreement No. 3: Mitch Barloga presented Supplemental Agreement No. 3, an amendment to NIRPC's contract with Butler, Fairman, and Seufert to move funding from another project to support property acquisition assessments within the City of Michigan City. The amendment increased the contract amount by \$56,515, bringing the total contract price to \$1,017,270. The additional funding is necessary because the original assessments lapsed during a 15-month federal government delay, requiring the assessment updates. On motion by Jim Ton and seconded by Kevin Breitzke, the Executive Board approved the Marquette Greenway Supplemental Agreement No. 3.

Transportation – Kevin Breitzke, Porter County Surveyor

Kevin Breitzke reported that the Transportation Committee met on August 4, 2026, and heard various updates from GPTC, including the GPTC 2025 annual impact report. The next Transportation Committee meeting is scheduled for September 1, 2026.

The Transportation Committee recommended the three resolutions below to the Executive Board.

- **Resolution #26-10:** Amend *Engage NWI* Public Participation Plan (PPP). Stephen Hughes reported that no comments were received during the public comment period held from July 9-23. This is a federally required document for Metropolitan Planning Organizations (MPOs) that outlines NIRPC's public engagement process. As part of NIRPC's 2025 certification review, NIRPC received a corrective action requiring the PPP to be updated to meet the requirements of Section 23 CFR 450.316, including specific outreach strategies to engage traditionally underserved populations. A draft was sent to the FHWA for review, and they replied that it represented sufficient progress but requested additional information demonstrating that the methods proposed in Appendix A are being used by NIRPC staff. Appendix A outlines how NIRPC identified those traditional underserved populations and how to find high concentrations of individuals who qualify as underserved. On motion by Bill Emerson and seconded by Jim Ton, the Executive Board approved Resolution #26-10.
- **Resolution #26-11:** Approve a Technical Amendment to *NWI 2050+*, Adding a System Performance Report. Scott Weber presented this resolution, which amends *NWI 2050+* by adding a System Performance Report. He explained that this report is being added to *NWI 2050+* because it's a federally required component of a Metropolitan Transportation Plan (MTP) and is intended to evaluate the condition and performance of the transportation system against established federal performance targets. The reports also document progress made since the previous performance assessment. Scott noted that the addition of the System Performance Report is the third and final part of a corrective action defined during NIRPC's federal planning certification review. The USDOT, FHWA, and FTA reported they informally reviewed the report and advised NIRPC that the new report will satisfy the correct action requirement. On motion by Bill Emerson and seconded by Tom Schmitt, the Executive Board approved Resolution #26-11.
- **Resolution #26-12:** FY 2026-2030 Transportation Improvement Program (TIP) Amendment #26-08.1 and 26-08.5. Charles Bradsky reported that amendment #26-08.1 is for the exempt projects and amendment #26-08.5 is for transit projects. There were no comments received from the Interagency Consultation Group (ICG) or from the public. The public comment period ran from July 2 to 22. On motion by Bill Emerson and seconded by Jim Ton, the Executive Board approved Resolution #26-12.

Kevin Breitzke ended his report with various announcements, one of which included news that Union Pacific Corp announced its intent to pursue the acquisition of Norfolk and Southern Corp and its railroad. Ty Warner reported that, on behalf of NIRPC, he registered as a party of record last month as part of the Surface Transportation review process, which allows the right to comment on that merger, should there be comments. If communities have concerns, comments, or suggestions, and want to generate them into a formal comment, the NIRPC body would be formally part of that process. Jim Ton commended Mr. Warner for his foresight in putting NIRPC on the record to be involved in these conversations. NIRPC would be glad to collect and compile responses on behalf of the communities in Northwest Indiana.

Economy & Place – George Topoll, Union Township

George Topoll reported that the Economy & Place committee has not met since the last Commission meeting. The next Economy & Place meeting is scheduled for October 14.

Environment – Bill Emerson

Bill Emerson reported that the Environment Committee met on August 8, where Kathy Luther updated the committee on strategies for the environmental chapter of the *NWI 2050+*. They have also planned strategy workshops on September 3 and October 11. Jen Birchfield presented on the Great Lakes Community Partnership grant program. The deadline to submit an application was extended to September 11. The next Environment meeting is scheduled for November 5

Other Business

No other business was discussed

Announcements

Bob Carnahan shared that his brother recently passed away and asked for him and his family to be kept in their thoughts and prayers.

Hearing no other business, Austin Bonta adjourned the meeting at 10:13 a.m. The next meeting will be an Executive Board meeting on September 17, 2026.

The video recording for this meeting is available on NIRPC's YouTube Channel at [August 20, 2026, Commission Meeting](#).

Transportation Committee Meeting Minutes

Lake Michigan Room

August 4, 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 May 5, 2026, meeting were presented.

The voting members in attendance were Kevin Breitzke (Porter County), Angie Nelson Deutch (Michigan City), Bob Thompson (Valpo Transit), Max Rehlander (Valparaiso), Martin Bobcek (Porter County), Dean Button (Hammond), Jeff Huet (Schererville), Mark O'Dell (Chesterton), David Wright (GPTC), Ryan Lisek (Drive Clean Indiana), and Michele Murday Pariso (NWI Forum).

Staff in attendance were Tom Vander Woude, Charles Bradsky, Candice Eklund, Ann Weitgenant, Scott Weber, Stephen Hughes, Mitch Barloga, Eman Ibrahim, and Grace Benninger.

Also in attendance were Hashem Alhashem (East Chicago), Doug Ross (Post-Tribune), Scott Pruitt (First Group), Alex Olesker (BF&S), Gretchen Sipp (GPTC), Jessica Renslow (GPTC), Melody Shreves (INDOT), George Topol (Union Township), Beth Shrader (SEH).

2. Public Comment on Agenda Items

No public comments were offered on agenda items.

3. Presentation

3.1 David Wright, Gary Public Transportation Corporation (GPTC), presented the GPTC 2024-2025 Annual Impact Report. He noted that the report was developed to provide a more comprehensive look at GPTC's regional impact, including ridership growth, fleet investment, service partnerships, electric bus benefits, access for seniors and riders without personal vehicles, and connections to employment, education, healthcare, and regional destinations. Gretchen Sipp and Jessica Renslow assisted with portions of the presentation.

The presentation highlighted GPTC's fare structure, including local, senior, student, regional, and Access 219 fares, as well as free rides for veterans. New and expanded service routes were discussed, along with the role of public transit as economic infrastructure supporting household income, trips to work and school, and access to major destinations such as Hard Rock Casino, downtown Gary, and future development opportunities.

GPTC also discussed Cycle 219 bike share expansion, including increased usage, regional trail connections, partnerships with Purdue University Northwest and the National Park Service, and opportunities for expansion into additional communities. Staff described partnerships with NIRPC, IU Northwest, Greyhound, the City of Gary, and advertisers, noting that Greyhound's continued investment at the Adam Benjamin Metro Center benefits regional transit riders.

Additional topics included GPTC's fleet size and reliability, safety record, mobile fare technology, website traffic, future QuickFare and trip-planning improvements, employee contributions, funding, outreach events, public art, school and senior partnerships, and ways for organizations to partner with GPTC. Committee discussion included comments about bike share usage across county lines, trail access, adaptive bike access, and possible future expansion into Porter County.

4. Planning

4.1 Stephen Hughes presented the public comment report and Resolution 26-10, amending the *Engage NWI* Public Participation Plan. He reported that the amendment was released for a 45-day public comment period from June 9 through July 23, 2026, and no public comments were received.

4.2 Mr. Hughes presented Resolution 26-10 amending *Engage NWI* by adding Appendix A, which outlines procedures and strategies to engage interested parties, including traditionally underserved populations, and explains how NIRPC identifies emphasized places, provides notice, selects outreach strategies, and chooses meeting types and locations.

Mr. Hughes explained that the amendment responds to a corrective action from NIRPC's federal certification review. FHWA reviewed the draft and provided comments, which were incorporated before the public comment draft was released. Committee discussion focused on improving access to public meetings and outreach, including holding meetings or pop-up engagements in transit-accessible locations and at community events in Gary, Hammond, Michigan City, and other emphasized places. Staff noted that this approach is being used for the Metropolitan Transportation Plan outreach process.

A motion was made by Mayor Angie Nelson Deutch and seconded by Jeff Huet to recommend approval of Resolution 26-10 to the Executive Board and Full Commission. The motion passed unanimously.

4.3 Scott Weber presented Resolution 26-11, approving a technical amendment to *NWI 2050+* adding a System Performance Report. He explained that the report is a federally required component of a Metropolitan Transportation Plan and evaluates transportation system condition and performance against required performance targets. The report also satisfies part three of a corrective action from NIRPC's federal planning certification review.

Mr. Weber summarized the report's performance measure categories: highway safety; pavement and bridge condition; system performance, freight, and congestion mitigation/air quality; transit asset management; and transit safety. He reviewed target-setting responsibilities, recent statewide and regional performance, and actions NIRPC facilitates to support progress, including road safety audits, Safe Streets and Roads for All planning, project selection criteria, corridor studies, performance dashboards, transit asset management planning, and transit safety measures. Mr. Weber noted that there is no penalty to NIRPC for not meeting targets, but progress must be documented. A minor correction was identified for the transit safety section to include the number of transit worker assaults as required.

A motion was made by Dean Button and seconded by Mayor Angie Nelson Deutch to recommend Resolution 26-11, as amended, to the Executive Board and Full Commission. The motion passed unanimously.

5. Programming

5.1 Charles Bradsky presented the public comment report for FY 2026-2030 Transportation Improvement Program Amendments 26-08.1 and 26-08.5. He reported that Amendment 26-08.1 was an infrastructure amendment involving federal highway funds and Amendment 26-08.5 was a transit amendment. The 21-day public comment period ran from July 2 through July 22, 2026, and no public comments were received. The amendments were also sent to the Interagency Consultation Group, and no questions or comments were received.

5.2 Mr. Bradsky stated that Amendment 26-08.1 included 30 INDOT projects and 13 local projects for Burns Harbor, Cedar Lake, Chesterton, Hammond, La Porte County, Lowell, Merrillville, Michigan City, Porter County, Schererville, and St. John. Amendment 26-08.5 included four new projects for NICTD. A motion was made by Mark O'Dell and seconded by David Wright to recommend Resolution 26-12 to the Executive Board and Full Commission. The motion passed unanimously.

5.3 Mr. Bradsky then presented the FY 2026-2030 Transportation Improvement Program Administrative Modification report for modifications 26-24, 26-25, 26-26, and 26-27. He explained that the report covered three months because the committee did not meet the prior months and that administrative modifications represent minor project changes. The report included 23 INDOT projects and 28 local projects and was received for information. Mr. Wright asked about administrative modifications related to two flexed capital projects, and staff agreed to follow up after the meeting.

6. Reports from Planning Partners

6.1 Ryan Lisek, Drive Clean Indiana, reported on a community partnership grant opportunity focused on invasive species control, stormwater runoff treatment, Great Lakes shoreline restoration, and habitat protection. Applications are due November 13, 2026, with letters of intent due September 4, 2026. He also noted that charging stations remain available for

donation, non-federal funding for clean diesel replacements is expected in October through the final Volkswagen settlement round, and several charging station deployments are opening through the GO program.

Upcoming Drive Clean Indiana events include the Clean Air Golf Outing on August 25, National Drive Electric Week on September 17 at NIRPC before the Executive Board meeting, and the Drive Clean Indiana Clean Tech Conference, featuring Mayor Angie Nelson Deutch as a headlining speaker.

7. Other Business, Staff Announcements and Upcoming Meetings

Staff provided several updates. The Metropolitan Transportation Plan update is underway, with the existing conditions phase nearing completion. The Regional Profile and Performance Report is expected to be released soon. Public engagement continues through pop-up events at community gatherings, county fairs, farmers markets, and other regional events, and an online public input survey is available.

Staff reported that road safety audit meetings are scheduled with Cedar Lake, Crown Point, Dyer, Hammond, Highland, Griffith, and Porter County. NIRPC has also executed a contract with Lochmueller Group to develop the Regional Safety Action Plan, funded through the Safe Streets and Roads for All program. The plan will cover Lake, Porter, and La Porte counties, with a major focus on county road networks and regional policies that can support municipal safety efforts.

Staff announced that a Notice of Funding Availability for the 2028-2032 Transportation Improvement Program is expected this fall, likely in September. NIRPC is reviewing and clarifying programming rules and project selection criteria to make applications easier to complete and evaluate.

Mitch Barloga announced an upcoming webinar on e-bikes, e-scooters, and other personal electric vehicles, scheduled for August 27 from 10:00 a.m. to noon. The webinar will address policy, ordinance, enforcement, and safety considerations. Committee discussion included concerns about e-bikes, scooters, golf carts, and other personal electric vehicles on local and county roads, as well as the need for clear local ordinances, enforcement, and possible state legislative action.

Staff announced that the Transportation Committee meeting previously scheduled for October 27, 2026, will be moved to November 10, 2026, due to a conflict with the Indiana MPO Conference. Notices will be sent regarding the cancellation and rescheduling.

8. Upcoming Meetings

Upcoming meetings were announced as follows: the Environment Committee on August 6, 2026, at 10:00 a.m.; the NIRPC Executive Board on August 20, 2026, at 9:00 a.m.; TROC Lake and Porter on August 25, 2026, at 9:00 a.m.; TROC La Porte on August 25, 2026, at

1:00 p.m.; and the next Transportation Committee meeting on September 1, 2026, at 10:00 a.m. at the NIRPC offices.

9. Adjournment

There being no further business, the meeting was adjourned.



MEMORANDUM

To: Transportation Committee

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

Date: September 1, 2026

Re: FFY 2022-2025 CMAQ Full Period Performance Report and FFY 2026-2029 CMAQ Baseline Performance Plan

Action Requested: Recommendation to adopt Resolution 26-13

Background

NIRPC staff is seeking a recommendation to the NIRPC Executive Board to adopt the FFY 2022-2025 Congestion Mitigation Air Quality (CMAQ) Full Period Performance Report and the FFY 2026-2029 CMAQ Baseline Performance Plan. The U.S. Department of Transportation (USDOT) in 23 CFR 490.107(c) requires that a Metropolitan Planning Organization (MPO) such as NIRPC that serves a US Census designated Urban Area (UA) with a population greater than 200,000 and that contains at least one US EPA designated nonattainment or maintenance area produce biennial CMAQ Performance Plans. NIRPC, which serves the Chicago, IL-IN UA with a population greater than 200,000 and containing a nonattainment area of the 2008 Ozone standard, is therefore subject to this requirement.

Two CMAQ Performance Plans are due to INDOT by October 1, 2026: a full period performance report from the FFY 2022-2025 performance period and a baseline report for the upcoming FFY 2026-2029 performance period. For organizational purposes and since these two plans would be required by the same deadline, NIRPC staff has combined the required content of each of these plans into one document with one action item request to the Transportation Committee.

The FFY 2022-2025 CMAQ Full Period Performance Report and FFY 2026-2029 CMAQ Baseline Performance Plan describes the full period performance for the traffic congestion and on-road mobile source measures, reports the 2-year and 4-year targets for these measures, describes the CMAQ-funded projects in the performance period, assesses the achievement of meeting targets, describes the projects expected in the subsequent 2026-2029 performance period, and establishes 2-year and 4-year targets for the subsequent 2026-2029 performance period. For the CMAQ traffic congestion performance measures (peak hours of excessive delay per capita and percentage non-single occupancy vehicle commute), NIRPC sets unified targets for the entire bistate Chicago, IL-IN UA along with INDOT, the Chicago Metropolitan Agency for Planning (CMAP), and the Illinois Department of Transportation (IDOT). For the on-road mobile source emissions measures, NIRPC is required to set its own targets for the Metropolitan Planning Area of Lake, Porter, and La Porte Counties. In the past, NIRPC adopted the Indiana statewide targets for these measures, but this is no

longer allowed, so beginning with the FFY 2026-2029 performance period, NIRPC is setting its own targets, which must be consistent with the air quality benefits of planned and programmed projects.

Recommendation

NIRPC staff requests a Transportation Committee recommendation to the Full Commission/Executive Board to adopt Resolution 26-13, adopting the FFY 2022-2025 CMAQ Full Period Performance Report and FFY 2026-2029 CMAQ Baseline Performance Plan.



RESOLUTION 26-13

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE FEDERAL FISCAL YEARS 2022 TO 2025 CONGESTION MITIGATION AIR QUALITY FULL PERFORMANCE REPORT AND THE FEDERAL FISCAL YEARS 2026 to 2029 CONGESTION MITIGATION AIR QUALITY BASELINE PERFORMANCE PLAN

September 17, 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, the U.S. Department of Transportation requires in Title 23 Part 490 Subpart A of the Code of Federal Regulations that a Metropolitan Planning Organization serving a U.S. Census designated Urban Area with a population greater than 200,000 and containing at least one U.S. Environmental Protection Agency designated nonattainment or maintenance area produce biennial Congestion Mitigation Air Quality performance plans; and

WHEREAS, the Commission serves a U.S. Census designated Urban Area with a population greater than 200,000 and contains at least one U.S. Environmental Protection Agency designated nonattainment or maintenance area; and

WHEREAS, the *Federal Fiscal Years 2022 to 2025 Congestion Mitigation Air Quality Full Performance Report and the Federal Fiscal Years 2026 to 2029 Congestion Mitigation Air Quality Baseline Performance Plan* fit the criteria of technical documents required to fulfill federal requirements according to the *Engage NWI* public participation plan;

NOW THEREFORE BE IT RESOLVED, that the Northwestern Indiana Regional Planning Commission hereby adopts the *Federal Fiscal Years 2022 to 2025 Congestion Mitigation Air Quality Full Performance Report and the Federal Fiscal Years 2026 to 2029 Congestion Mitigation Air Quality Baseline Performance Plan* as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 17th day of September 2026.

Austin Bonta
Chairperson

ATTEST:

David Phelps
Secretary

**Congestion Mitigation Air Quality (CMAQ)
Federal Fiscal Years (FFY) 2022-2025 Performance Period Full Period Performance
Report and FFY 2026-2029 Baseline Performance Plan
October 2026**

Metropolitan Planning Organization (MPO) Name:

Northwestern Indiana Regional Planning Commission (NIRPC)

Urbanized Area (UZA) and States:

Chicago, IL--IN

Background:

This CMAQ Performance Plan is attached to the Indiana Department of Transportation (INDOT) Full Period Performance report for the 2022 to 2025 performance period (calendar years for the traffic congestion measures, federal fiscal years for the on-road mobile source emissions measures). NIRPC, the MPO with a Metropolitan Planning Area (MPA) of Lake, Porter, and La Porte Counties in Indiana, is part of the Chicago, IL--IN UZA, which is designated as a Transportation Management Area (TMA) with a population greater than 200,000. For the purposes of 23 CFR 490.703, NIRPC is an MPO serving a UZA with a population over 1 million, subjecting NIRPC to the requirements of developing this CMAQ Performance Plan. This CMAQ Performance Plan satisfies these requirements by describing the full period condition/performance for the traffic congestion and on-road mobile source measures, reporting the 2-year and 4-year targets for these measures, describing the CMAQ-funded projects in the performance period, assessing progress toward targets, describing the projects expected in the subsequent 2026-2029 performance period, and establishing 2-year and 4-year targets for the subsequent 2026-2029 performance period.

2-Year and 4-Year Condition/Performance:

2-Year Condition/Performance for Traffic Congestion Measures (Calendar Year 2023, UZA):

Peak Hours of Excessive Delay Per Capita (PHED): 11.6

Percent Non-Single Occupancy Vehicle Travel (Non-SOV): 36.3%

4-Year Condition/Performance for Traffic Congestion Measures (Calendar Year 2025, UZA):

Peak Hours of Excessive Delay Per Capita (PHED): 13.9

Percent Non-Single Occupancy Vehicle Travel (Non-SOV): 37.7%

SOURCE: National Performance Measure Research Data Set, US Census Bureau

2-Year Condition/Performance for On-Road Mobile Source Emissions Measures (Federal Fiscal Years 2022-2023, MPA):

24-hour PM₁₀ Benefit (kg/day): 0.00

Ozone Precursors:

NO_x Emissions Benefit (kg/day): 0.00

VOC Emissions Benefit (kg/day): 0.00

CO Benefit (kg/day): 0.00

4-Year Condition/Performance for On-Road Mobile Source Emissions Measures (Federal Fiscal Years 2022-2025, MPA):

24-hour PM10 Benefit (kg/day): 0.021

Ozone Precursors:

NOx Emissions Benefit (kg/day): 664.888

VOC Emissions Benefit (kg/day): 8.671

CO Benefit (kg/day): 11.847

SOURCES: INDOT CMAQ Annual Report, FHWA CMAQ Public Access System, https://fhwaapps.fhwa.dot.gov/cmaq_pub/

2-year and 4-year Targets:

Targets for Traffic Congestion Measures (UZA):

Peak Hours of Excessive Delay Per Capita (PHED):

2-Year Target: 15.6

4-Year Target: 15.9

Percent Non-Single Occupancy Vehicle Travel (Non-SOV):

2-Year Target: 32.4%

4-Year Target: 32.7%

Targets for On-Road Mobile Source Emissions Measures (MPA):

24-hour PM10 Benefit (kg/day):

2-Year Target: 0.02 (Adopt Indiana State Target)

4-Year Target: 0.03 (Adopt Indiana State Target)

Ozone Precursors:

NOx Emissions Benefit (kg/day):

2-Year Target: 690.00 (Adopt Indiana State Target)

4-Year Target: 725.00 (Adopt Indiana State Target)

VOC Emissions Benefit (kg/day):

2-Year Target: 590.00 (Adopt Indiana State Target)

4-Year Target: 600.00 (Adopt Indiana State Target)

CO Benefit (kg/day):

2-Year Target: 330.00 (Adopt Indiana State Target)

4-Year Target: 520.00 (Adopt Indiana State Target)

Description of Projects:

INDOT submits an annual report of CMAQ project obligations in Indiana to the FHWA in March of every year. The FHWA uses these yearly submissions to maintain an active database of CMAQ investments and air quality benefits called the CMAQ Public Access System. The CMAQ Public Access System is the required data source for calculating the Total Emissions Reduction measure. This information for the NIRPC region is shown in the table below.

Table 1: List of NIRPC TIP Projects obligated in Federal Fiscal Years 2022 through 2025 included in the CMAQ Public Access System (only new projects are reported as having air quality benefit, not projects with any federal funding obligation prior to the year in the table)

CMAQ PROJECT ID	State Project ID	YEAR	CONTINUING PROJECT ?	Is this a de-obligating project?	PROJECT TYPE	PROJECT TITLE	PROJECT DESCRIPTION	VOC (kg/day)	CO (kg/day)	NOx (kg/day)	PM10 (Kg/Day)	PM2.5 (Kg/Day)	Is congestion reduction project?
IN20100024	900080	2023	Yes	N	Congestion Reduction and Traffic Flow Improvements	Willowcreek Rd/Central Ave Intersection Imp	Traffic Flow Project - Other - Intersection Improvements						N
IN20170052	1382601	2023	Yes	N	Congestion Reduction and Traffic Flow Improvements	Roundabout at Silhavy Rd and LaPorte Ave	Congestion Reduction, Roundabouts						Y
IN20040017	9945(017)	2024	Yes	N	Congestion Reduction and Traffic Flow Improvements	Lake Cty: Signage 61st Ave	Traffic Flow Project - Other						N
IN20170029	1601151	2024	Yes	Y	Alternative Fuels and Vehicles	Purchase Alternative Fuel (E85) - Crown Point	Alternate fuel purchase						N
IN20170044	1601845	2024	Yes	Y	Alternative Fuels and Vehicles	Hobart CNG Fuel Purchase	Alternate fuel purchase						N
IN20190025	1601146	2024	Yes	N	Bicycle and Pedestrian Facilities and Programs	Extend Marquette Greenway from Indianapolis Blvd (US-20) to Kennedy Ave.	Facilities, Other-- Description, Extend Trail 1.2 miles east						N
IN20240027	1902707	2024	No	N	Congestion Reduction and Traffic Flow Improvements	Construct Roundabout at 61st Ave and Marcella Blvd	Congestion Reduction, Roundabouts	0.057	0.639	0.128	0.01	0.082	Y
IN20240030	2400023	2024	No	N	Other	NIRPC MPO UPWP PL for FY 2025-2026 - AQ Public Education & Green Fleets Program	Other	5.87	8.7	339.6		1.468	N
IN20240040	2101110	2024	No	N	Bicycle and Pedestrian Facilities and Programs	Construct sidewalk on Lake Shore Dr and Morse St from Cline Ave to Constitution Ave	Bicycle and Pedestrian Facilities and Programs	0.14	1.76	0.14	0.011	0.004	N
IN20200021	2001100	2025	Yes	N	STP/CMAQ	NIRPC UPWP for FY21-22	Description, NIRPC MPO UPWP PL FY 2021-2022 in LaPorte County	2.5		323.8		0.1093	N
IN20250039	1601147	2025	No	N	Bicycle and Pedestrian Facilities and Programs	Marquette Greenway Trail from SR-149 to Babcock Rd in Porter County	Bicycle and Pedestrian Facilities and Programs	0.061		0.22		0.0081	N
IN20250048	2301054	2025	No	N	Alternative Fuels and Vehicles	Purchase of CNG vehicles and fueling infrastructure for Portage	Alternative Fuels and Vehicles, Electric and Natural Gas Vehicles and Infrastructure	0.0434	0.7477	1		0.0089	N
					Total Emission Benefits			8.671	11.847	664.888	0.021	1.680	

Assessment of Progress Towards Achieving the 2-year and 4-year Targets

The traffic congestion targets, which include peak hours of excessive delay (PHED) per capita and percent non-single occupancy vehicle commute (% non-SOV), were met in the Chicago, IL-IN Urbanized Area. Both the 2-year and 4-year PHED per capita targets were met in the Chicago, IL-IN Urbanized Area. The 2-year value of 11.6 PHED per capita was below the 15.6 target, and the 4-year value of 13.9 PHED per capita was below the 15.9 target, demonstrating target achievement. Both the 2-year and 4-year % non-SOV targets were also met in the Chicago, IL-IN Urbanized Area. The 2-year value of 36.3% of non-SOV commute was above the 32.6% target and the 4-year value of 37.7% non-SOV commute was above the 32.9% target, demonstrating target achievement.

Even though from Table 1 above it appears that none of the on-road mobile source emissions targets were met in the northwestern Indiana region, it is important to consider that NIRPC adopted the Indiana statewide targets, so the emissions reductions in the northwestern Indiana region were not anticipated to match the statewide targets. Given that the rest of the state performed much better, the emissions reductions in the northwestern Indiana region have not unduly prevented the state from achieving its on-road mobile sources emissions reductions targets.

Programmed CMAQ Projects in the Federal Fiscal Years (FFY) 2026-2029 Performance Period and Their Forecasted Emissions Reductions Benefits

NIRPC has adopted the [Invest NWI: 2026-2030 Transportation Improvement Program](#) (FY 2026-2030 TIP) which includes CMAQ-funded projects in the FFY 2026-2029 performance period. All project sponsors applying for CMAQ funding consideration as part of the FY 2026-2030 TIP were required to submit emissions reductions calculations. Projects that NIRPC tentatively selected for CMAQ funding in the FY 2026-2030 TIP were then submitted to INDOT for a final eligibility determination, and projects that met eligibility were included in the TIP.

Table 2: Description of NIRPC TIP Projects, 2026-2029 (only new projects are reported, not projects with any federal funding obligation prior to the year in the table)

SPONSOR	DES	Project Description	Year Anticipated for CMAQ Obligation	NOx Benefit (kg/day)	VOC Benefit (kg/day)	CO Benefit (kg/day)	PM ₁₀ Benefit (kg/day)	PHED Benefit	Non-SOV Benefit
East Chicago	2301104	Clean Fuel Equipment (2026) CNG Recycling truck and 2 CNG Trucks	2026	0.00	0.01	0.05	0.00		
Gary Public Transportation Corporation	NIR-25-013	Transit Expansion - Hobart Yrs 1-3	2026	0.00	0.00	0.00	0.00	X	X
Gary Public Transportation Corporation	NIRPC2700657	Microtransit in Westlake or Hobart Areas	2026	0.00	0.00	0.00	0.00	X	X
Hobart	2301203	HD CNG Trucks & Infrastructure	2026	0.43	0.02	0.22	0.00		
Michigan City	2301256	Michigan City Sanitary District - CNG Truck Replacement	2026	2.81	0.30	0.35	0.00		

Portage	2301054	3 recycling trucks , 1 sewer cleaner, 1 street sweeper and GP truck-2026, 2028	2026, 2028	2.12	0.03	0.37	0.00		
Valparaiso	2101133	Roundabout at SR 130 & CR 400N	2026	0.112	0.029	0.246	0.01	X	
Winfield	2101168	Roundabout at Randolph St & 117th Ave	2026	0.04	0.01	0.08	0.00	X	
NIRPC	2101675	CMAQ Air Quality Education	2027	339.60	3.87	8.70	0.00		
NIRPC	2101675	CMAQ Air Quality Education	2029	339.60	3.87	8.70	0.00		
	2026-2027 Total			345.11	4.27	10.02	0.01		
	2026-2029 Total			684.71	8.14	18.72	0.01		

2-year and 4-year Targets for FFY 2026-2029 Performance Period

NIRPC collaborated with INDOT, the Chicago Metropolitan Agency for Planning (CMAP), and the Illinois Department of Transportation (IDOT) to set 2-year and 4-year traffic congestion targets covering the Chicago, IL-IN Urbanized Area (UZA) for the upcoming FFY 2026-2029 performance period as described below.

Targets for Traffic Congestion Measures (UZA):

Peak Hours of Excessive Delay Per Capita (PHED):

2-Year Target: 12.0

4-Year Target: 12.0

Percent Non-Single Occupancy Vehicle Travel (Non-SOV):

2-Year Target: 37.7%

4-Year Target: 37.7%

Additionally, NIRPC is required to set its own 2-year and 4-year targets covering the Metropolitan Planning Area of Lake, Porter, and La Porte Counties for the on-road mobile source emissions measures derived from Table 2 above and described below.

Targets for On-Road Mobile Source Emissions Measures (MPA):

24-hour PM10 Benefit (kg/day):

2-Year Target: 0.01

4-Year Target: 0.01

Ozone Precursors:

NOx Emissions Benefit (kg/day):

2-Year Target: 345.11

4-Year Target: 684.71

VOC Emissions Benefit (kg/day):

2-Year Target: 4.27

4-Year Target: 8.14

CO Benefit (kg/day):

2-Year Target: 10.02

4-Year Target: 18.72

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