



RESOLUTION 23-12

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TO ADOPT AMENDMENT 1 OF THE FY 2024 UNIFIED PLANNING WORK PROGRAM FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA

September 21, 2023

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 LaPorte County metropolitan planning area, adopted the FY 2024 Unified Planning Work Program (UPWP) on May 18, 2023; and

WHEREAS, the 2024 UPWP describes those planning activities to be undertaken by the Commission between July 1, 2023 and June 30, 2024, and the 2024 UPWP identifies funding sources necessary to pay for those planning activities; and

WHEREAS, it is necessary from time to time to amend the UPWP to best reflect the planning activities to be undertaken during this time period; and

WHEREAS, amendment 1 of the 2024 UPWP includes the addition of HSIP and STBG flex funding, which is included in the FY 2022-2026 and FY 2024-2028 Transportation Improvement Programs; and

WHEREAS, amendment 1 reallocates funding to the Special Planning Activities element for the E-Commerce Area Plan task and to the Multi-modal Planning element for a Non-Profit Transportation Feasibility Study; and

WHEREAS, the Technical Planning Committee has recommended that the Commission approve amendment 1 of the 2024 UPWP;

NOW, THEREFORE, BE IT RESOLVED that the Commission hereby adopts Amendment 1 of the FY 2024 UPWP and the Commission is authorized to modify such agreements and contracts as may be required with the funding and administrative agencies for the execution of the UPWP amendment, as required by the Indiana Department of Transportation (INDOT) or the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).

Duly adopted by the Northwestern Indiana Regional Planning Commission on this 21st day of September 2023.



Richard Hardaway
Chairperson

ATTEST:



Sue Lynch
Secretary



Plan NWI

The Northwestern Indiana Regional Planning Commission
Unified Planning Work Program

Fiscal Year 2024

**Adopted May 18, 2023
NIRPC Executive Board**

Amendment No. 1 September 21, 2023

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2024 UPWP Budgets

2024 UPWP Budgets												
State Fiscal Year 2024 Budget Tables												
2023-2024 NIRPC UPWP Budget Summary												
UPWP Section	Task Group Name	Funding Source	Federal Share (FY 2022)	Federal Share (FY 2023)		Total Federal Funds (FY 22-23)	Non-Federal Share (FY 22-23)	Total Costs (FY 22-23)	Federal Share (FY 2024)	Non-Federal Share (FY 2024)	Total Costs (FY 2024)	
24-100	Administration & Public Participation	PL/5303 (INDOT)	\$ 94,901	\$ 333,215	\$ -	\$ 428,117	\$ 107,029	\$ 535,146	\$ 347,615	\$ 86,904	\$ 434,519	*
24-200	Data Collection & Analysis	PL/5303 (INDOT)	\$ -	\$ 198,929	\$ -	\$ 198,929	\$ 49,732	\$ 248,662	\$ 484,491	\$ 121,123	\$ 605,614	**
24-200	Data Collection & Analysis	HSIP							\$ 77,500	\$ 19,375	\$ 96,875	**
24-300	Short-Range Planning	PL/5303 (INDOT)	\$ -	\$ 237,497	\$ -	\$ 237,497	\$ 59,374	\$ 296,871	\$ 284,497	\$ 71,124	\$ 355,621	**
24-300	Short-Range Planning	STBG							\$ 42,504	\$ 10,626	\$ 53,130	**
24-400	Long-Range Planning	PL/5303 (INDOT)	\$ -	\$ 398,862	\$ -	\$ 398,862	\$ 99,716	\$ 498,578	\$ 333,862	\$ 83,466	\$ 417,328	**
24-500	Multi-Modal Planning	PL/5303 (INDOT)	\$ -	\$ 228,330	\$ -	\$ 228,330	\$ 57,083	\$ 285,413	\$ 406,330	\$ 101,583	\$ 507,913	**
24-600A	Special Planning Activities	PL/5303 (INDOT)	\$ -	\$ 23,212	\$ -	\$ 23,212	\$ 5,803	\$ 29,015	\$ 270,174	\$ 67,544	\$ 337,718	**
24-600B	Air Quality Public Education	CMAQ (INDOT)	\$ 26,138	\$ 204,370	\$ -	\$ 230,508	\$ 57,627	\$ 288,135	\$ 360,000	\$ 90,000	\$ 450,000	***
Total	TOTAL		\$ 121,039	\$ 1,624,416	\$ -	\$ 1,745,455	\$ 436,364	\$ 2,181,819	\$ 2,606,973	\$ 651,743	\$ 3,258,717	
Federal Transit Administration 5307 Funds												
23-700.1	FTA Sub-Recipient Oversight	5307 (FTA)	\$ 258,457	\$ 258,457		\$ 516,914	\$ 129,229	\$ 32,307	\$ 257,458	\$ 64,365	\$ 321,823	**
*PL/5303 Non-Salary direct expenses such as travel, copies and printing for all task groups are budgeted under 2x-100												
**Non-Federal Cash Match to be funded by NIRPC and participating LPAs												
*** Non-Federal Cash Match contributed by South Shores Clean Cities (aka Drive Clean), Partners for Clean Air, Private Bike-Map Sponsors. Match also includes in-kind match from Adams Radio Group pre-approved in 2019 for FY2020 CMAQ												

2024 UPWP PL Funds (not including flexed funds)

2024 UPWP PL funds						
State Fiscal Year 2024 Budget Tables						
2024 FY PL Funding Only- NIRPC UPWP Budget Summary						
UPWP Section	Task Group Name	Funding Source	Federal Share (FY 2024)	Non-Federal Share (FY 2024)	Total Costs (FY 2024)	
24-100	Administration & Public Participation	PL/5303 (INDOT)	\$ 347,615	\$ 86,904	\$ 434,519	*
24-200	Data Collection & Analysis		\$ 484,491	\$ 121,123	\$ 605,614	**
24-300	Short-Range Planning		\$ 284,497	\$ 71,124	\$ 355,621	**
24-400	Long-Range Planning		\$ 333,862	\$ 83,466	\$ 417,328	**
24-500	Multi-Modal Planning		\$ 406,330	\$ 101,583	\$ 507,913	**
24-600A	Special Planning Activities		\$ 230,428	\$ 57,607	\$ 288,035	**
24-600A- Y410****	Special Planning Activities- 2.5% set aside		\$ 39,746	\$ 9,937	\$ 49,683	
PL/5303 Total	TOTAL			\$ 2,126,969	\$ 531,742	\$ 2,658,711
<p>*PL/5303 Non-Salary direct expenses such as travel, copies and printing for all task groups are budgeted under 2x-100</p> <p>**Non-Federal Cash Match to be funded by NIRPC and participating LPAs</p> <p>*** Non-Federal Cash Match contributed by South Shores Clean Cities (aka Drive Clean), Partners for Clean Air, Private Bike-Map Sponsors. Match also includes in-kind match from Adams Radio Group pre-approved in 2019 for FY2020 CMAQ</p> <p>**** Complete Street Planning Activites- Increasing Safe and Accessible Transporation Options</p>						



Salary+Benefits Table

SALARY+BENEFITS TABLE												
UPWP Section	Task Group Name	Funding Source	Federal Share (FY 2022)	Federal Share (FY 2023)		Total Federal Funds (FY 22-23)	Non-Federal Share (FY 22-23)	Total Costs (FY 22-23)	Federal Share (FY 2024)	Non-Federal Share (FY 2024)	Total Costs (FY 2024)	
24-100	Administration & Public Participation	PL/5303 (INDOT)	\$ 94,901	\$ 262,615	\$ -	\$ 357,517	\$ 89,379	\$ 446,896	\$ 312,615	\$ 78,154	\$ 390,769	*
24-200	Data Collection & Analysis		\$ -	\$ 198,929	\$ -	\$ 198,929	\$ 49,732	\$ 248,662	\$ 379,491	\$ 94,873	\$ 474,364	**
24-300	Short-Range Planning		\$ -	\$ 237,497	\$ -	\$ 237,497	\$ 59,374	\$ 296,871	\$ 284,497	\$ 71,124	\$ 355,621	**
24-400	Long-Range Planning		\$ -	\$ 333,862	\$ -	\$ 333,862	\$ 83,466	\$ 417,328	\$ 333,862	\$ 83,466	\$ 417,328	**
24-500	Multi-Modal Planning		\$ -	\$ 193,330	\$ -	\$ 193,330	\$ 48,333	\$ 241,663	\$ 193,330	\$ 48,333	\$ 241,663	**
24-600A	Special Planning Activities		\$ -	\$ 23,212	\$ -	\$ 23,212	\$ 5,803	\$ 29,015	\$ 123,174	\$ 30,794	\$ 153,968	**
24-600B	Air Quality Public Education	CMAQ (INDOT)								\$ -	\$ -	
TOTAL			\$ 94,901	\$ 1,249,446	\$ -	\$ 1,344,347	\$ 336,087	\$ 1,680,434	\$ 1,626,969	\$ 406,742	\$ 2,033,712	

Contracts Table

CONTRACT TABLE												
UPWP Section	Task Group Name	Funding Source	Federal Share (FY 2022)	Federal Share (FY 2023)		Total Federal Funds (FY 22-23)	Non-Federal Share (FY 22-23)	Total Costs (FY 22-23)	Federal Share (FY 2024)	Non-Federal Share (FY 2024)	Total Costs (FY 2024)	
	Administration & Public Participation	Website Development	\$ -	\$ 35,600		\$ 35,600	\$ 8,900	\$ 44,500	\$ -	\$ -	\$ -	*
	Administration & Public Participation	Staff Support Contracts				\$ -	\$ -	\$ -				
	Administration & Public Participation	Training + Professional Development	\$ -	\$ 35,000		\$ 35,000	\$ 8,750	\$ 43,750	\$ 35,000	\$ 8,750	\$ 43,750	
24-100 Total	Administration & Public Participation		\$ -	\$ 70,600	\$ -	\$ 70,600	\$ 17,650	\$ 88,250	\$ 35,000	\$ 8,750	\$ 43,750	
	Data Collection & Analysis	Travel Demand Model	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 50,000	\$ 12,500	\$ 62,500	*
	Data Collection & Analysis	Environmental Impacts / Air Quality / Resiliency	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 30,000	\$ 7,500	\$ 37,500	
	Data Collection & Analysis	Trail Traffic Counters	\$ -	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -	
	Data Collection & Analysis	Regional LPA Traffic Signal Study	\$ -			\$ -	\$ -	\$ -		\$ -	\$ -	
	Data Collection & Analysis	Licenses & Equipment	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 25,000	\$ 6,250	\$ 31,250	
24-200 Total	Data Collection & Analysis		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,000	\$ 26,250	\$ 131,250	
	Data Collection & Analysis (HSIP Flex)	Road Safety Audits	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 77,500	\$ 19,375	\$ 96,875	
24-200 Total	Data Collection & Analysis (HSIP Flex)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,500	\$ 19,375	\$ 96,875	
	Short-Range Planning											
24-300 Total	Short-Range Planning											
	Short-Range Planning (STBG Flex)	TIP Software License Renewal				\$ -	\$ -	\$ -	\$ 42,504	\$ 10,626	\$ 53,130	
24-300 Total	Short-Range Planning (STBG Flex)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,504	\$ 10,626	\$ 53,130	
	Long-Range Planning	Performance Measures Dashboard	\$ -	\$ 30,000		\$ 30,000	\$ 7,500	\$ 37,500	\$ -	\$ -	\$ -	*
	Long-Range Planning	MTP Update		\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Long-Range Planning	Regional Transportation Resiliency Study	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Long-Range Planning	Regional Environmental Justice Study	\$ -	\$ 35,000		\$ 35,000	\$ 8,750	\$ 43,750	\$ -	\$ -	\$ -	*
	Long-Range Planning	Regional Economic Impact Study	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	*

24-400												
Total	Long-Range Planning		\$ -	\$ 65,000	\$ -	\$ 65,000	\$ 16,250	\$ 81,250	\$ -	\$ -	\$ -	
	Multi-Modal Planning	Complete Streets Plans & Safe Routes Plans	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 200,000	\$ 50,000	\$250,000	*
	Multi-Modal Planning	Public Transit New Starts Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	*
	Multi-Modal Planning	Non-Profit Transp. Feasibility Study		\$ 35,000		\$ 35,000	\$ 8,750	\$ 43,750	\$ 13,000	\$ 3,250	\$ 16,250	
24-500												
Total	Multi-Modal Planning		\$ -	\$ 35,000	\$ -	\$ 35,000	\$ 8,750	\$ 43,750	\$ 213,000	\$ 53,250	\$250,000	
	Special Planning Activities	E-Commerce Area Plans	\$ -			\$ -	\$ -	\$ -	\$ 40,000	\$ 10,000	\$ 50,000	*
	Special Planning Activities	LPA Planning Assistance / Special Plans	\$ -	\$ -		\$ -	\$ -	\$ -	\$ 107,000	\$ 26,750	\$133,750	*
24-600A												
Total	Special Planning Activities		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 147,000	\$ 36,750	\$183,750	
		Total	\$ -	\$ 170,600	\$ -	\$ 170,600	\$ 42,650	\$ 213,250	\$ 662,508	\$ 165,627	\$ 722,508	

About NIRPC

The Northwestern Indiana Regional Planning Commission (NIRPC) is a regional council of local governments serving the citizens of Lake, Porter, and LaPorte counties in Northwest Indiana. The Northwest Indiana (NWI) region is part of the U.S. Census Bureau's Chicago Metropolitan Statistical Area (MSA). NIRPC provides a forum that enables the citizens of NWI to address regional issues relating to transportation, the environment, and economic development. NIRPC, as a recipient of federal funds, is subject to the requirements of Title VI of the Civil Rights Act of 1964, as amended, and the Americans with Disabilities Act (ADA). Title VI prohibits discrimination based on race, creed, and national origin. The ADA prohibits discrimination based on disability.

NIRPC is a multi-purpose, sub-state, area-wide planning agency. NIRPC was originally established as the Lake-Porter County Regional Transportation and Planning Commission in 1965, pursuant to State-enabling legislation. An amendment to this legislation in 1973 provided NIRPC with its current name and allowed for adding new member counties. Under this provision, LaPorte County joined NIRPC in 1979.

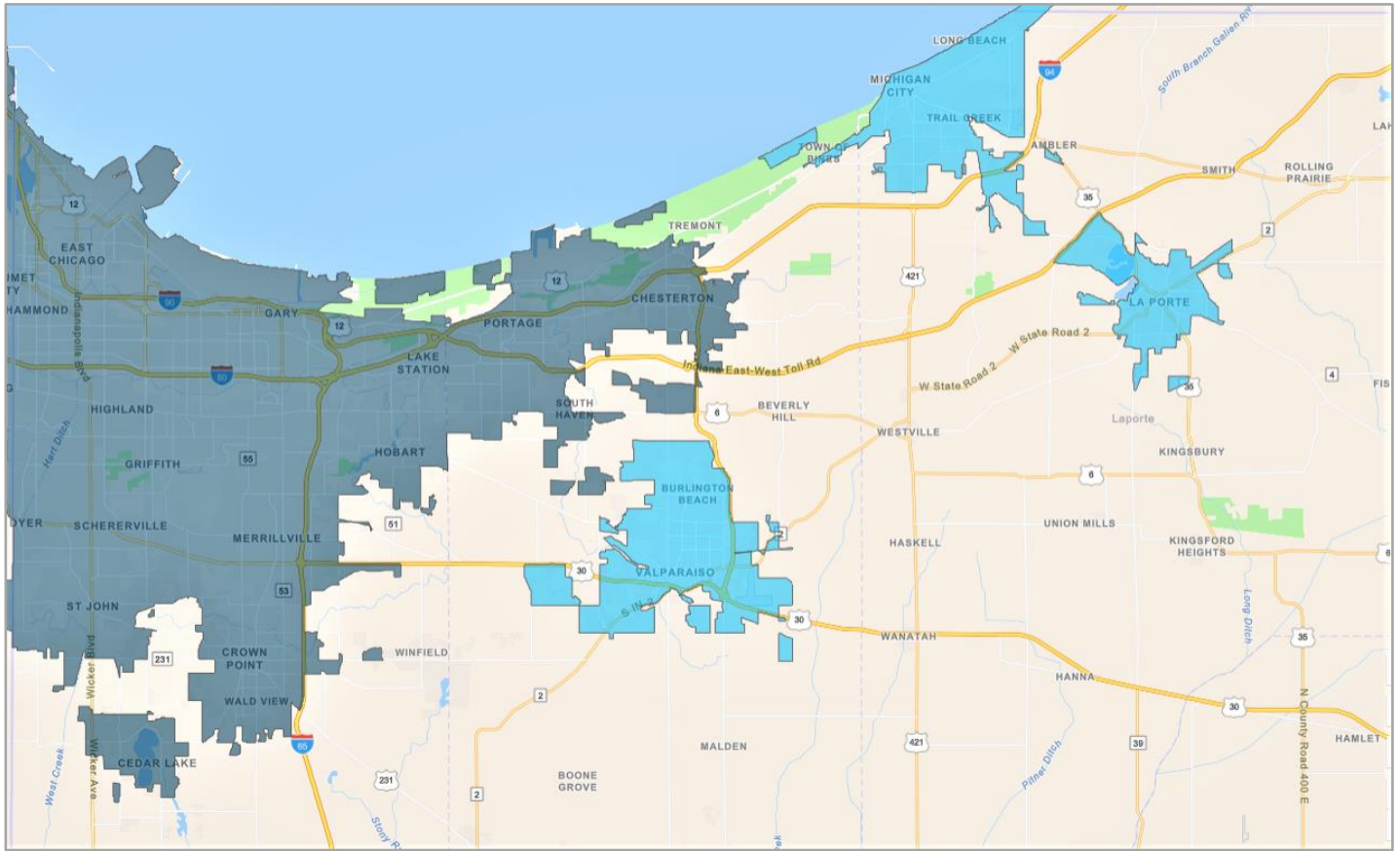
In 1996 the legislation was again amended to provide a seat on the Commission for all of the mayors in the three-county region. The legislation was again amended in 2003 to represent all 41 cities and towns in the Tri-County area and specify that representatives must be elected officials. The legislation under which the Commission operates is contained within [Indiana Code Title 36, Article 7, Chapter 7.6](#).

NIRPC operates as a cooperative of local governments within the Tri-County area. It is comprised of fifty-three members. In addition to the municipal appointments, the County Councils, County Boards of Commissioners, and County Surveyors appoint one member each, as does the Governor and two heavily populated townships. The Full Commission meets quarterly, and the Executive Board meets in the interim months. NIRPC's meetings are open to the public and livestreamed, and every agenda has had a place for public comment.

The metropolitan planning area (MPA) for NWI is strategically located at the southern tip of Lake Michigan and represents an integral part of the greater Chicago metropolitan area. The MPA comprises the three participating Lake, Porter, and LaPorte Counties in the northwestern corner of the State of Indiana. It includes 784,332 people (2020 Census) and covers 1,520 square miles. There are forty-one cities and towns in the MPA.

One of the most important designations NIRPC has received is that of the Metropolitan Planning Organization (MPO) for Northwestern Indiana. MPOs are responsible, together with state departments of transportation and public transit operators, for carrying out the Continuing, Cooperative, and Comprehensive (3-C) transportation planning process for urbanized areas exceeding 50,000 population.

In December 2022 the Census Bureau released a final list of Census-designated urban areas, which includes a new designated urbanized area for the NIRPC Region Valparaiso-Shorewood Forest, IN. The Valparaiso-Shorewood Forest urban area has a population of 51,867, 22,154 housing units, and 33.6 Sq-mile of land area. The following map shows the three designated urban areas of Lake-Porter, Michigan City-LaPorte, and Valparaiso-Shorewood Forest. (***PEA: Metropolitan Planning Area & Urbanized Area Boundaries***)



NIRPC Updated Urbanized Areas

NWI is a diverse and dynamic region whose complexities are reflected in the regional transportation system. The MPA includes arguably some of the most strategic and critical links in the national transportation system. These factors combine to make the role of MPO for NWI extraordinarily challenging.

Background + Purpose

NIRPC, as the Metropolitan Planning Organization (MPO) for NWI, is responsible for conducting the federally required “3-C” transportation planning process for Lake, LaPorte, and Porter Counties. This Unified Planning Work Program (UPWP) is a core planning document required by the United States Department of Transportation (USDOT). The UPWP is the approved work plan for the MPO staff, identifying planning tasks and activities to be conducted over the next two years.

This UPWP is also a financial planning document linking resources and staff where they will be the most effective in responding to significant local and regional issues and resolving area-wide problems. This includes describing other planning, administrative, and program offerings of NIRPC as a council of governments. It includes all environmental and economic development planning and transit administration, which includes sub-grantee oversight to transit providers in our region, grant administration, and procurement.

The UPWP continues to balance within the available resources, long and short-range planning and programming; special studies; data gathering, analysis, and dissemination; travel demand modeling; public involvement; and program administration. The UPWP attempts to address the

major surface transportation issues facing our region and supports the necessary work required of an MPO in a Transportation Management Area. The UPWP is designed to maintain a certified continuous comprehensive, cooperative (“3-C”) transportation planning process in the context of connected planning processes for land use, social justice, economic development, and the environment.

State Authority

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 the 2007 enabling legislation, NIRPC’s Executive Board membership was expanded, and weighted voting was enabled.

About the UPWP

Required Elements

A driving influence in the development of this UPWP is the authorizing legislation for surface transportation. The most recent legislation is called interchangeably the Infrastructure Investment and Jobs Act (IIJA) or the Bipartisan Infrastructure Law (BIL). This legislation has continued the programs in the previous legislation called The Fixing America's Surface Transportation Act (FAST).

NIRPC accomplishes transportation planning activities in an open, transparent, and inclusive process that complies with federal metropolitan planning regulations to maintain this region's federal planning certification. According to the planning rule, NIRPC develops the three major required products of a metropolitan area transportation planning process: a UPWP (this doc, a metropolitan transportation plan (MTP) with at least a 20-year horizon, and a short-range Transportation Improvement Program (TIP). The UPWP is organized by major activity and task, in addition to the following details: who will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and a summary of the total amounts and sources of federal and matching funds. INDOT, FHWA, and FTA review the UPWP and other products of the planning process for compliance.

Required elements such as Title VI and Environmental Justice Planning can be found in [section 100.3](#).

FHWA + FTA Planning Emphasis Areas

The Indiana Division Office of Federal Highway Administration (FHWA) and Federal Transit Administration Region V (FTA) issue planning emphasis areas (PEAs) annually for incorporation into the MPO's Unified Planning Work Programs. For FY 2023 these are:

- Tackling the Climate Crisis- Transition to a Clean Energy Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/US Department of Defense Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

NIRPC also focuses on National Planning Emphasis Areas (PEAs) put forth periodically by USDOT. The PEAs help with the implementation of the Infrastructure Investment and Jobs Act (IIJA). The table below includes the PEAs, hyperlinked to the corresponding section where the PEA has been included in NIRPC's planning work. A PEA may be addressed in other UPWP sections, but the following sections will indicate the primary focus areas for meeting the requirements of the PEA. UPWP page numbers are also provided.

2022 Planning Emphasis Areas (PEAs)

Planning Emphasis Area	NIRPC Planning Element
Tackling the Climate Crisis -Transition to a Clean Energy Resilient	400.1 MTP Development 400.2 NWI 2050 Implementation 400.5 Environmental Linkages Planning 400.6 Planning for Climate Change 600B Congestion Mitigation And Air Quality (CMAQ)
Equity and Justice40 in Transportation Planning	100.3 Title VI & Environmental Justice 100.4 ADA Program Management 300.1 TIP Development 400.1 MTP Development 500.2 Transit Planning 600A.1 Complete Streets
Complete Streets	300.1 TIP Development 400.1 MTP Development 500 Multimodal Planning 600A.1 Complete Streets Plans
Public Involvement	100.2 Public Participation 100.3 Title VI & Environmental Justice 300.1 TIP Development 400.1 MTP Development
Strategic Highway Network (STRAHNET)/US Department of Defense Coordination	300.1 TIP Development 400.1 MTP Development 400.4 Surface Transportation Planning
Federal Land Management Agency Coordination	300.3 Environmental Red Flag Investigation 400.5 Environmental Linkages Planning
Planning and Environmental Linkages (PEL)	300.3 Environmental. Red Flag investigations 400.5 Environmental Linkages Planning
Data in Transportation Planning	200.1 Planning Data Collection

IIJA/BIL Section 11206 Expenditure for Complete Streets

IIJA/BIL § 11206(b)(2) requires MPOs to expend not less than 2.5 percent of PL funds on Complete Streets activities. IIJA/BIL § 11206(a) defines Complete Streets standards or policies as “...standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.”

Per the same statute, Complete Streets planning includes, but is not limited to, the following activities:

- (1) Adoption of Complete Streets standards or policies;
- (2) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- (3) Development of transportation plans
 - (A) To create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
 - (B) To integrate active transportation facilities with public transportation service or improve access to public transportation;
 - (C) To create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities;
 - (D) To increase public transportation ridership; and
 - (E) To improve the safety of bicyclists and pedestrians.
- (4) Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
- (5) Development of transportation plans and policies that support transit-oriented development.

In FY 2024, NIRPC is required to expend no less than \$39,746 in PL funding for Complete Streets planning. To meet this requirement, *Task 600A.1 Complete Streets* includes the development of the Gary Elevated Trail Study and Plans for Complete Streets Corridors. A portion of these deliverables will be funded through the minimum 2.5% set aside for Complete Street planning.

Total FY24 PL	Minimum 2.5% Expenditure for Complete Streets	NIRPC FY24 Expenditures for Complete Streets in Task 600A.1
\$1,589,840	\$39,746	\$39,746

NWI 2050 Action Items

In addition to the federally required elements of the UPWP, this document also carefully weaves the initiatives and strategies identified in NIRPC’s long-range transportation plan, *NWI 2050*, throughout the document. *NWI 2050* requires all NIRPC planning activities to be tied back to one of *NWI 2050*’s 16 Strategic Initiatives and at least one of the many strategies identified in the plan. This way, NIRPC can ensure that every plan, every program, and every policy is in step with the vision identified by the public. The 16 plan initiatives are:

1) Plan for smart land uses and quality of place	300.1: Transportation Improvement Program Development 400.2: <i>NWI 2050</i> Implementation 400.3: Regional Land Use Planning
2) Plan for an E-commerce landscape	400.2: <i>NWI 2050</i> Implementation (<i>repeated</i>) 600A.2 Local E-Commerce Sub Area Plans
3) Plan for regional transit	500.2: Transit Planning 700.1 Sub-grantee Oversight
4) Plan for Complete Streets and active transportation	300.1: Transportation Improvement Program Development 500.1: Active Transportation Planning 600A.1 Complete Streets
5) Plan for continually improved investment prioritization	100.4: Americans with Disabilities Act Program Management 300.1: Transportation Improvement Program Development 300.2: TIP Development + Management 400.4: Surface Transportation Planning
6) Plan for Main Centers and transit-oriented development	400.2: <i>NWI 2050</i> Implementation (<i>repeated</i>)
7) Plan for asset vulnerability and climate change	400.5: Planning and Environmental Linkages 400.6: Planning for Climate Change
8) Plan for green infrastructure and open spaces	400.5: Includes planning for prevention or mitigation of transportation impacts on natural areas
9) Plan for brownfield redevelopment/remediation	<i>This NWI 2050 Strategic Initiative will be addressed with planning activities not currently contained in the UPWP.</i>
10) Plan for transformative investments	100.1: Planning Management + Administration 100.5: UPWP Development and Management 400.1: Comprehensive Regional Plan Development
11) Plan for a regional data and analysis framework	200.1: Planning Data Collection 200.2: Planning Data Analysis + GIS Support Services 200.3: Performance-based Planning Activities 200.4: Congestion Management

		200.5: Travel Demand Modeling
		300.3: Red Flag Investigations
		400.5: Environmental Linkages Planning
12)	Plan for an engaged public and share the best practices	100.2: Public Participation + Communication Tools
		100.3: Title VI and Environmental Justice Program Management
13)	Plan for more council of government activities	400.2: NWI 2050 Implementation (repeated)- Sensible Tools Handbook+, Best Practices for a Changing Landscape Workshop
14)	Plan for cleaner air and energy	200.6: Air Quality Conformity
		800.1: Air Quality Education
15)	Plan for watersheds and water quality	400.5: Includes planning for preventing or mitigating transportation system impacts on water quality.
16)	Plan for economic development	<i>This NWI 2050 Strategic Initiative will be addressed with the Economic Resiliency Plan activities not currently contained in the UPWP.</i>

Public Participation- (PEA)

NIRPC’s planning activities are guided by its 2019 Public Participation Plan (PPP) [Engage NWI](#), the federally required PPP that enables NIRPC staff to ensure that it meets all federal requirements for public participation. However, more importantly, *Engage NWI* is 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, and advancing initiatives to achieve the vision for Northwestern Indiana. In addition to detailing the technical aspects of public participation, it details the type of engagement expected when working with the public. The following chart defines every planning activity's corresponding engagement goal means every planning activity has a corresponding engagement goal defined by the following chart. This document uses the terms “Inform,” “Consult,” “Involve,” and “Collaborate” to define how NIRPC staff and the public interact to complete NIRPC’s ongoing planning work. NIRPC is committed to ensuring that 50% or more of all planning tasks fall into the “Involve” or “Collaborate” categories of participation.

Adapted from the International Association of Public Participation (IAP2) Public Participation Spectrum

Does the task require?	Active participation methods			
	Inform	Consult	Involve	Collaborate
Engage NWI goal:	Provide the 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 the public and stakeholders throughout the 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 the adoption of plans or policies.
Engage NWI promise	Keep the general public and stakeholders informed.	Keep the public informed. Listen and acknowledge concerns and ideas and provide the public with a report on how input shaped outcomes.	Work with the public and stakeholders to ensure goals and ideas are directly reflected in planning work as much as possible and report on how input shapes outcomes.	Work with the public and stakeholders to inform planning work from the 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 About” 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.

Metropolitan Planning Activities and Tasks

100 | Administration and Public Participation

Funding Source	FY 2022	FY 2023	FY 2024	TOTAL
Federal PL/5307	\$ 94,901	\$ 333,215	\$ 347,615	\$ 775,732
Non-Federal	\$ 23,725	\$ 83,304	\$ 86,904	\$ 193,933
Total	\$ 118,626	\$ 416,519	\$ 434,519	\$ 969,665
TASKS:				
Planning Management + Administration				
Public Participation + Communication Tools				
Title VI and Environmental Justice Program Management				
Americans with Disabilities Act Program Management				
UPWP Development and Management				

100.1 | Planning Management + Administration

Task Status:

Ongoing and permanent

Task Lead:

Director of Transportation

Task Contributors:

Talaya Jones, Kathy Luther, Marisol Manley, Eman Ibrahim, Meredith Stilwell, Flor Baum & Candice Eklund, Open Planner Position

Task Objective:

Effectively manage the NIRPC team and resources to achieve high-quality and impactful outcomes from MPO functions. Efficient administration of NIRPC grants and contracts and support of all Commission and topical committees. Ensure that overall agency outreach and communication are integrated with the public participation requirements of the MPO. Coordinate strategic communication and coordination with neighboring MPOs, federal and state partners, permitting agencies, and NIRPC Commissioners and stakeholders.

Prior Task Accomplishments:

- Management of staff performing UPWP tasks and projects
- Management of planning processes
- DOT Planning Certification Review & FTA Triennial Review
- Quarterly PL, STBG, and CMAQ Program Reports and Billings
- Annual PL, STBG, and CMAQ Completion Reports.
- Commission and Advisory Committee meetings prepared for and staffed
- Participation in meetings of coordinating partners

Task Description:

Elements:

- Management of the NIRPC team, including coordinating internal team meetings, delegating work, and committee assignments. Staff training, mentorship, professional development, time and attendance review, and performance management processes.
- Administration of financial resources.
- Professional Development & Training
- Administration of topical planning committees: production of agendas, minutes, and communication functions by Administrative Assistants for timely distribution of meeting materials.
- Manage environmental department staff or contractors performing UPWP tasks and projects
- Oversight and administration of CMAQ Sub-grant to Drive Clean Indiana for Fleet Operator and Public Air Quality Education purposes. Staff participation in Air Quality related regional events.
- Coordination of Environmental Management and Policy Committee as it pertains to transportation planning and programming.

Activities:

Participate in meetings with partners on transportation topics and subjects with linkages to NWI's transportation network throughout the year. Examples include the MPO Council in Indianapolis, Indiana Department of Transportation (INDOT), Chicago Metropolitan Agency for Planning (CMAQ), Northeastern Illinois Regional Transportation Authority (RTA), Ports of Indiana, etc.

Coordinated implementation of MPO functions with the public, partners, stakeholders, and state, federal, regional, and local agencies. Negotiation of FTA Funding split between NWI and Northeastern Illinois.

Compliance oversight for both staff and STBG and CMAQ-funded contractors and sub-grantees.

Quarterly billing, performance evaluations, monthly committee, Commission meetings, quarterly training activities, hiring, and staff supervision.

This task also includes funds budgeted for staff travel, training, and supplies.

Task Deliverables:

On-budget and on-schedule delivery of planning program, including all grant deliverables and federally required 3-C documents identified herein.

This task will assist with collaborating with state and federal partners on updating the Planning Roles and Responsibilities Cooperating Operating Manual (PRRCOM).

No scheduled completion date. This is an ongoing activity.

Public Engagement Goal:

Collaborate

Corresponding NWI 2050 Initiative:

Plan for Transformative Investments

Corresponding NWI 2050 Strategies:

The nature of this task impacts all plan strategies addressed by all other tasks in this document.

Corresponding NWI 2050 Performance Measures:

The nature of this task impacts all performance measures addressed by all other tasks in this document.

100.2 | Public Participation + Communication Tools- (PEA)

Task Status:

Ongoing and permanent

Task Lead: Director of Transportation

Task Contributors:

Mitch Barloga, Charles Bradsky, Eman Ibrahim, Kathy Luther, Kevin Polette, Meredith Stilwell, Scott Weber, Spatial Analyst

Task Objective:

Implement NIRPC's Public Participation Plan, *Engage NWI*, which includes the public participation requirements for Metropolitan Planning Organizations (MPOs) found in the federal metropolitan planning regulations. This means the development and execution of a transparent planning process with ample opportunity for input from the public, partners, and stakeholders.

Manage and update/upgrade the NIRPC website to be an informative and up-to-date source for NIRPC planning efforts, meetings, and resources to assist constituents who are familiar with and utilize NIRPC services and increase awareness and inclusion of the general public in NIRPC efforts.

Use traditional and social media tools to communicate regional transportation planning and programming activities to residents and decision-makers.

Prior Task Accomplishments:

- Completion and adoption of [Engage NWI](#): NIRPC's public participation plan
- NIRPC Social Media Content
- NIRPC Newsletter
- Website updates concerning public outreach and planning activities

Task Description:

Elements:

Execute communication strategies for all planning activities, including coordinating public participation programs with state and federal entities. Ensure that contact lists are up-to-date and a list of accessible meeting locations is maintained. Ensure that the provision of alternative formats is made available when requested. Generate and participate in outreach activities related to Climate Planning and Air Quality Education.

Activities:

- Plan for, secure, and document public input pertaining to transportation, environmental, and economic development plans and programs, including comment periods and public meetings.
- Post content regarding planning activities and public comment periods on NIRPC's social media pages and website.
- Publish a weekly newsletter for distribution to stakeholders and interested parties.

NIRPC's Website Coordinator will keep the website current.

- Use virtual public involvement methods to modernize NIRPC outreach methods and continue to expand NIRPC's ongoing conversation with the public.
- Acquire software or tools for voice-to-text conversion for close captioning and/or meeting recordings. Purchase promotional items for distribution at pop-up events to generate excitement about transportation planning in NWI.
- Produce marketing materials for use at NIRPC public events.

Task Deliverables:

- Implementation of [Engage NWI](#):
- New Social Media Content
- New Weekly Newsletter Content
- Website updates concerning public outreach activities
- Digital public meetings about NIRPC's ongoing planning work
- No scheduled completion date. This is an ongoing activity.

Public Engagement Goal:

Collaborate

Corresponding NWI 2050 Initiative:

Plan for an Engaged Public and Share Best-Practices

Corresponding NWI 2050 Strategies:

While most planning tasks will use *NWI 2050* strategies, planning tasks related to outreach, utilize strategies found in *Engage NWI* to track the effectiveness of engagement.

Corresponding NWI 2050 Performance Measures:

While most planning tasks will use *NWI 2050* performance measures, planning tasks related to outreach, utilize metrics found in *Engage NWI* to track the effectiveness of engagement. These measures are:

- Social media analytics
- Newsletter analytics
- Events held annually
- Event participation

100.3 | Title VI and Environmental Justice Program Management

Task Status:

Ongoing and permanent

Task Lead: Director of Transportation

Task Contributors:

Mitch Barloga, Charles Bradsky, Eman Ibrahim, Spatial Analyst, Kevin Polette, Scott Weber, open planner position

Task Objective:

Continue to ensure that NIRPC and partner Local Public Agencies (LPA) in our region comply with Title VI of the Civil Rights Act of 1964 and Presidential Executive Order 12898. This planning activity will ensure that programs and projects adhere to the principles of non-discrimination and ensure the MPO's nondiscrimination self-certifications remain accurate. Additionally, this planning task will also include the evaluation of NIRPC plans and programs for environmental justice (EJ) sensitivity and work to continuously expand outreach efforts to low-income, minority, and other potentially disadvantaged populations.

Prior Task Accomplishments:

Task Description:

Elements:

Assist and survey LPAs on compliance, including monitoring if LPAs have Title VI implementation plans and that they meet Title VI requirements. If such a plan is not in place with the project sponsor LPA, then INDOT may limit funding to entities not meeting the requirements. Elements of an implementation plan include 1) identification of a person responsible for Title VI; 2) ensuring utilization of "Notification of Nondiscrimination" statements; 3) a documented complaint process, and 4) steps used to collect and evaluate data on impacts from the LPAs programs and projects.

Activities:

NIRPC will continue to offer technical assistance to those LPAs that need assistance in completing this requirement for the development and implementation of a Title VI Plan and foster communications, cooperation, and coordination of Title VI and EJ populations to regional decision making.

Task Deliverables:

- Technical assistance to LPAs and robust public outreach.
- Coordination of NIRPC projects in relation to Title VI and EJ community needs and outreach (***PEA: Equity and Justice40 in Transportation Planning.***)
- Increased inclusion of EJ communities in the transportation planning process in Northwestern Indiana (***PEA: Equity and Justice40 in Transportation Planning.***)
- No scheduled completion date. This is an ongoing activity.

Public Engagement Goal:

Collaborate

Corresponding NWI 2050 Initiative:

Plan for an Engaged Public and Share Best-Practices

Corresponding NWI 2050 Strategies:

While most planning tasks will use *NWI 2050* strategies, planning tasks related to outreach utilize strategies found in [Engage NWI](#) to track the effectiveness of engagement.

Corresponding NWI 2050 Performance Measures:

While most planning tasks will use *NWI 2050* performance measures, planning tasks related to outreach utilize metrics found in *Engage NWI* to track the effectiveness of engagement. These measures are:

- Social media analytics related to engagement of Title VI and EJ populations
- Newsletter analytics related to engagement of Title VI and EJ populations
- Annual events held throughout the year within Title VI and EJ communities
- Event participation of Title VI and EJ populations

100.4 | Americans with Disabilities Act Program Management

Task Status:

Ongoing and permanent

Task Lead:

Kevin Polette

Task Contributors:

Compliance staff

Task Objective:

Ensure all Local public agencies (LPA) in our region that are required to have transition plans comply with the Americans with Disabilities Act.

Prior Task Accomplishments:

NIRPC technical assistance to LPAs to achieve compliance with ADA transition planning requirements. Assistance with the *ADA Bus Inventory* project. Digitizing of ADA transition plans.

Task Description:

Elements:

Assist LPAs with compliance and technical assistance of ADA transition plans. Assist in the continuous improvement required to help LPAs maintain ADA transition plans as a “living document.” INDOT may limit funding to those entities that are not meeting the requirements. While NIRPC has provided the ADA Bus Stop Inventory and Assessment to LPAs, priority in the TIP project selection process, ultimately submissions to the TIP and the replacement schedule for bus stops, will reside with the LPA.

Activities:

Direct communication with LPAs regarding ADA compliance, transition plan development, maintenance, and management.

Task Deliverables:

Ongoing technical assistance as needed.
No scheduled completion date. This is an ongoing activity.

Public Engagement Goal:

Inform

Corresponding NWI 2050 Initiative:

Plan for Continually Improved Investment Prioritization

Corresponding NWI 2050 Strategies:

- Prioritize transit investments that better connect the Environmental Justice populations to job centers, medical facilities, recreation centers, shopping districts, and educational institutions.
- Prioritize transit investments that connect communities in environmental justice areas, people who are elderly, low-income, people with disabilities, and veterans.
- Improve the accessibility of regional pedestrian and transit infrastructure by allocating funding for the implementation of locally developed ADA transition plans, and incorporating Universal Design standards so all public infrastructure meets or exceeds ADA standards.

Corresponding NWI 2050 Performance Measures:

- All Purpose Average Trip Time
- Work Purpose Average Trip Time
- School Purpose Average Trip Time
- Percent of Population within ¼-mile Network Distance to a Trail or Bicycle Facility
- Percent of Population within ¼-mile Network Distance to a Trail or Bicycle Facility Crossing Municipal/County Jurisdictions
- Number of Non-Motorized Serious Injuries and Fatalities
- Total Number of Reportable Injuries and Rate per Total Vehicle Revenue Miles by Mode
- Average Walk Score in “Main Centers”
- Percent of Environmental Justice (EJ) Area Population within ¼-mile of a Trail or Multi-Use Path
- Percent Adults Reporting Physical Inactivity

100.5 | UPWP Development + Management

Task Status:

Ongoing and permanent

Task Lead:

Director of Transportation

Task Contributors:

Talaya Jones, Eman Ibrahim, and Flor Baum

Task Objective:

Develop and manage the UPWP and its amendments. The UPWP includes planning activities to implement [NWI 2050](#), applicable laws, and regulations to support the federally required 3C transportation process for MPOs as outlined in metropolitan planning regulations.

Prior Task Accomplishments:

Production, management, and amendments of the FY2023 UPWP. [Amendment #1](#) was adopted by the NIRPC Commission on 10-20-2022.

Task Description:

Elements:

A planning work program that addresses the needs of NIRPC and the requirements of the federal regulations, and is responsive to the public, partners, and stakeholders.

Activities:

Identification of planning tasks and activities that assist in implementing *NWI 2050* and its successor. All members of NIRPC's planning team contribute to this task through their program areas through annual and quarterly reporting as well as annual UPWP development.

Task Deliverables:

- Final FY2025 UPWP approved by federal partners before the start of FY 2025 and an annual completion report due to federal partners 90 days after the close of each program year.
- Amendments to the UPWP as necessary
- Quarterly reporting on the UPWP activities
- No scheduled completion date. This is an ongoing activity.

Public Engagement Goal:

Inform

Corresponding NWI 2050 Initiative:

Plan for Transformative Investments

Corresponding NWI 2050 Initiative:

Plan for Transformative Investments

Corresponding NWI 2050 Strategies:

The nature of this task impacts all plan strategies addressed by all other tasks in this document.

Corresponding NWI 2050 Performance Measures:

The nature of this task impacts all performance measures addressed by all other tasks in this document.

200 | Data Collection and Analysis

Data Collection & Analysis				
Funding Source	FY 2022	FY 2023	FY 2024	TOTAL
Federal PL/5307	\$-	\$198,929	\$484,491	\$683,420
Federal HSIP	\$-	\$-	\$77,500	\$77,500
Non-Federal	\$-	\$49,732	\$140,498	\$190,230
Total	\$-	\$248,662	\$702,489	\$951,150
TASKS:				
Planning Data Collection – <i>A portion of this task to be completed by a consultant.</i>				
Planning Data Analysis + GIS Support Services				
Performance-based Planning Activities				
Congestion Management				
Travel Demand Modeling				
Air Quality Conformity				

200.1 | Planning Data Collection (PEA)

Task Status:

Ongoing and permanent

Task Lead:

Kevin Polette

Task Contributors:

Spatial Analyst, Mitch Barloga, Eman Ibrahim, Scott Weber, Jennifer Birchfield, Consultant

Task Objective:

Collect, update, and manage data relating to all aspects of metropolitan planning. Includes data to support congestion management, economic and land use development, safety planning, vehicle, bicycle, and pedestrian counts, micro-mobility, and transit data.

Prior Task Accomplishments:

- Updated database of regional demographic and other useful data
- ADA Bus Stop Inventory
- Crash data collection
- Traffic count data collection
- Travel time data collection
- Transit data collection
- Bicycle and pedestrian count data collection
- Air Quality Inventory
- Household Travel Survey

Task Description:

Elements:

- Crash data collection
- Traffic count data collection
- Travel time data collection
- Transit data collection
- Asset inventory and condition data
- Bicycle and pedestrian count data collection
- Micro-mobility counts (in-person site visits)
- Pedestrian Safety Data
- Create a mechanism to collect safety concerns from the general public (pedestrian, roadway, and transit)

Activities:

Emphasis will be placed on identifying all the data needed for collection by NIRPC to support transportation planning processes and decision-making. The focus will be on updating regional databases with 2020 Census information. This program area will also be used to develop

Highway Performance Monitoring System (HPMS) data. NIRPC logged no HPMS data in the last few years; however, the program is expected to be fully redeployed in this work plan.

Acquire modern technology to increase NIRPC capacity to collect traffic data: There will be an emphasis on data collection for motorized and non-motorized safety. NIRPC will acquire and share with LPAs equipment and supplies for collecting data on trail use and condition, including mobile and fixed trail counters and a data bike.

Task Deliverables:

Data sets are collected in time for use by planners responsible for analysis. Traffic counts as requested by INDOT will be completed on a spring and fall cycle. There is no specific deadline established as this is dependent on external factors.

Public Engagement Goal:

Inform: As needed, but not anticipated to be a considerable effort

Corresponding NWI 2050 Initiative:

Plan for a regional data and analysis framework

Corresponding NWI 2050 Strategies:

- Update the various maps related to the local food system as it relates to Food Deserts, transit, transportation investments, land use, Environmental Justice areas, trails, and high-density population areas.
- Coordinate spatial data acquisition, sharing, and standardization to support environmental planning across jurisdictions.
- Collect transportation stream crossing inventory data to support habitat connectivity planning.
- Support the collection and sharing of data for watershed and stormwater management planning.
- Maintain and update parcel-level septic system mapping in support of environmental planning.
- Continue to maintain and update the "Regional Priority Trails & Corridors Map" identified in the [Greenways + Blueways 2020 Plan](#).
- Share data on traffic volumes and other transportation attributes that NIRPC collects throughout the region.
- Improve transportation network reliability by compiling, analyzing, and mapping reliability data for roadways to prioritize funding.
- Reduce congestion and increase transit efficiency by compiling, analyzing, and mapping roadway bottleneck data to prioritize funding.
- Use asset management data from pavement and bridge conditions to pursue projects that address needs.
- Increase transparency and awareness of the transportation network performance by publishing a Performance-based Planning dashboard.
- Inventory and digitize in GIS sidewalk and bicycle lanes noting gaps in infrastructure, and pedestrian and bicyclist comfort.

Corresponding NWI 2050 Performance Measures:

Every performance measure requires new data or analysis.

200.2 | Planning Data Analysis + GIS Support Services

Task Status:

Ongoing and permanent

(Merged 200.2 Planning Data Analysis and 200.3 GIS Support Services from 2019–2020 UPWP)

Task Lead:

Spatial Analyst

Task Contributors:

Mitch Barloga, Jennifer Birchfield, Charles Bradsky, Eman Ibrahim, Kevin Polette, Scott Weber

Task Objective:

- Manage, coordinate, expand, and continue to upgrade NIRPC's GIS to meet the increasingly diverse spatial data requirements of transportation, environmental, and land use planning, economic development, and regional initiatives.
- Manage, analyze, and disseminate data to support NIRPC planning activities, which requires data for transportation, regional land use, environmental and economic development elements. The management of data is essential in analyses and downstream decision-making for the regional planning and initiatives, and for integration in GIS. Increase capability to share geographic data on-line.
- Develop Performance Measures Dashboard.
- Develop Road Safety Audit (RSA) Program in partnership with LPAs to identify intersections and road segments and other transportation facilities that would benefit from safety treatments. Conduct RSAs with LPAs.
- Collect and analyze environmental data as need to support the transportation planning and programming process in NWI.

Prior Task Accomplishments:

- Maps for NOFA scoring and analysis
- TIP data analysis
- ADA Bus Stop Inventory, including digitizing
- NWI 2050 GIS and Data Support
- Community Data Profiles
- As-needed technical assistance to external partners and community members

Task Description:

Elements:

- Work with NIRPC team members to identify spatial analysis and maps needed to support all planning activities.
- Maintain and update spatial data in the NIRPC database.
- Work with external partners providing appropriate spatial analysis and maps as needed.
- Analyze Metropolitan Planning Areas and Urbanized Boundaries in the context of 2020 Census Data and update as needed.

Activities:

Identify data analysis and forecast cycles that best assist NIRPC planning activities and routine or unique tasks. Provide for dissemination of data analysis results to appropriate parties within NIRPC or to external parties.

- Download ARIES crash data. Check addresses for geolocation and correct police report location errors.
- Format crash data to align with the severity index utilized in the NOFA maps applications.
- Upload heatmap to the website through ESRI interface.
- Convert the maps most often requested to ArcOnline to provide an easily accessible map collection for stakeholders.
- Download ACS Census Data, calculate regional numbers, and compile new data for the regional snapshot data sheets. Maintain and organize GIS databases and data reports.
- Produce spatial and non-spatial data sets.
- Create, maintain, and publish online maps and datasets.
- Participate in regional GIS user groups.
- Conduct analyses to support planning tasks. Use 2020 Census Data, as available, to review and analyze Metropolitan Planning areas and urbanized boundaries.
- Conduct RSAs in a variety of locations throughout NWI. Collect and analyze environmental data needed to support transportation planning and programming in NWI.
- Develop a performance measures dashboard.

Task Deliverables:

- Adjusted UZA Boundary – Scheduled Completion 120 Days after release of Census Bureau 2020 UZA Maps.
- Performance Measures Dashboard – Scheduled Completion 6/30/2024
- Maps – No set scheduled completion date
- Datasets – No set scheduled completion date

Public Engagement Goal:

Primarily Inform, Collaborate, as needed

Corresponding NWI 2050 Initiative:

Plan for Regional Data and Analysis Framework

Corresponding NWI 2050 Strategies:

- Update various maps related to the local food system as it relates to Food Deserts, transit, transportation investments, land use, Environmental Justice areas, trails, and high-density population areas.
- Map and identify prime agricultural land within urbanized areas near high-density, transit, and Environmental Justice areas, considering transportation and economic development.
- Identify land access opportunities and land value map for farmers (beginning), urban, and agriculture.
- Update the historic register and the designated historic district maps.
- Develop GIS maps for open space and water resource protection (Update, Expand, and

Maintain LMCP Eppley Project).

- Include high solar and wind energy potential areas as natural resources in GIS layers in NWI (the Department of Energy has national data);
- Continue to maintain and update the “Regional Priority Trails & Corridors Map” as identified in the [Greenways + Blueways 2020 Plan](#).
- Compile and map roadway crash data to prioritize high crash corridors in the HSIP funding grants.
- Inventory and digitize in GIS sidewalk and bicycle lanes noting gaps in infrastructure, and pedestrian and bicyclist comfort.
- Create a parcel-based map of current and potential business locations along major NWI corridors to help identify economic centers and prioritize future transportation improvements.

Corresponding NWI 2050 Performance Measures:

Every performance measure has a specific data requirement- reference submitted projects for an accurate list of specific performance measures.

200.3 | Performance-based Planning Activities

Task Status:

Ongoing and permanent

Task Lead:

Scott Weber

Task Contributors:

Mitch Barloga, Jennifer Birchfield, Charles Bradsky, Eman Ibrahim, Spatial Analyst, Kevin Polette, Kathy Luther

Task Objective:

- Implement the performance-based planning framework from [NWI 2050](#),
- Comply with the USDOT Performance Based Planning and Programming requirements,
- Publish an annual dashboard of the region's performance.

Prior Task Accomplishments:

- Establishment of performance measures and targets in *NWI 2050*.
- Periodic monitoring of the measures as data becomes available.

Task Description:

Elements:

- Performance-based-planning publication. Monitoring and analysis of regional data metrics. Acquire tools to help present and share technical performance data in understandable formats.

Activities:

*Publication of a regional data dashboard by June 2024 in accordance with NWI 2050.
Continued monitoring of data feeding into an annual update of the dashboard.*

Task Deliverables:

Publication of the Annual Performance Dashboard on NIRPC's website – Scheduled Completion by March 30 annually for the prior year

Public Engagement Goal:

Collaborate

Corresponding NWI 2050 Initiative:

Plan for Regional Data and Analysis Framework

Corresponding NWI 2050 Strategies:

- Increase transparency and awareness of the transportation network performance by publishing a Performance-based Planning dashboard.
- Collect periodically IDEM Air Quality Monitoring Data.
- Analyze NWI energy and fuel use and carbon footprint trends.

- Obtain LIDAR tree canopy, land use, and land cover data, and keep the data current.
- Track NWI Water Use and Sources.
- Continue working with local university partners on collecting and analyzing data.
- Utilize the data that Purdue's Local Technical Assistance Program (LTAP) has been collecting about regional asset management to better inform, and where appropriate coordinate, project decision-making.
- Use asset management data from pavement and bridge conditions to pursue projects that address needs.

Corresponding NWI 2050 Performance Measures:

All performance measures are related to this task.

200.4 | Congestion Management

Task Status:

Ongoing and permanent

Task Lead:

Scott Weber

Task Contributors:

Spatial Analyst

Task Objective:

Fulfill the requirements for a Transportation Management Area (TMA) by ensuring that planning and programming activities carried out by NIRPC and its local partners consider congestion reduction where possible. Administer and update, as necessary, the Congestion Management Process for NWI.

Prior Task Accomplishments:

- Adopted Updated Congestion Management Process with [MOVE NWI](#) in May 2020.
- Continuously monitoring congestion data from NPMRDS, Google Maps API, and in-housecollected travel time data.

Task Description:

Elements:

- Perform objective and quantitative evaluation of congestion within the NIRPC region.
- Continue to pursue an operation-oriented approach to the congestion management process.

Activities:

Monitor congestion-related data and include congestion-related performance measures on the Annual Performance Dashboard.

Task Deliverables:

- New TIP project applications and periodic NWI 2050/TIP Amendment projects will be evaluated with CMP – No Scheduled Completion Date. After receiving project applications, the new TIP will be completed following each NOFA NIRPC issue.
- Staff will conduct ongoing maintenance to the CMP, including populating it with the latest available data – Scheduled Completion Date is December 31 each year.

Public Engagement Goal:

Consult

Corresponding NWI 2050 Initiative:

Plan for Regional Data and Analysis Framework

Corresponding NWI 2050 Strategies:

- Promote future development to occur where utilities and infrastructures, including transit, exist by establishing growth management strategies to ensure that population and employment growth occur in a sustainable and responsible manner.
- Concentrate new growth around infrastructure to allow the preservation of environmental assets.
- Work with local entities to develop local ordinances that require new trails and connections in new developments where feasible.
- Encourage municipalities to update land use regulations to include pedestrian connectivity between land uses.
- Update the Sensible Tools Handbook to provide resources to municipalities for better land use planning.
- Routinely conduct Planning Commission workshops on the Sensible Tools Handbook to continually reinforce best practices in land use planning.
- Create plans and programs to address the impact of the growth of e-commerce in NWI on travel behavior, logistic systems, and land use planning in partnership with regional and local agencies.
- Local entities with passenger rail stations should establish TOD zoning and policies to support growth around the South Shore and Westlake corridor station areas.
- Prioritize transit expansions to job centers.
- Improve regional connectivity by assisting in identifying key coordinated stops where transit operators can rendezvous to switch passengers from one service to another.
- Identify corridors for fixed route transit service and Bus Rapid Transit. Metrics such as population density, congestion, and concentrations of employment may be used in developing priority corridors.
- Improve pedestrian and bicycle access to high-density population areas, employment and retail centers, transit stations, parks, and schools.
- Prioritize non-motorized facilities that maximize connectivity across counties, municipal boundaries, and Main centers.
- NIRPC will continue pursuing regional corridor studies to identify improvements and help prioritize future funds.
- Identify and prioritize high-crash areas that could be improved quickly with cost-effective solutions.
- Improve the regional transportation network by pursuing funding opportunities to address bottlenecks in key regional corridors.
- Plan to improve campus areas and turn them into great places by creating and incentivizing local student-centered gatherings and nightlife offerings, a good mixture of modern cuisine, bars, bike paths, trails, parks, cultural offerings, and an outstanding public transit system.
- Improve the efficiency of transit and curb the costly growth of sprawl by increasing the overall density of urban areas.
- Improve resiliency and reduce congestion by sharing data and plans with local Emergency Planning Committees to help them with decision-making and improving evacuation plans.
- Support the Transit Development District (TDD) of the regional South Shore Corridor TOD areas to develop context-appropriate strategies for creating a network of transit-oriented places and sites that integrate different functions and activities within easy transit access.

- Reduce congestion by developing a regional railroad crossing improvement plan focusing on highway-rail grade separations.
- Continue working with local university partners on collecting and analyzing data.
- Share data on traffic volumes and other transportation attributes that NIRPC collects throughout the region.
- Improve transportation network reliability by compiling, analyzing, and mapping reliability data for roadways to prioritize projects for funding.
- Reduce congestion and increase transit efficiency by compiling, analyzing, and mapping roadway bottleneck data to prioritize projects for funding.
- Improve the transportation system's safety, efficiency, and regional interoperability by developing, maintaining, and communicating the Intelligent Transportation Systems Regional Architecture.
- Improve connectivity for all users by bringing communities to work together on projects affecting shared corridors.
- Encourage legislators and transportation agencies to explore standardizations in the roadway environment to best accommodate Connected and Automated Vehicles (CAVs).
- Establish policies to increase affordable and accessible housing near job centers and transit stations/stops.
- (PEA- Complete Streets) Continue to support transit and complete streets to ensure that all residents have access to schools, grocery stores, community centers, medical facilities, reliable transportation, and jobopportunities.
- Continue Air Quality Public Education, *It All Adds Up to Cleaner Air NWI*, emphasizing modal shift.
- Work with NWI Forum and local governments to meet local and regional needs by strategically investing in targeted transportation connectivity projects that support economic growth.
- Work with intermodal facilities and freight carriers to identify locations with high freight movement levels and plan strategies for alleviating freight-related congestion.

Corresponding NWI 2050 Performance Measures:

- All-purpose average trip time
- Work purpose average trip time
- Retail/Service purpose average trip time
- School purpose average trip time
- Medical care purpose average trip time
- Other purposes average trip time
- Percent of non-single occupancy vehicle travel in the Chicago, IL-IN urbanized area
- Percent of person miles traveled on the Interstate that is reliable
- Percent of person miles traveled on the non-Interstate NHS that is reliable
- Truck Travel Time Reliability Index (TTTRI)
- Peak hours of excessive delay per capita in the Chicago, IL-IN Urbanized Area

200.5 | Travel Demand Modeling

Task Status:

Ongoing and permanent

Task Lead:

Scott Weber

Task Contributors:

Spatial Analyst

Task Objective:

Update regional Travel Demand Model. The computationally rigorous travel demand model allows NIRPC to support planning and programming activities by identifying the need for and impact of plans and projects. The results of modeling help meet federal requirements of air quality conformity and assist NIRPC stakeholders in evaluating some localized travel impacts of projects.

Prior Task Accomplishments:

- Continue modeling support for various requests from INDOT, Local Public Agencies, transit operators, and other planning partners as needed.
- Analysis of results from 2018 Household Travel Survey data that will be used to calibrate, validate, and update the NIRPC Travel Demand Model.
- Fully Calibrated & Validated Base Year (2019) Travel Demand Model.

Task Description:

Elements:

Model validation, socio-economic forecasts, land-use assumptions, VMT estimates, air quality impacts, and customized reports for planning partners. Procure contractor support to update NIRPC Travel Demand Model with Household Travel Survey Data. Keep the updated model current and relevant.

Activities:

Calibration of NIRPC Travel Demand Model using the 2018 Household Travel Survey Data (updated trip generation from rates in the survey, updated trip distribution patterns, and updated mode choice). Memorandum of findings from the calibration and validation about whether a wholesale Travel Demand Model Update is warranted, and if so, an identification of funding for the update.

Task Deliverables:

- Future Year Travel Demand Model – Scheduled Completion Date is May 30, 2024.
- Annual report of how many and which modeling requests have been answered on the NIRPC website.

Public Engagement Goal:

Inform

Corresponding NWI 2050 Initiative:

Plan for Regional Data and Analysis Framework

Corresponding NWI 2050 Strategies:

- Forecast demand for future land development and logistics requirements to accommodate e-commerce future needs.
- NIRPC will continue pursuing regional corridor studies to identify improvements and help prioritize future funds.
- Improve the regional transportation network by pursuing funding opportunities to address bottlenecks in key regional corridors.
- Develop a method to prioritize transformative investments that cost over \$10 million in recognition that FHWA/FTA allocated funds are insufficient to program such projects.
- Reduce congestion and increase transit efficiency by compiling, analyzing, and mapping roadway bottleneck data to prioritize funding.
- Work with NWI Forum and local governments to meet local and regional needs by strategically investing in targeted transportation connectivity projects that support economic growth.
- Work with intermodal facilities and freight carriers to identify locations with high freight movement levels and plan strategies for alleviating freight-related congestion.

Corresponding NWI 2050 Performance Measures:

None from *NWI 2050* since they deal with actual data, not modeled data. However, regarding local technical assistance and public involvement, the number of modeling requests received and responded to can be used to measure performance.

200.6 | Air Quality Conformity

Task Status:

Ongoing and permanent

Task Lead:

Scott Weber

Task Contributors:

Kathy Luther, Jennifer Birchfield

Task Objective:

Meet the federal requirements for Air Quality Conformity as they apply to MPO planning and programming for an air quality non-attainment or maintenance area. The task will show that NIRPC fulfills these requirements by only planning and programming projects within motor vehicle emissions budgets and other required parameters.

Prior Task Accomplishments:

- Formal Air Quality Conformity Determination analysis reports for all planning and programming actions that the Interagency Consultation Group (ICG) on Air Quality finds necessary.
- Periodic discussion with ICG members about whether or not Plan/TIP amendments require a formal conformity determination, consultation, or no conformity action.
- Continue monitoring of the latest EPA designations for non-attainment or maintenance status.
- Continue monitoring of the latest USDOT requirements for conformity and training/resources that are offered.

Task Description:

Elements:

Participate with state and federal partners, specifically the Interagency Consultation Group (ICG), to evaluate the air quality impacts of transportation investments. Prepare documents for draft Air Quality Conformity determination analysis showing that regionally significant non-exempt planned and programmed projects, regardless of funding source, will demonstrate air quality conformity.

Communicate modeling results to partners and inform investment decisions.

Activities:

Ongoing discussion with ICG members about Plan/TIP amendments that may require official conformity actions. Preparation of Air Quality Conformity analysis reports for actions the ICG finds necessary. Ongoing monitoring of the latest EPA designations for non-attainment or maintenance status. Ongoing monitoring of the latest USDOT requirements for conformity and training/resources that are offered.

Task Deliverables:

- Periodic publication of Air Quality Conformity Determination Analysis – No Set Schedule Due Date.

- Report documents on the NIRPC website.

Public Engagement Goal:

Involve

Corresponding NWI 2050 Initiative:

Plan for Cleaner Air and Energy

Corresponding NWI 2050 Strategies:

- Help local governments to adopt model anti-idling ordinances and incentives.
- Encourage incorporating pollution prevention and environmental impact avoidance in regional and local land use, transportation, flood and stormwater management, and mitigation planning to enhance future environmental quality.
- Collect periodically IDEM Air Quality Monitoring Data.
- Promote knowledge and use of Clean Cities NWI Energy and Fuel Use and sources database.
- Promote public understanding and use of IDEM Regional air quality monitoring data.
- Integrate Drive Clean Indiana and U.S. Department of Energy fuel and emission data into NIRPC programs.
- Promote best practices to reduce transportation emissions.
- Create a regional awards program for "Air and Energy Friendly Employers" to promote air emission reduction through voluntary efforts.
- Seek funding for projects that reduce diesel emissions in NWI.
- Create a funding program for those financially impacted by vehicle emission testing.
- Support the continuation of the Vehicle Emission Testing Program.
- Support the continuation of CMAQ funding for diesel emission reduction projects.
- Promote shared alternative energy and fuel infrastructure agreements between communities.
- Develop a regional energy and fuel plan for NWI to increase regional energy sustainability.
- Continue Air Quality Public Education, *It All Adds Up to Cleaner Air NWI*, emphasizing modal shift.
- Promote statewide public-private partnership to implement alternative fuel infrastructure on Interstates to reduce diesel emissions through freight traffic.
- Assist regional transit providers in adopting clean energy fleet policies clean energy and fuel by 2030.
- Develop model ordinances on electric vehicles, alternative fuel infrastructure, and incentives to promote a diverse and sustainable regional energy economy.
- Help local governments understand how to engage with regional Drive Clean Indiana and FHWA Plans for alternative fuel corridors to support fuel and energy diversification.
- Promote local governments to incentivize best practices for sustainable energy/transportationfuel/EV infrastructure on brown and grey fields.
- Maintain existing alternative fuel and energy infrastructure planning efforts to increase future energy resilience.
- Support alternative energy and fuel-friendly state and federal legislation.
- Improve air quality and reduce dependence on fossil fuels by convening stakeholders to collaborate regionally, seek grants, and apply for funding for alternative fuel, electric

vehicle, and infrastructure projects.

Corresponding NWI 2050 Performance Measures:

- Number of annual ozone emission critical value exceedances
- Volatile Organic Compounds (VOC) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)
- Oxides of Nitrogen (NO_x) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)
- Carbon Monoxide (CO) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)
- Particulate Matter less than 10 microns in diameter (PM₁₀) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)
- Number of alternatively fueled/powered vehicles registered

300 | Short-Range Planning

Short-Range Planning				
Funding Source	FY 2022	FY 2023	FY 2024	TOTAL
Federal PL/5307	\$-	\$237,497	\$284,497	\$521,994
Federal STBG	\$-	\$-	\$42,504	\$42,504
Non-Federal	\$-	\$59,374	\$81,750	\$141,125
Total	\$-	\$296,871	\$408,751	\$705,623
TASKS:				
Transportation Improvement Program Development				
TIP Development + Management				
TIP Development Software License Renewal				
Environmental Red Flag Investigations				

300.1 | Transportation Improvement Program Development

Task Status:

Ongoing and permanent

Task Lead:

Charles Bradsky

Task Contributors:

Transit Planner, Vacant Grant/TIP Assistant, Kevin Polette

Task Objective:

Develop a Notice of Funding Availability (NOFA) to support the development of the Transportation Improvement Program (TIP), continuously learning and adapting from the previous NOFA and stakeholder feedback.

Prior Task Accomplishments:

- [2022 Notice of Funding Availability \(NOFA\)](#).
- The [2024-2028 TIP](#) was developed in alignment with [NWI 2050](#).
- Online/digital publication of the [2024-2028 TIP](#) in an interactive, searchable format.
- Positive working relationship with LPAs, transit operators, INDOT, FHWA & FTA.
- Technical assistance to transit operators and LPAs during the 2019 NOFA.
- Assisted INDOT with Statewide Transportation Improvement Program (STIP) development
- Solicited ongoing feedback on prior NOFAs, continually improving NIRPC's next NOFA.

Task Description:

Elements:

- Solicit feedback on the 2022 NOFA.
- Develop a set of improvements for the 2022-2028 TIP NOFA.
- Maintain a good working relationship with LPAs, transit operators, INDOT, FHWA, and FTA.

Activities:

- Maintain online/digital TIP.
- Solicit and implement feedback for NOFA development.
- Implement feedback on transformative investments.
- (PEA- Equity and Justice40 in Transportation Planning) Prioritize projects in environmental Justice areas as identified by the US Census.
- (PEA- Complete Streets) Prioritize Safe Streets & Roads for All and Vision Zero philosophies in developing NOFA.
- (PEA- Equity and Justice40) (Complete Streets) Pursue the use of Toll Road Credits for communities with greater than average EJ populations.
- (PEA- Planning and Environmental Linkages-PEL) Discuss with LPAs the benefits of planning and the usefulness of a PEL study in the planning process.

Task Deliverables:

- [Living online/digital TIP document](#) – Updated Continuously. No Scheduled Due Date.
- Living spreadsheet showing the status of TIP – Updated Continuously.
- [Annual List of Obligated Projects](#) for Federal and state officials, and a similar document developed for public use – Scheduled Due Date is January 31 every year.

Public Engagement Goal:

Consult with LPAs. Cooperate with INDOT and public transit operators.

Corresponding NWI 2050 Initiative:

Plan for Continually Improved Investment Prioritization

Corresponding NWI 2050 Strategies:

- Prioritize funding for transit-oriented development.
- Prioritize investment in roads, public transit, and other infrastructure to improve the market of the identified Tax Increment Finance zones, opportunity zones, and disinvested areas.
- Prioritize transit investments that better connect the Environmental Justice populations to job centers, medical facilities, recreation centers, shopping districts, and educational institutions.
- Prioritize transit investments that connect communities in environmental justice areas, people who are elderly, low-income, people with disabilities, and veterans.
- Purchase clean energy and fuel transit vehicles.
- Identify and prioritize high-crash areas that could be improved quickly with cost-effective solutions.
- Improve the regional transportation network by pursuing funding opportunities to address bottlenecks in key regional corridors.
- Improve the accessibility of regional pedestrian and transit infrastructure by allocating funding for implementing locally developed ADA transition plans and incorporating Universal Design standards, so all public infrastructure meets or exceeds ADA standards.
- Continue prioritizing transportation funding in older communities and livable centers to improve public infrastructure and redevelopment.
- Prioritize Safety in projects and assist LPA in receiving Highway Safety Improvement Program (HSIP) funding.
- Conduct Road Safety Audits (RSAs) for LPAs to find the right solution for roadways and intersections with large crashes.
- (PEA- Tackling the Climate Crisis) Prioritize purchasing clean energy and fuel for low or no-emission transit vehicles.
- (PEA- Tackling the Climate Crisis) Prioritize the purchase of low or no-emission vehicles for communities.

Corresponding NWI 2050 Performance Measures:

The nature of this task impacts all performance measures addressed by projects submitted into the TIP.

300.2 | TIP Development + Management

Task Status:

Ongoing and permanent

Task Lead:

Charles Bradsky

Task Contributors:

Transit Planner, Vacant Grant/TIP Assistant, and Kevin Polette

Task Objective:

Through periodic amendments and modifications, maintain a fiscally constrained five-year multi-modal investment program reflecting the vision and goals of [NWI 2050](#), implement the performance-based planning framework, adhere to air quality conformity rules, and utilize a robust and transparent public participation process.

Prior Task Accomplishments:

- Local Quarterly Tracking meetings/reports.
- As-needed TIP amendments & modifications.
- [Annual List of Obligated Projects \(ALOP\)](#).
- Continue to use stakeholder input to improve digital TIP functions and processes.
- Continue to work with INDOT to ensure compatibility between NIRPC's digital TIP and the StateTransportation Improvement Plan (STIP).

Task Description:

Elements:

- Coordinate transportation projects within the established committee structure.
- Maintain the 2024-2028 TIP by introducing amendments and administrative modifications to deliver a full portfolio of projects with the resources available to the NIRPC region.
- Maintain a fiscally constrained five-year spending plan of federal funds allocated to NWI
- Maintain a current Employee in Responsible Charge (ERC) list for each LPA.
- Organize and conduct quarterly tracking meetings to assess the viability of project letting; recommend amendments as needed.
- Employ project selection criteria, as applicable, to inform decision-makers on the merit of each proposed project.
- Maintain a good working relationship with LPAs, transit operators, INDOT, FHWA, and FTA.
- Publish a list of obligated projects, known as the Annual List of Obligated Projects (ALOP), within the allocated timeline from DOT and INDOT. Maintain e-TIP contract for development/improvements to R-TIP to enhance compatibility with the new system under development by INDOT.
- (PEA- TIP/STIP Development & Maintenance) Work with INDOT to develop a new software system (SaaS) for a web-based TIP and transition away from RTIP. The new system is being developed by INDOT and will allow changes to everyone's TIP to be

seamlessly incorporated into INDOT's new web-based STIP.

- (PEA- Tackling the Climate Crisis) Continue NIRPC's cooperative work with Drive Clean Indiana.

Task Deliverables:

- Local Quarterly Tracking meetings/reports – Scheduled Due Date every quarter.
- As-needed amendments and modifications – On-Going Activity. No Set Schedule Completion Date.
- Documentation of the number and percentage of projects let for construction per program year as originally published in the TIP. – On-Going Activity. No Set Schedule Completion Date.
- An improved, functional, serviceable e-TIP that NIRPC team members can use to perform various essential functions, and also shares and invites collaboration from the public. – On-Going Activity. No Set Schedule Completion Date

Public Engagement Goal:

- Prioritize Safety in projects and assist LPA in receiving Highway Safety Improvement Program (HSIP) funding.
- Conduct Road Safety Audits (RSAs) for LPAs to find the right solution for roadways and intersections with many crashes.

Corresponding NWI 2050 Initiative:

Plan for Continually Improved Investment Prioritization

Corresponding NWI 2050 Strategies:

- Prioritize funding for transit-oriented development.
- Prioritize investment in roads, public transit, and other infrastructure to improve the market of the identified Tax Increment Finance zones, opportunity zones, and disinvested areas.
- Prioritize transit investments that better connect the Environmental Justice populations to job centers, medical facilities, recreation centers, shopping districts, and educational institutions.
- Prioritize transit investments that connect communities in environmental justice areas, people who are elderly, low-income, people with disabilities, and veterans.
- Purchase clean energy and fuel transit vehicles.
- Identify and prioritize high-crash areas that could be improved quickly with cost-effective solutions
- Improve the regional transportation network by pursuing funding opportunities to address bottlenecks in key regional corridors.
- Improve the accessibility of regional pedestrian and transit infrastructure by allocating funding for implementing locally developed ADA transition plans and incorporating Universal Design standards, so all public infrastructure meets or exceeds ADA standards.
- Continue prioritizing transportation funding in older communities and livable centers to improve public infrastructure and redevelopment.

Corresponding NWI 2050 Performance Measures:

The nature of this task impacts all performance measures addressed by projects submitted into the TIP.

300.3 | Environmental Red Flag Investigations

Task Status:

Ongoing and permanent

Task Lead:

Kathy Luther

Task Contributors:

Charles Bradsky, Jennifer Birchfield, Candice Eklund

Task Objective:

To enhance the performance of the transportation system and projects while protecting and enhancing the natural environment.

Prior Task Accomplishments:

Conduct red flag investigations as needed.

Task Description:

Activities:

Early coordination with LPAs for local projects. NIRPC will send letters to LPAs informing them that a Red Flag Investigation will be needed following NOFA. This step can either be done by NIRPC or a consultant. The trigger will be a DES number assigned to a project. NIRPC will continue to review and complete Red Flag Investigations, as needed, in response to early coordination letters.

NIRPC will work with LPAs to encourage early investigation of environmental and natural resource considerations associated with projects in the TIP before permitting during the planning and scoping phases to minimize impacts and maximize the environmental benefits for mitigation efforts.

NIRPC staff work with Indiana Dunes National Park to identify a process for consultation regarding TIP-selected projects (**PEA: Federal Land Management Agency (FLMA) Coordination**).

Task Deliverables:

- Preliminary RFI review with LPAs as part of project scoping before NOFA submission.
- Project tracking spreadsheet.
- Early coordination letter reviews.
- Red Flag Investigations and comments as needed.
- RFI data is available through ArcGIS online service.

Public Engagement Goal:

Inform

Corresponding NWI 2050 Initiative:

Plan for Regional Data and Analysis Framework

Corresponding NWI 2050 Strategies:

- Update the historic register and the designated historic district map.

- Coordinate spatial data acquisition, sharing, and standardization to support environmental planning across a jurisdiction.

Corresponding NWI 2050 Performance Measures:

The nature of this task impacts all performance measures addressed by projects submitted to the TIP that has requested a red-flag investigation.

400 | Long-Range Planning

Long-Range Planning				
Funding Source	FY 2022	FY 2023	FY 2024	TOTAL
Federal PL/5307	\$-	\$398,862	\$333,862	\$732,724
Non-Federal	\$-	\$99,716	\$83,466	\$183,181
Total	\$-	\$498,578	\$417,328	\$915,906
<u>TASKS:</u>				
Metropolitan Transportation Plan Development				
NWI 2050 Implementation				
Regional Land Use Planning				
Surface Transportation Planning				
Environmental Linkages Planning				

400.1 | NWI 2050+ Next Steps

Task Status:

Ongoing and permanent

Task Lead: Director of Transportation

Task Contributors: Mitch Barloga, Charles Bradsky, Eman Ibrahim, Peter Kimball, Kevin Polette, Scott Weber, and other NIRPC Staff as needed

Task Objective:

To produce and publish the final report of the NWI 2050+ and establish an implementation process.

Prior Task Accomplishments

NWI 2050+ (will be adopted in May 2023)

Task Description:

Elements:

A multi-step process reflecting on the successes and work to be completed from *NWI 2050*, the updated plan will continue articulating regional vision and needs, identifying influences on our future, and anticipating impacts of different possible futures. In addition, the plan will also continue to refine the performance-based planning system created in *NWI 2050*, redefine defensible and clear evaluation criteria, revise strategies and investments to improve our region, and identify partners to help us move towards the future. Planning updates to *NWI 2050* will include robust public input, especially from Title VI and Environmental justice communities, and a continued commitment to data collection and analysis.

Task deliverables:

Publishing the final report in Adobe InDesign, identifying the next steps, and developing a list of transportation and planning projects. (All **PEAs** are applicable in this task)

Public Engagement Goal:

Cooperate and Collaborate

Corresponding NWI 2050 Initiative:

Plan for Transformative Investments

Corresponding NWI 2050 Strategies:

The nature of this task impacts all plan strategies addressed by all other tasks in this document.

Corresponding NWI 2050 Performance Measures:

The nature of this task impacts all performance measures addressed by all other tasks in this document.

Task Status:

Ongoing and permanent

Task Lead:

Eman Ibrahim

Task Contributors: Spatial Analyst, Scott Weber, Kevin Polette, Transit Planner, Kathy Luther, Mitch Barloga

Task Objective:

Study, research, plan, and implement the vision and strategies of [NWI 2050](#), the long-range plan for the MPO. This task focuses on making connections between transportation planning and programming, for both highway and transit, and other demonstrated needs in the region from NWI2050, chiefly tasks that assist in making impacts on the sixteen critical paths to achieve the four plan visions statements for NWI: Connected NWI, Renewed NWI, United NWI, and a Vibrant NWI.

Prior Task Accomplishments:

- Completed [E-Commerce in NWI report](#).
- Finalized TOD investment guidelines, project eligibility, evaluation criteria, and recommended funding allocations.
- Finalized TOD in NWI Program Funding report.
- Mapped potential TOD areas that include land uses, economic development, and land development within the potential area.
- Developed a public health and transportation “brochure” as a conversation starter of the topic.
- Completed the Sensible Tools Handbook Update and identified new tools.

Task Description:

Elements:

Transit-oriented Development (TOD):

- To bring vitality and livability to transit station areas and transit corridors. The activities of this task will support the implementation of NWI 2050 and its strategies and economic development of the Region. It supports linking transportation investments with land use decisions within the region.

Applicable **PEAs** in this task are:

- Equity and Justice40 in Transportation Planning
- Complete Streets
- Data in Transportation Planning

Sensible Tools Handbook+:

- Conduct Planning Commission workshops on the Sensible Tools Handbook in FY 2024.
- Develop a press release for the workshop.

Applicable **PEAs** in this task are:

- Tackling the Climate Crisis-Transition to a Clean Energy Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Planning and Environmental Linkages (PEL)

Implementation of E-Commerce in NWI project:

- Establish further plans, capacity building, and funding to optimize e-commerce opportunities within the region.
- Improve regional transportation network connectivity to mitigate congestion on major arterials and interstates.

Applicable **PEAs** in this task are:

- Data in Transportation Planning

Activities:

Transit-oriented Development (TOD):

- Coordinate TOD areas with the TDD areas published by the Regional Development Authority (RDA).
- Update the TOD Funding Program and the associated report as needed
- Review TOD NOFA applications
- Manage TOD plans/ implementation funded by NIRPC
- To be completed by June 30, 2024

Sensible Tools Handbook+ Workshops:

- Introduce and present the Handbook Update to the local government's planners and elected officials.
- Plan for a training workshop for planning commissioners and elected officials.
- Engage in outreach & communications for report and training opportunities.
- To be completed by June 30, 2024

Resiliency

- Planning transportation team members will support Economic Recovery & Resilience Plan project and consultants funded by the Economic Development Administration. This will ensure factors such as freight, e-commerce, transit, and information gleaned from the Transportation System Vulnerability assessment are incorporated.
- To be completed by June 30, 2024

Implementation of recommendations from 2020 E-Commerce in NWI project:

- Develop sub-area plans that address transportation improvements and accessibility.
- To be completed by June 30, 2024

Continue to identify a funding mechanism and strategies for the sub-area plans.

Task Deliverables:

- TOD:

- An updated TOD funding program approach.
- Coordinated Regional TOD with the Regional Development Authority (RDA), Northern Indiana Commuter Transit District (NICTD), and public bus agencies.
- To be completed by June 30, 2024
- Sensible Tools Handbook+:
 - Workshops for planning commissioners and elected officials
 - Presentations to various local government agencies
 - To be completed by June 30, 2024
- Resiliency Planning:
 - Transportation elements incorporated into the Regional Economic Development District Resiliency Plan
 - To be completed by June 30, 2024

Public Engagement Goal:

Collaborate, Inform

Corresponding NWI 2050 Initiative:

- Plan for Main Centers and Transit-Oriented Development
- Plan for Smart Land Uses and Quality of Place

Corresponding NWI 2050 Strategies:

- (PEA- Complete Streets) Improve pedestrian and bicycle access to high-density population areas, employment and retail centers, transit stations, parks, and schools.
- Prioritize funding for transit-oriented development.
- (PEA- Equity and Justice40 in Transportation Planning) Prioritize transit investments that better connect the Environmental Justice populations to job centers, medical facilities, recreation centers, shopping districts, and educational institutions.
- (PEA- Equity and Justice40 in Transportation Planning) Prioritize transit investments that connect communities in environmental justice areas, people who are elderly, low-income, people with disabilities, and veterans.
- (PEA- Equity and Justice40 in Transportation Planning) Improve the accessibility of regional pedestrian and transit infrastructure by allocating funding for implementing locally developed ADA transition plans and incorporating Universal Design standards, so all public infrastructure meets or exceeds ADA standards.
- Plan to improve campus areas and turn them into great places by creating and incentivizing local student-centered gatherings and nightlife offerings, a good mixture of modern cuisine, bars, bike paths, trails, parks, cultural offerings, and an outstanding public transit system.
- Improve the efficiency of transit and curb the costly growth of sprawl by increasing the overall density of urban areas.
- Provide technical assistance for TOD planning.
- Support the Transit Development District (TDD) of the regional South Shore Corridor TOD areas to develop context-appropriate strategies for creating a network of transit-oriented places and sites that integrate different functions and activities within easy transit access.
- (PEA- Complete Streets) Continue to support transit and complete streets to ensure that all residents have access to schools, grocery stores, community centers, medical facilities, reliable transportation, and job opportunities.

- Improve downtowns and Main Centers to anchor businesses and enhance the local economy.
- Prioritize investment in roads, public transit, and other infrastructure to improve the market of the identified opportunity zones and disinvested areas.
- Prioritize transit to include priority destinations of senior and veteran centers, vocational rehabilitation centers, retail, recreation, health-related locations, and other places transit riders prioritize as destinations.
- (PEA- Equity and Justice40 in Transportation Planning) Improve economic opportunity for prosperity, particularly for EJ residents & people with disabilities to ensure that NWI is a destination for business & diverse human capital.
- Improve accessibility to the transportation system for all users by expanding shared mobility awareness and opportunities regionally.
- (PEA- Equity and Justice40 in Transportation Planning) Improve customer experience by linking individuals that live in environmental justice communities to fresh food resources by developing partnerships between food distributors and transit operators to bring food access to transit facilities.
- (PEA- Equity and Justice40 in Transportation Planning) Increase transit use by prioritizing transit expansions that close the gap between environmental justice populations and fresh food resources to increase those populations' health and well-being.
- Continue conservation and urban forestry planning to help connect fragmented natural areas and increase resiliency and health outcomes.
- Encourage incorporating pollution prevention and environmental impact avoidance in regional and local land use, transportation, flood and stormwater management, and mitigation planning to enhance future environmental quality.
- Encourage communities to adopt tree protection ordinances to increase resiliency, health outcomes, and habitat connectivity in the urban environment.
- (PEA- Equity and Justice40 in Transportation Planning) Increase park space and green infrastructure to promote an inclusive and healthy environment, especially in Environmental Justice communities.
- Encourage communities to adopt tree protection ordinances to reduce exposure to urban air pollution and reduce urban stormwater pollution runoff.
- Create a long-term regional urban forestry plan and program to reduce human exposure to urban air pollution and stormwater pollution runoff.
- Continue CommuniTree Program to reduce exposure to urban air pollution and reduce urban stormwater runoff.
- (PEA- Tackling the Climate Crisis-Transition to a Clean Energy Resilient Future) Promote best practices to reduce transportation emissions.
- Seek funding for projects that reduce diesel emissions in NWI.
- Support the continuation of the Vehicle Emission Testing Program.
- Demonstrate the positive impact of transit and other transportation choices on economic development, workforce participation, public health, and personal/household income
- Encourage incorporating pollution prevention and environmental impact avoidance in regional and local land use, transportation, flood and stormwater management, and mitigation planning to enhance future environmental quality.
- Update Sensible Tools Kit to provide a resource to municipalities for better land use planning.
- (PEA- Public Involvement) Conduct Planning Commission workshops on the Sensible Tools Handbook to reinforce best land-use planning practices.
- (PEA- Public Involvement) Continue to offer workshops on the Sensible Tools Handbook to guide local government on best practices of sustainable growth and vibrant communities

and to understand how land use choices affect local revenues.

- Promote future development where utilities and infrastructures – including transit - exist by establishing growth management strategies to ensure that population and employment growth occurs sustainably and responsibly.
- Develop form-based code rezoning to allow higher densities and mixed-uses to create more livable communities and maintain more human-scale environments and spaces that create an inclusive, accessible, and pedestrian-focused community character.
- Help local governments adopt and keep up-to-date open space plans and public access standards to increase accessibility to open spaces and parks.
- Work with local entities to develop local ordinances that require new trails and connections in new developments where feasible.
- (PEA- Complete Streets) Encourage municipalities to update land use regulations to include pedestrian connectivity between land uses.
- Forecast demand for future land development and logistics requirements to accommodate e-commerce future needs.
- Create plans and programs to address the impact of the growth of e-commerce in NWI on travel behavior, logistic systems, and land use planning in partnership with regional and local agencies.
- To accommodate trending technologies, adapt local land use. For example, the impacts of online shopping decrease the need for commercial and retail land use but increase the demand for logistics centers.
- Explore new tax structures to address anticipated issues with the decrease in property tax revenue with the closure of brick-and-mortar retail from the growth in online shopping to continue to sustain local public services.
- Establish partnerships between educational institutions, e-commerce leaders, and workforce development to explore job training to meet the future skill demands that include IT expertise, call centers, distribution centers, warehouses, packaging, online web content writers, photographers, designers, telecommuting, home-based business, freight drivers, etc.
- Coordinate in advance with private sector development of e-commerce facilities that will heavily utilize the public infrastructure and seek information regarding their transportation needs to improve overall efficiency.
- Develop and expand warehouse floor space and distribution centers fore-commerce growth.
- Work with NWI Forum and local governments to meet local and regional needs by strategically investing in targeted transportation connectivity projects that support economic growth.
- Work with intermodal facilities and freight carriers to identify locations with high freight movement levels and plan strategies for alleviating freight-related congestion.
- Work with intermodal facilities and freight carriers to identify locations with high freight movement levels and plan strategies for alleviating freight-related congestion.
- Create a parcel-based map of current and potential business locations along major NWI corridors to help identify economic centers and prioritize future transportation improvements.

Corresponding NWI 2050 Performance Measures:

- Percent of population within a ¼-mile network distance to a trail or bicycle facility
- Number of people within fixed-route transit service areas (¼ mile for bus, ½ mile for commuter bus and commuter rail)
- Population in “Main Centers”

- Employment in “Main Centers”
- Average Walk Score in “Main Centers”
- Population in Environmental Justice areas within transit service areas
- Jobs within transit service areas of fixed-route transit
- Public Health and Transportation:
 - Medical care purpose average trip time
 - Number of annual ozone emission critical value exceedances
 - Volatile Organic Compounds (VOC) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)
 - Oxides of Nitrogen (NOx) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)
 - Carbon Monoxide (CO) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)
 - Particulate Matter less than 10 microns in diameter (PM10) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)
- Percent of Environmental Justice (EJ) area population within ¼-mile of a trail or multi-use path
- Population in Environmental Justice areas within transit service areas
- Jobs within transit service areas of fixed-route transit
- Life Expectancy
- Premature deaths per 100k
- Percent adults reporting physical inactivity
- Number of poor mental health days per month
- Number of alternatively fueled/powered vehicles registered
- Acres in managed lands-NWI residents, employees, and visitors should be able to access natural areas and green spaces that are maintained and protected from future development.
- Acres in core habitat (40 + acres)

400.3 | Regional Land Use Planning

Task Status:

Ongoing and permanent

Task Lead:

Eman Ibrahim

Task Contributors:

Spatial Analyst

Task Objective:

Support community-based transportation and land use projects that bring vitality to downtown areas, neighborhoods, transit station areas, commercial cores, and transit corridors. Identify studies and planning activities of development and redevelopment projects that achieve connected development patterns linking transportation, housing, jobs, and services and maximize the development potential of existing infrastructure and regional facilities.

Prior Task Accomplishments:

- Reviewed and updated NOFA planning projects and TDD plans; supported the implementation of *NWI 2050* projects and its strategies; recommendations and directions and reviewed by the Land Use Committee.
- Partially updated the inventory of comprehensive plans, zoning maps, land use, and other documents.
- A coordinated and updated regional land use and transportation GIS data
- Presentation, maps, and graphics for the Land Use Committee- Local governments' technical assistance.
- Post up-to-date regional land use-related website materials.

Task Description:

Elements:

Implement strategies that link transportation and land use planning and economic development considerations. Develop a framework that provides regional consistency on issues of common importance and functional compatibility while allowing individual entities to retain their individual and autonomous authority. Provide support to the Land Use Committee. Identify regionally significant transportation projects in local land use plans to include in the air quality travel-demand model. Participate in and contribute to local governments planning activities, including technical assistance as needed by designation of a Transit Development District (TDD) committee established by the Regional Development Authority (RDA).

Activities:

- Continue to staff and support the land use committee
- Continue to support linking transportation investments with land use decisions in NWI
- Update the regional existing and future land use maps as well as the zoning map
- Continue to provide local governments with technical assistance.
- Review and evaluate Corridor planning, regional land use plans, and TOD activities.

Task Deliverables:

- Four meetings of the land use committees. These will occur quarterly.
- Recommendations for the NOFA planning and construction projects. No scheduled completion date. This is an ongoing activity.
- Local government assistance activities. No scheduled completion date. This is an ongoing activity.

Public Engagement Goal:

Collaborate

Corresponding NWI 2050 Initiative:

Plan for Smart Land Uses and Quality of Place

Corresponding NWI 2050 Strategies:

- Promote future development where utilities and infrastructures – including transit - exist by establishing growth management strategies to ensure that population and employment growth occurs sustainably and responsibly.
- Develop form-based code rezoning to allow higher densities and mixed-uses to create more livable communities and maintain more human-scale environments and spaces that create an inclusive, accessible, and pedestrian-focused community character.
- Establish special zoning for historic districts and national and registered buildings.
- Work to adjust zoning regulations for non-retail and adaptive uses in closed big-box retail.
- Establish inclusionary housing policies to preserve the affordability of the Region’s housing stock before market conditions change (i.e., interest rates increase) and as the Region is revitalized.
- Concentrate new growth around infrastructure to allow preservation of environmental assets.
- Provide incentives to developers to include affordable, accessible, integrated, and inclusive housing as part of market-rate housing development.
- Incorporate policies and strategies in transportation funding to support main centers, revitalization areas, and emphasize infill.
- Plan to repurpose big box retail, large commercial areas, and other uses, as well as the large surface parking to turn into distribution centers, logistics hubs, and supply spaces where the supported infrastructure is available or become public spaces.
- Help local governments adopt and keep up-to-date open space plans and public access standards to increase accessibility to open space and parks.
- Promote the importance of natural area protection, connectivity, and accessibility with local governments and agencies to encourage local implementation.
- (PEA- Complete Streets) Encourage municipalities to update land use regulations to include pedestrian connectivity between land uses.
- Work with local entities to develop local ordinances that require new trails and connections in new developments where feasible.
- Provide incentives for downtown investment to increase the density of population and employment.
- Promote adaptive reuse of buildings in downtown and main centers for shared office space and infill to accommodate entrepreneurs, startups, and remote workers.

Corresponding NWI 2050 Performance Measures:

- Acres in managed lands – NWI residents, employees, and visitors should be able to access natural areas and green spaces that are maintained and protected from future development.
- Acres in core habitat (40 + acres).
- Percent of population within a ¼-mile network distance to a trail or bicycle facility
- Number of people within fixed-route transit service areas (¼ mile for bus, ½ mile for commuter bus and commuter rail).
- Population in “Main Centers”- Maximize growth in existing centers to enhance civic and economic life and to protect natural areas and farmland.
- Employment in “Main Centers.”

400.4 | Surface Transportation Planning

Task Status:

Ongoing and permanent

Task Lead:

Scott Weber

Task Contributors:

Spatial Analyst

Task Objective:

Study, research, plan, and implement the improvement of the surface transportation network within the region for roadway corridors, freight, Intelligent Transportation Systems, and safety and security.

Prior Task Accomplishments:

- Production of Surface Transportation Committee Meetings: overseeing planning and programming related to surface transportation, forming Rail Crossing Task Force, and forming a Freight and Congestion Working Group.
- NIRPC input related to the production of the INDOT Statewide Corridor Planning Study.
- Resolution 19-23, adopted by the NIRPC Executive Board, recommends the designation of Willowcreek Rd/Crisman Rd. as a Critical Urban Freight Corridor.
- Supported the Freight and Congestion Working Group Plan to designate the remainder of Indiana's 94 centerline miles as Critical Urban Freight Corridors.
- Continued work continues overseeing the Intelligent Transportation Systems Regional Architecture
- Continued work on NIRPC's safety planning activities, including adopting new annual safety performance measures.

Task Description:

Elements and activities:

- Corridor Planning
 - Convene stakeholders impacted by INDOT's Statewide Corridor Planning Study and its associated projects to educate Local Public Agencies and other stakeholders about opportunities to incorporate their expectations into the INDOT projects. The goal is to hold targeted meetings with all stakeholders impacted in FY 2021. Corridor-based strategies from *NWI 2050* and NIRPC's Regional Corridors Study will continue to be discussed at Surface Transportation Committee meetings.
- Freight Planning:
 - Participate in the Indiana MPO Council Committee on Designating Critical Urban and Rural Freight Corridors, which NIRPC Staff will chair. Track issues and trends in freight transportation and coordinate freight planning with local, regional, and state agencies. Implement *NWI 2050* freight-related strategies.
- Intelligent Transportation Systems:
 - Meet the federal requirements for Intelligent Transportation Systems (ITS) as they pertain to a Transportation Management Area (TMA) and fulfill the

requirements for a Regional ITS Architecture and the monitoring, updating, and implementing that Regional ITS Architecture. Keep the Regional ITS Architecture current. Educate ITS project sponsors about their requirements for a system engineering analysis.

- Safety and security planning:
 - Begin offering local technical assistance by conducting Road Safety Audits (RSAs). Make stakeholders aware that NIRPC offers RSAs at Quarterly Tracking meetings and the Surface Transportation Committee Meetings, convening a working group if necessary. Serve as a point of contact for regional safety information for internal and external partners. Assist with monitoring the safety performance measures to comply with the FAST Act.
 - Review STRAHNET system maps and recent Power Project Platform (PPP) studies. Coordinate with INDOT and personnel from the Department of Defense (DOD) to evaluate infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities- **(PEA: Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination)**.
- Research, data collection, and development related to Traffic Incident Management (TIM)
- Research, data collection, and development related to Local Road Safety Plans(LRSPs)
- Asset Management Planning:
 - Collect NIRPC municipalities' and counties' asset management plans and any asset management data they may have to support those plans. Establish a working group of asset management planning on how NIRPC can best combine Local Public Agencies' asset management planning efforts (or at least those willing to opt-in) to prepare Local Public Agencies better to more strategically apply for future Notice of Funding Availability (NOFA) and other funding opportunities in such a way as for them to be most successful and appropriately staggered.

Task Deliverables:

- Social media and newsletter blurbs about meetings with stakeholders impacted by INDOT's Statewide Corridor Planning Study and how their desires are incorporated into future project scopes.
- Designation of Critical Urban and Rural Freight Corridors in Indiana, including in the NIRPC region.
- Updated Regional ITS Architecture.
- Inclusion of how many Road Safety Audits NIRPC staff conducted on the Annual Performance Dashboard.
- Adoption of new Safety Performance Measure Targets.
- Formation of a working group for asset management planning.
- Inclusion of asset management data on the Annual Performance Dashboard.

No Scheduled Completion Dates. These are ongoing activities.

Public Engagement Goal:

Involve

Corresponding NWI 2050 Initiative:

Plan for Continually Improved Investment Prioritization

Corresponding NWI 2050 Strategies:

- NIRPC to continue pursuing regional corridor studies within the region to identify improvements and help prioritize future funds.
- Encourage legislators to look at asset management needs statewide and match those to future funding opportunities such as the Community Crossings Grant Program.
- Improve connectivity for all users by bringing communities to work together on projects affecting shared corridors.
- Work with intermodal facilities and freight carriers to identify locations with high levels of freight movement and to plan strategies for alleviating freight-related congestion.
- Improve access to freight funding by establishing and updating critical urban and rural freight corridors and utilizing National Freight Program funding for projects in NWI.
- Improve the regional transportation network by pursuing funding opportunities to address bottlenecks in key regional corridors.
- Reduce congestion by developing a regional railroad crossing improvement plan focusing on highway-rail grade separations.
- (PEA- Complete Streets) Improve safety through street design standards and traffic calming treatments to accommodate the movement of pedestrians, bicyclists, elderly people, and people with disabilities.
- Identify and prioritize high-crash areas that could be improved quickly with cost-effective solutions.
- Improve resiliency and reduce congestion by sharing data and plans with local Emergency Planning Committees to help them with decision-making and improving evacuation plans.
- Improve emergency response times and reduce congestion by convening a regional stakeholder group to plan signal preemption and signal coordination projects.

Corresponding NWI 2050 Performance Measures:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled
- Number of non-motorized serious injuries and fatalities
- Total number of reportable fatalities and rate per total vehicle revenue miles by mode
- Total number of reportable injuries and rate per total vehicle revenue miles by mode
- Total number of reportable events and rate per total vehicle revenue miles by mode
- Percent of Interstate pavements in good condition
- Percent of Interstate pavements in poor condition
- Percent of non-Interstate National Highway System (NHS) pavements in good condition
- Percent of non-Interstate National Highway System (NHS) pavements in poor condition
- Percent of National Highway System (NHS) bridge area in good condition
- Percent of National Highway System (NHS) bridge area in poor condition
- Truck Travel Time Reliability Index (TTTRI)

400.5 | Environmental Linkages Planning

Task Status:

Ongoing and permanent

Task Lead:

Kathy Luther

Task Contributors:

Jennifer Birchfield

Task Objective:

Identify areas in which transportation planning and the environment intersect in the region. Plan for enhancement and mitigation opportunities. Evaluate the resiliency of our transportation network as it relates to environmental and other disruptive influences. Facilitate transportation planning coordination with environmental and natural resource planning partners. Ensure that NIRPC's long-range transportation plans are consistent with environmental resource agency plans. General environmental mitigation planning and coordination with regulatory agencies will be included in this task. Identify transportation infrastructure vulnerability to climate change and extreme weather. (*PEA- Planning and Environmental Linkages (PEL)*)

Prior Task Accomplishments:

- Robust mapping and analysis of natural resources that underlay the region's transportation infrastructure.
- Discussions with resource agencies led to a realization that permitting and mitigation processes at the agencies are handled on a short-term project-specific basis.
- NIRPC's subsequent work to support LPA Red Flag Investigations continues to address this need.
- Contributions to NIRPC's Living Streets Policy.
- Coordinated with conservation partners to develop conservation action plans for priority sub-geographic in the region.
- Acquired and managed contractor support for Living Streets' green infrastructure design guidance.

Task Description:

Elements and activities:

- (*PEA- Planning and Environmental Linkages (PEL)*) Continue to coordinate between the intersections of the environment and transportation planning. This coordination includes a new study to understand the safety concerns between existing habitats and human and wildlife mortality.
- Linking Habitats + Reducing Wildlife Mortality
 - Form a working group of natural resource and transportation professionals.
 - Research on most vulnerable wildlife populations.
 - Identify habitat needs and pertinent life history information.

- Develop supporting GIS data collection and analysis.
 - Explore crowdsourcing as a means of gathering field data and involving the public.
 - Publication of a project report and story map
- Acquire contractor support for Living Streets' green infrastructure design guidance.
 - Acquire contractor support to utilize FHWA Vulnerability Assessment Guidance.

Task Deliverables:

- Coordinate planning with agencies and conservation partners on transportation-related environmental issues such as invasive species management, native landscaping and trees, and water quality and quantity management.
- Continue participating in agency and partner efforts to understand wildlife mortality and plan projects to reduce impacts.
- Encourage and assist local governments in inventorying, planning, maintaining, and expanding a robust tree canopy, particularly along streets.
- Publish Living Streets' green infrastructure design guidance as an interactive online tool on the NIRPC website.
- Procure contractor support to analyze the impacts of climate change on transportation infrastructure and plan for adaptation utilizing the FHWA Vulnerability Assessment and Adaptation Framework (target date June 30, 2023).
- Manage contractor in completing vulnerability assessment and adaptation plan.
- To be completed by June 30, 2024

Public Engagement Goal:

Involve

Corresponding NWI 2050 Initiative:

Plan for Regional Data and Analysis Framework

Corresponding NWI 2050 Strategies:

- Promote the importance of natural area protection, connectivity, and accessibility with local governments and agencies to encourage local implementation.
- Coordinate spatial data acquisition, sharing, and standardization to support environmental planning across the jurisdictions.
- Raise awareness of NIRPC planning activities to get more input through robust public outreach and engagement across the region.

Corresponding NWI 2050 Performance Measures:

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

400.6 | Planning for Climate Challenges (New Task- *PEA*)

Task Status:

New and permanent

Task Lead:

Kathy Luther

Task Contributors:

Jen Birchfield, Scott Weber, Eman Ibrahim, Transit Planner

Task Objectives:

Tackling the Climate Crisis-Transition to a Clean Energy Resilient Future (*PEA*).

- Achieve a 62% reduction in overall regional Greenhouse Gas Emissions from publicly controlled sources and activities by 2030
- Achieve net-zero emissions in overall regional Greenhouse Gas Emissions from publicly controlled sources and activities by 2050.
- Transition 75% of publicly owned fleets to low or no-emission fuels by 2050
- Work with Drive Clean Indiana, NIPSCO, and INDOT NEVI Plan to grow EV infrastructure and promote EV transition
- Identify risks to transportation infrastructure from climate change
- Identify adaptation targets and requirements for NIRPC-funded local transportation projects.
- Natural Areas and Urban Forests are maintained and expanded to remove and store carbon from the air and protect from climate impacts.

Prior Task Accomplishments:

- Completed regional GHG Inventory in 2021 as part of the Indiana Environmental Resilience Institute Program.
- Currently engaged in the creation of a regional Climate Action Plan Framework

Task Description

Elements:

- Maintain and Update Regional Greenhouse Gas Emissions Inventory.
- Monitor and analyze performance, emission change, and carbon sequestration over time.
- Provide technical support to local governments toward developing and implementing local Climate Action Plans.
- Monitor and analyze the implementation of best practices in emission reduction, emission mitigation, risk reduction, and resilience adaptation.
- Provide technical support and assist local governments in pursuing Climate Action Plans

Resiliency

- Evaluate the resiliency of our transportation network as it relates to environmental and other disruptive influences.

- 2023 Procure Consultant for Transportation Infrastructure Vulnerability Assistance
- 2024 Manage Vulnerability Assessment
- NIRPC will work with LPAs and conservation partners to encourage using vegetative tree buffers to reduce health risks from roadside emissions and increasing hot weather events.
- To be completed by June 30, 2024

Corresponding NWI 2050 Initiative:

- Economic Recovery & Resilience Plan
- Plan for asset vulnerability and climate change

Corresponding NWI 2050 Strategies:

- Help local governments to adopt model anti-idling ordinances and incentives.
- Encourage incorporating pollution prevention and environmental impact avoidance in regional and local land use, transportation, flood and stormwater management, and mitigation planning to enhance future environmental quality.
- Promote knowledge and use of Clean Cities NWI Energy and Fuel Use and sources database
- Promote best practices to reduce transportation emissions.
- Seek funding for projects that reduce diesel emissions in NWI
- Support the continuation of CMAQ funding for diesel emission reduction projects.
- Promote shared alternative energy and fuel infrastructure agreements between communities.
- Develop a regional energy and fuel plan for NWI to increase regional energy sustainability.
- Continue Air Quality Public Education, It All Adds Up to Cleaner Air NWI, emphasizing modal shift.
- Promote statewide public-private partnership to implement alternative fuel infrastructure on Interstates to reduce diesel emissions through freight traffic.
- Assist regional transit providers in adopting clean energy fleet policies clean energy and fuel by 2030.
- Develop model ordinances on electric vehicles, alternative fuel infrastructure, and incentives to promote a diverse and sustainable regional energy economy.
- Help local governments understand how to engage with regional Drive Clean Indiana and FHWA Plans for alternative fuel corridors to support fuel and energy diversification.
- Promote local governments to incentivize best practices for sustainable energy/transportation fuel/EV infrastructure on brown and grey fields.
- Maintain existing alternative fuel and energy infrastructure planning efforts to increase future energy resilience.
- Support alternative energy and fuel-friendly state and federal legislation.
- Improve air quality and reduce dependence on fossil fuels by convening stakeholders to regionally collaborate on, seek grants, and apply for funding for alternative fuel, electric vehicle, and infrastructure projects.

500 | Multi-modal Planning

Multi-Modal Planning				
Funding Source	FY 2022	FY 2023	FY 2024	TOTAL
Federal PL/5307	\$ -	\$ 228,330	\$ 406,330	\$ 634,660
Non-Federal	\$ -	\$ 57,083	\$ 101,583	\$ 158,665
Total	\$ -	\$ 285,413	\$ 507,913	\$ 793,325
<p>TASKS:</p> <p>Active Transportation Planning</p> <p>Transit Planning</p> <p>Non-Profit Transportation Feasibility Study – <i>to be completed by a consultant</i></p>				

500.1 | Active Transportation Planning

Task Status:

Ongoing and permanent

Task Lead:

Mitch Barloga

Task Contributors:

Spatial Analyst and Kevin Polette

Task Objective:

- Active Transportation Technical Assistance:
 - Assist municipalities and advocates with active transportation projects and policy development.
- Active Transportation Data Collection and Analysis
 - Collect baseline active transportation data for performance measures and to aid with municipal planning and policy development.
- Active Transportation Public Engagement:
 - Public promotion and outreach for active transportation projects and policies

Prior Task Accomplishments:

- Active Transportation Technical Assistance:
 - Ongoing dialogue with municipal and advocate representatives, including updates at Ped, Pedal, and Paddle Committee meetings.
- Active Transportation Data Collection
 - Maintenance of trail counters and reporting of counts.
 - Updated bicycle data layer in GIS.
- Active Transportation Public Engagement:
 - Active Transportation-related updates on social media and public presentations.
- Awarded a Raise Grant for the Marquette Greenway.

Task Description:

Elements:

This ongoing task is related to the continuing effort to improve the walkable and bikeable modal functions of Northwestern Indiana. Through technical assistance, data collection and analysis, and public engagement, this task aims to make the region safer for walking and biking.

Activities:

Activities for this task include ongoing direct collaboration with LPAs regarding funding, strategy, design, and implementation of active transportation projects and policies.

Task Deliverables:

- Active Transportation Technical Assistance:

- Continued collaboration with regional stakeholders, including municipalities, advocates, non-profits, and other partners, including Title VI, EJ, and ADA-protected communities.
- Maintain trail counters and reporting of counts.
- Maps highlighting future routes.
- Workshops, seminars, and webinars on important topics.
- Ongoing reports to INDOT regarding NIRPC, LPA, and transit operator recommendations on the proposed project scope.
- Create bicycle tourism strategies/plans that are tailored to specific stakeholders.
- Active Transportation Data Collection and Analysis:
 - Establishment of performance measure baselines for non-motorized transportation policy and projects as identified in the [G+B 2020 Plan](#) and [NWI 2050](#).
 - Updating and printing of 2024 Greenways+Blueways Map. Staff to engage the public ahead of final printing. Map to supplement online app.
- Mapping bicycle and pedestrian crash data in NWI
 - Elevated trail feasibility study: examine potential multi-use trail conversions of abandoned rail corridors that tie into regional systems. Conduct public outreach with LPAs on neighborhood feedback regarding the project. Produce a planning document outlining strategies to develop trail and neighborhood revitalization policies. Proceed with implementation if a project is viable.
 - Walk access study: Planners will use GIS to prioritize the development of a sidewalk inventory. Interns will use web-based tools like Google Maps to assess access to key connectivity areas.
 - Promote Vision Zero policies for improved pedestrian safety: Set specific regional traffic safety goals and measure and report progress. Measure causes of serious crashes and focus on equitable investments. Share safety resources with all regional jurisdictions. Recommend countermeasures and speed management strategies and offer training for local staff.
- Active Transportation Public Engagement:
 - Regular social media posts; podcasts; NIRPC public presentations; online educational materials. Acquire placards to help communities mark the United States Bicycle Trail routes.
- (PEA- Federal Land Management Agency Coordination) NIRPC staff currently engages with the staff of the Indiana Dunes National Park on a weekly basis on the development of the 60-mile Marquette Greenway.
- No scheduled completion date. This is an ongoing activity.

Public Engagement Goal:

Collaborate

Corresponding NWI 2050 Initiative:

(PEA- Complete Streets) Plan for Complete Streets and Active Transportation

Corresponding NWI 2050 Strategies:

- (PEA- Complete Streets) Improve pedestrian and bicycle access to high-density

population areas, employment and retail centers, transit stations, parks, and schools.

- Establish a process to link shorter and local trails to the regional trail network through local planning efforts.
- (PEA- Complete Streets) Prioritize non-motorized facilities that maximize connectivity across counties, municipal boundaries, and Main centers.
- Collaborate with entities and local landowners on high-priority new trail corridor opportunities.
- Incorporate, when feasible, Universal Designs standards for non-motorized access that comply with ADA standards.
- (PEA- Complete Streets) Work with local entities to develop a sidewalk maintenance plan. The plan will include inventories of facilities needing repair or missing segments of the sidewalk, curb cuts/ramps, and functional auditory signaling.
- Promote placemaking themes and create a unique identity along trail corridors and at significant bus and rail transit stops to attract a wide range of users by using public art and providing amenities.
- (PEA- Complete Streets) Make pedestrian and biking areas safe and more desirable for users by providing amenities like lighting benches, drinking fountains, restrooms, etc.
- Continue to support the progressive maintenance/asset management plan policy per all newly funded federal-aid trail projects.
- (PEA- Complete Streets) Prioritize bicycle and pedestrian safety and comfort by reviewing and adjusting traffic speeds.
- Promote a region-wide bicycle tourism market by adopting "Trail Towns" and similar designations. www.trailtowns.org
- (PEA- Complete Streets) Implement the Complete Streets Policy through programming and project scoping assistance. Assist municipalities and counties in adopting Complete Streets Policies/Ordinances.

Corresponding NWI 2050 Performance Measures:

- All-purpose average trip time
- Work-purpose average trip time
- School-purpose average trip time
- Percent of the population within a ¼-mile network distance to a trail or bicycle facility
- Percent of the population within a ¼-mile network distance to a trail or bicycle facility crossing municipal/county jurisdictions
- Number of non-motorized serious injuries and fatalities
- Total number of reportable injuries and rate per total vehicle revenue miles by mode
- Average walk score in "main centers."
- Percent of environmental justice (EJ) area population within ¼-mile of a trail or multi-use path
- Percent adults reporting physical inactivity

500.2 | Transit Planning

Task Status:

Ongoing and permanent

Task Lead:

Transit Planner and Charles Bradsky

Task Contributors:

Talaya Jones, Lisa Todd, Spatial Analyst, Eman Ibrahim, and Kevin Polette

Task Objective:

Plan and coordinate regional transit, provide a forum for transit investment decisions, assist transit operators with technical assistance, and oversee administrative processes to guarantee an ongoing commitment to funding transit.

Prior Task Accomplishments:

- 2018 Coordinated Transit Plan (Coordinated Public Transit Human Services Transportation Plan)
- 2018 Transit Asset Management Plan (TAMP)
- Application of Annual Transit Grants
- Drafting of Annual Split Letters
- Drafting of quarterly meeting materials and minutes for the Transit Operators Roundtable
- NTD Reporter Analysis
- New programmatic approach for transit and project evaluation criteria linked to CHSPTP(Coordinated Public Transit Human Services Transportation Plan)- **PEA: Equity and Justice40 in transportation Planning**
- NWI 2050
- 2022 – 2026 Transportation Improvement Program

Task Description:

Element and activities:

Execute the processes FTA requires to secure funding for transit investments in NWI. Participate in the annual apportionment split with Chicago urbanized area transit providers, principally the Regional Transit Authority (RTA).

- Facilitate funding processes/decisions in an open, participatory manner.
- Ensure timely and accurate completion of federal transit grants. Continue the implementation of regional transit planning initiatives.
- Encourage local investment into existing transit services.
- Provide technical assistance to transit operators as needed and in technical areas identified in the previously completed Coordinated Transit Plan.

Task Deliverables:

- Annual Split letters for FTA Funding – These will be completed after splitting funds with the Northeastern Illinois Regional Transit Authority (RTA)—no set completion Schedule.
- 2024 TAMP Update – These will be completed as required by federal law.
- Technical Assistance / Enhanced Data products:
 - South Shore wait time analysis
 - Bus stop coordination analysis
 - Enhanced route analysis
 - Recommendations on bus stop additions/removal
 - Bus route/stop ridership tracking
 - Identification of Micro-transit implementation strategies
 - Identification of possible Bus Rapid Transit (BRT) corridors
 - Ongoing 5310 program / Mobility Management strategy/partnership development
 - General Transit Feed Specification (GTFS) Implementation
 - Identification of coordinated demand response pick-up and drop-off locations
 - Strategies leading to the development of consolidated dispatch between demand-response operators
- Non-Profit Transportation Feasibility Study: a study of the feasibility of coordinating the transportation services of nonprofit agencies in Lake and Porter Counties, potentially under a new transportation organization. *To be completed by a consultant.*

Public Engagement Goal:

Involve - A description of the Involve public participation level from the NIRPC Public Participation Plan Engage NWI is provided on page 15.

Corresponding NWI 2050 Initiative:

Plan for Regional Transit

Corresponding NWI 2050 Strategies:

- Improve regional connectivity by assisting in identifying key coordinated stops where transit operators can rendezvous to switch passengers from one service to another.
- Prioritize transit to include priority destinations of senior and veteran centers, vocational rehabilitation centers, retail, recreation, health-related locations, and other places transit riders prioritize as destinations.
- Increase funding and prioritization of service expansions by partnering with human service agencies, medical centers, businesses, and other major destinations to secure more local funding for expanding or enhancing local services or incorporating universal fare programs.
- Increase funding for the transit network by partnering with educational institutions served by transit to offer universal access passes and potentially replace schools' private transportation services. The fee for universal access paid by schools for their students, faculty, and staff to use transit with universal access passes allows mutual benefits for transit providers to earn more local match and the new riders with broader use of a larger transit network.

- Increase efficiency by partnering transit operators with each other to share facilities and maintenance responsibilities. Shared services and savings can be transformed into service improvements.
- Identify corridors for fixed route transit service and Bus Rapid Transit. Metrics such as population density, congestion, and employment concentrations may be used in developing priority corridors.
- Analyze to determine the number of workers that cannot reach shift jobs with transit due to limited span of service.
- Attract more transit users by publicizing General Transit Specification Feed data to invite app developers to instantly communicate transit information, inaccessible and bilingual formats, to riders to better plan travel.
- (PEA- Tackling the Climate Crisis) Prioritize the purchase low or no emission transit vehicles.
- (PEA- Equity and Justice⁴⁰) Prioritize a regional transit system, allowing all transit riders more flexibility in destinations and service times.

Corresponding NWI 2050 Performance Measures:

- All-purpose average trip time by transit
- Work purpose average trip time by transit
- Retail/Service purpose average trip time by transit
- Medical Care purpose average trip time by transit
- Other-purpose average trip time by transit
- Number of major destinations directly served by transit
- Number of people within transit service areas
- Number of people within transit service areas for service that crosses a municipal or county boundary
- Number of people aged 65 and older not residing in transit service areas
- Number of people with disabilities not residing in transit service areas

600A | Special Planning Activities

Special Planning Activities				
Funding Source	FY 2022	FY 2023	FY 2024	TOTAL
Federal PL/5307	\$ -	\$ 23,212	27,174*	\$293,386
Non-Federal	\$ -	\$ 5,803	\$ 67,544	\$73,347
Total	\$ -	\$ 29,015	\$ 337,718	\$366,733
TASKS:				
E-Commerce Area Plans – <i>To be completed by a consultant.</i>				
Complete Streets – <i>To be completed by a consultant.</i>				
LPA Planning Assistance - <i>To be completed by a consultant.</i>				

*\$39,746 of PL designated as 2.5% set aside for Complete Streets planning

600A.1 | Complete Streets (PEA)

Task Status:

Complete Streets task is a continuing initiative to assist LPAs with planning on key corridors within their municipal boundaries.

Task Lead:

Mitch Barloga

Task Contributors:

Eman Ibrahim, Spatial Analyst, Scott Weber, Consultant

Task Objective:

To provide professional planning assistance to LPAs in NWI to develop Complete Streets plans for key corridors within their municipal boundaries. Key corridors are identified as walkable corridors and have mixed land uses along the street or in the surrounding district or neighborhood. Some corridors may have experienced significant decline and decay and are positioned well for redevelopment or revitalization activities. (PEA- Complete Streets)

Complete Streets are streets for everyone. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them, including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities. Each mode of transportation is given appropriate space to operate safely. No mode of transportation is ignored.

This task meets the provisions of IJA/BIL § 11206 which requires that 2.5% of PL funding be expended for Complete Streets planning.

Prior Task Accomplishments:

- Provided Complete Streets Technical Assistance.
- Secured a Raise Grant for the Marquette Greenway.
- Old Plank Road Trail Study concurrently with the Illinois study

Task Description:

The Gary *ELevated Trail* represents a complete reimagining of Mid-Town Gary. The proposal's core involves re-routing the Marquette Greenway to take advantage of an abandoned elevated rail line running through the city's heart. The neighborhoods where the trail will run through represent the most economically depressed in the Northwest Indiana Region. The corridor has many vacant properties in various states of decay. The population is minority-based and low-income, with few opportunities to safely access other parts of the city by walking or bicycling, including access to public gathering areas and nature.

The siting of the Marquette Greenway through Mid-town Gary represents a tremendous opportunity to transform this depressed and disinvested area of the city into a renewed, safe, and vibrant community offering both existing and new residents a bounty of places to shop, work and play safe access. Key to the success of this plan involves directly integrating those living in these neighborhoods and having them be the champions for the proposal.

Task Deliverables:

- Gary Elevated Trail Study
- Identified a list of key corridors
- Completed Plans for Complete Street Corridors. These plans will be completed within 24 months of hiring a consultant.
- *A portion of these deliverables will be funded by the mandatory 2.5% of PL funding set aside for Complete Streets planning.*

Public Engagement Goal:

Collaborate

Corresponding NWI 2050 Initiative:

Plan for Complete Streets and Active Transportation

Corresponding NWI 2050 Strategies:

- Improve pedestrian and bicycle access to high-density population areas, employment and retail centers, transit stations, parks, and schools.
- Establish a process to link shorter and local trails to the regional trail network through local planning efforts.
- Prioritize non-motorized facilities that maximize connectivity across counties, municipal boundaries, and Main centers.
- Collaborate with entities and local landowners on high-priority new trail corridor opportunities.

Corresponding NWI 2050 Performance Measures:

- Percent of Population within a ¼-mile Network Distance to a Trail or Bicycle Facility
- Percent of Population within a ¼-mile Network Distance to a Trail or Bicycle Facility Crossing Municipal/County Jurisdictions

600A.2 | Local E-Commerce Sub Area Plans

Task Status:

New Pilot Project

Task Lead:

Eman Ibrahim

Task Contributors:

Scott Weber, Spatial Analyst, Consultant

Task Objective:

To support four LPA sub-area plans focused on implementing recommendations of the recently completed E-Commerce study. Freight Logistics and Distribution Center Development is anticipated to occur rapidly in NWI. These plans will position our local partners well by identifying the real estate market potential for this type of development and the needed transportation improvements to support this type of development in these areas.

Prior Task Accomplishments:

- City of Gary Subarea E-Commerce Plan
- 2017 I-65/U.S. 30 Safety Plan

Task Description:

NIRPC will procure a consultant with the support and partnership of four LPAs to develop an E-commerce Sub-Area Plan.

Task Deliverables:

- E-Commerce Area Plans – Scheduled Completion Date June 30, 2024

Public Engagement Goal:

Collaborate

Corresponding NWI 2050 Initiative:

Plan for smart land uses and quality of place

Plan for an E-commerce landscape

Corresponding NWI 2050 Strategies:

- Promote future development where utilities and infrastructures exist by establishing growth management strategies to ensure that population and employment growth occurs sustainably and responsibly.
- Forecast demand for future land development and the requirements of logistics used to accommodate e-commerce future needs.
- Develop and expand warehouses floor space and distribution centers as they

correlate toeconomic growth.

- Plan to repurpose big box retail, large commercial areas, and other uses, as well as the large surface parking to turn into distribution centers, logistics hubs, and supply spaces where the supported infrastructure is available or become public spaces.
- Support goal 2.2 of the NWIF Ignite the Region Plan in mapping current and future commercial land types to support a new business startup.
- Conduct plans/ programs to address the impacts of growing e-commerce in Northwest Indiana on travel behavior, logistic systems, and land use planning in partnership with regional and local agencies.
- Coordinate with private sector development of E-commerce facilities that will heavily utilize the public infrastructure and seek information regarding their transportation needs to improve overall efficiency.

Corresponding NWI 2050 Performance Measures:

- All-purpose average trip time
- Work purpose average trip time
- Retail/Service purpose average trip time by car

600B| Congestion Mitigation and Air Quality

CMAQ Public Education					
Funding Source	FY 2022	FY 2023	FY 2024		TOTAL
Federal CMAQ	\$ 26,138	\$ 204,370	\$ 360,000		\$ 590,508
Non-Federal	\$ 6,535	\$ 51,092	\$ 90,000	\$ -	\$ 147,627
Total	\$ 32,673	\$ 255,462	\$ 450,000	\$ -	\$ 738,135
TASKS:					
Air Quality Public Education					

600B.1 | Air Quality Public Education

Task Status:

Ongoing and permanent

Task Lead:

Kathy Luther & Jennifer Birchfield

Sub-Grantee:

Drive Clean Indiana, 501(c)(3)

Task Objective:

This multi-year air quality public education program continues to target two primary audiences for air quality education. First, media purchases and materials are developed to promote a highly visible, ongoing effort to educate the residents of Lake, Porter, and LaPorte counties concerning their personal transportation choices and the relationship of those choices to air quality, health, and quality of life in the Region. Second, diesel fleet operators are provided education, outreach, and technical support to reduce emissions through vehicle replacement, upgrade, repowers, retrofits, idle management, maintenance, and driver training. Partner organization Drive Clean Indian will receive a sub-grant from NIRPC to perform most of these tasks. NIRPC will retain procurement and purchasing of promotional materials and event costs for Partners for CleanAir. NIRPC will also complete all tasks described except for the following: NIRPC will continue to procure lunch totes, lanyards, and event sponsorships for NWI Partners for Clean Air and continue to promote active transportation as an emission-friendly alternative to driving through our continuously updated Greenways and Blueways Bike Maps and new phone application. NIRPC will provide oversight of the Drive Clean Indiana sub-grant with MPO Planning Administration funds.

The program will continue to work with public officials, public and private diesel fleet owners and operators, private sector decision-makers, universities, educators, students, the media, and the general public on the air quality issues in the Region. In addition to educating for driving behavior changes, the program will promote environmental stewardship, foster intergenerational leadership and improve air quality and community health by encouraging the use of public transit and active transportation. The public education campaign is necessary to obtain public support, consensus, and participation to achieve and maintain national air quality standards as designated in the Clean Air Act.

Prior Task Accomplishments:

- Education materials in print, radio, digital, and other multi-media formats.
- Programming efforts include: gas can exchange, car-pooling, anti-idling, and a modal shift to active and public transportation.
- Public and private diesel fleet conversions to green energy.

Task Description:

Media, Marketing, and Website - Drive Clean Indiana

One major change to the program will be returning to the *It All Adds Up to Cleaner Air NWI* messaging used in the past. The new *It All Adds Up to Cleaner Air NWI* program will focus its

education and outreach effort on the 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. In addition, a new website will be created to reflect this new brand and message.

Active Transportation Adds up to Cleaner Air NWI -NIRPC

NIRPC will continue to update, reprint, and promote active transportation as a healthy alternative to emission-generating vehicles through our popular Greenways and Blueways Map and new complimentary mobile application. This effort includes a biannual map update, reprint, and minor maintenance in the intervening years.

NWI Green Fleets, Ports, Hospitals, and Schools - Drive Clean Indiana (PEA)

Drive Clean Indiana will continue to provide hands-on technical support, fleet inventories, training workshops, funding recommendations, and education to public and private fleet operators throughout NWI to help them find ways to reduce fuel use, emissions, and VMT through technology, vehicle replacements, and repowers, alternative fuels, idle reduction, and more. Increased emphasis on hospitals to reduce exposure of vulnerable populations to ambulance idling emissions will be new this year.

NWI Partners for Clean Air –Drive Clean Indiana (DCI) and NIRPC

DCI will provide hands-on participation and marketing support, handling Partners for Clean Air social media and assisting with event planning. NIRPC will continue to purchase promotional items and sponsor events for this collaboration of business, industry, and public sector agencies striving to increase volunteer emission-reducing actions on Air Quality Action Days.

Task Deliverables:

- Increased knowledge and perception of air quality among Northwest Indiana residents, leaders, decision-makers, and businesses.
- 75,000 Updated Bike maps printed and distributed.
- 50 diesel fleet emissions and vehicle inventories.
- Annual report of reduced emissions from participating fleet vehicles in the region.
- 2,000 Partners for Clean Air lunch totes promoting clean air messaging.
- Purchase promotional tire gauges, oil funnels, or other vehicle-related items for event distribution.
- New It All Adds Up to Cleaner Air NWI Website.
- 4 Targeted Audience Workshops.
- Presence at a minimum of 10 regional events.
- Increased social media metrics for *It All Adds Up to Cleaner Air NWI* and Partners for Clean Air.

No scheduled completion date. This is an ongoing activity.

700 | Federal Transit Administration 5307 Funds

FTA Sub-Recipient Oversight					
Funding Source	FY 2022	FY 2023	FY 2024		TOTAL
Federal PL/5307	\$ 258,457	\$ 258,457	\$ -	\$ 257,458	\$ 774,372
Non-Federal	\$ 64,614	\$ 64,614	\$ -	\$ 64,365	\$ 193,593
Total	\$ 323,071	\$ 323,071	\$ -	\$ 321,823	\$ 967,965
TASKS:					
Sub-grantee Oversight					

700.1 | Sub-grantee Oversight

Task Status:

Ongoing and permanent

Task Lead:

Talaya Jones

Task Contributors:

Candi Eklund, Lisa Todd, and TIP Assistant

Task Objective:

Carry out administrative responsibilities associated with Federal Transit Administration (FTA) grants, including monitoring and oversight of FTA-assisted transit services and procurement of FTA-funded capital equipment. NIRPC currently conveys Federal Transit Administration (FTA) Section 5307 financial and capital assistance to the following seven (7) sub-grantees: East Chicago Transit, North Township, Opportunity Enterprises, Porter County Community Services, Southlake County Community Services, City of Valparaiso, and City of LaPorte.

Prior Task Accomplishments:

Oversight of and procurement for the seven sub-grantees in the region.

Task Description:

Elements and activities:

Oversee requests and manages federal drawdowns using FTA's Electronic Clearinghouse Operation (ECHO) System. Oversee preparation and processing of payments to vendors and sub-grantees and maintains grant-related records. Analyze federal and state regulations to identify compliance requirements. Develop and communicate plans, goals, strategies, and recommendations pertaining to external compliance requirements. Serve as a compliance manager for all 5307 sub-grantee functions, excluding financial management. Perform specific duties and responsibilities related to transit vehicles, services, and equipment procurement. Develop and communicate recommendations pertaining to procurement. Identify information needs and refers sub-grantees and other parties to appropriate authorities and sources of information.

Task Deliverables:

Successful oversight and procurement activities according to FTA regulations so that each Triennial Review results in no findings or corrective actions in the areas in which NIRPC is reviewed.

Public Engagement Goal:

Not applicable

Corresponding NWI 2050 Initiative:

Plan for Regional Transit

Corresponding NWI 2050 Strategies:

This planning task allows for the potential implementation of all 2050 Plan Strategies related to Regional Transit.

Corresponding NWI 2050 Performance Measures:

- Number of vehicles submitted for replacement more than one year from the end of their useful life
- Number of revenue vehicles in operation that has met or exceeded the end of their useful life
- Number of revenue vehicles exceeding their useful life not pending replacement in a grant
- Number of non-revenue vehicles in operation that have met or exceeded the end of their useful life
- Annual cost of total vehicle replacements
- Number of vehicles submitted for a replacement that has 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 state cooperative agreement.

900.1 | General management of NIRPC, office + staff

Task Status:

Ongoing and permanent

Task Lead:

Ty Warner

Task Contributors:

NIRPC Commission

The Commission receives funding from the three counties that comprise the region. A portion of these local funds is utilized as matching funds for federal, state, and other funding sources received to perform work related to specific program objectives. This task provides the administrative support required to manage and coordinate all NIRPC planning and activities. The activities include agency-wide office management, personnel activities, clerical support, administrative documents, record keeping, printing, graphics, procurement, and coordination of activities. NIRPC's Cost Allocation Plan explains the indirect costs associated with this task.

General accounting system:

The Commission is audited annually by the Indiana State Board of Accounts in accordance with Government Auditing Standards and OMB Circular A-133 and budgets on a calendar year basis as is required by the State of Indiana. The Commission's accounting system has been designed to accommodate mandated requirements established by the State of Indiana, to deal with multiple funded cost objectives, and to satisfy the requirements of various federal funding agencies. The Commission utilizes several reimbursement methods, including cost reimbursement and electronic funds transfers. The Commission strives to maintain a high level of consistency in its accounting procedures.

Cost allocation policies

The costs of goods and services identifiable with specific projects are charged directly to those projects when such costs are incurred. Costs not specifically identifiable with a single cost objective are allocated to all projects uniformly, as provided for within the cost allocation plan prepared annually.

Three categories of costs are allocated. The first is leave costs, including NIRPC's cost of providing vacation, sick, personal, holiday, and other leave (jury duty, military, and funeral). The second is fringe benefits which include the employer's cost of providing various types of insurance, retirement benefits, and social security taxes. The third is other indirect costs, including those related to general management, finance and accounting, office operation and maintenance, general clerical, and printing functions. It also includes an aggregate amount of depreciation representing the expiration in the service life of fixed assets of the general fund consisting primarily of office machines and furniture, which is attributable to and charged as an expense during the reporting period.

Components of the cost allocation plan

Data is collected relative to allocated costs through the accounting system. Allocation rates are determined for the fiscal year and entered into the accounting system, which then calculates out allocation costs for each program.

Fringe Benefits

Fringe benefit rate is determined by adding the cost of leave salaries and fringe benefit expenses and dividing the total by the number of direct salaries and wages. The cost of leave salaries consists of the following:

- Vacation leave
- Personal/sick leave
- Holiday leave
- Jury, other, military, and funeral leave

Non-leave fringe includes various types of employee insurance, retirement, and tax costs and is the aggregate of all charges for the following purposes:

- Public Employee Retirement Fund - employer contributions
- Group Health Insurance - employer contributions
- Term life and disability insurance
- Social Security and Medicare taxes (FICA) - employer contributions
- Workers' Compensation insurance
- Unemployment insurance

Indirect costs

The other indirect cost rate is determined by taking the total projected other indirect costs times the total direct personnel base. The total direct personnel base is the total direct salary base plus the direct fringe benefits. Other indirect costs consist of the following:

- Allocated salaries for management, administrative, & support salaries
 - The salary costs of those employees where activities provide for the reception, clerical, accounting, administration, bookkeeping, printing, graphics, maintenance, and personnel support functions of the Commission are necessary to carry out grant programs but are not directly attributable to grant execution.
- Operational, occupancy, and maintenance costs
 - Office lease
 - Property insurance
 - Building maintenance
 - Utilities
 - Copier & press maintenance
 - Computer maintenance
 - Telephone service
 - Other equipment maintenance
- Other management, administrative, and support costs
 - General use office supplies

- Travel, mileage, & postage
- Legal services
- Audit and accounting services
- Human resources
- Other contractual

Other Significant Regional Planning Activities

The planning activities listed below highlight transportation planning initiatives throughout the region.

Gary Public Transportation Corporation

Short and long-range transit planning activities designed to enhance and expand service delivery of transit for GPTC patrons. Items being explored are regional transit expansion including Rapid Bus service expansion and Lakeshore expansion, micro mobility, outreach and marketing, transit-oriented facilities and development, planning for facility improvements and upgrades, ITS, and civil rights planning.

Northern Indiana Commuter Transportation District

NICTD, in conjunction with the Regional Development Authority, is carrying forward the ongoing Transit Oriented Development (TOD) work. An initial plan for transit-oriented development strictly around the planned West Lake Extension stations was completed in 2017. This new planning activity will finance the continuation of that planning work and expand upon the transit-associated benefits adding in the existing South Shore Line stations and the benefits from the Double Track NWI project. This activity will fund the study of the potential for residential and commercial development surrounding NICTD's Indiana stations. The products of this study will aid regional and municipal planners in guiding development in cities and towns in ways that will enhance the quality of life and encourage the use of the commuter rail service. The focus will be within the TDD areas identified through the RDA's work with each community.

The funding for this project is \$1,300,000 in FTA funds and a \$200,000 local match provided by NICTD and the RDA.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758 Planning
Indianapolis, Indiana 46204

PHONE: (317) 232-5485

Eric Holcomb, Governor
Michael Smith, Commissioner

February 9, 2023

Ty Warner, Executive Director
Northwest Indiana Regional Planning Commission
6100 Southport Road,
Portage, Indiana 46368

Dear Mr. Warner,

INDOT has reviewed the CY 2024 Cost Allocation Plan presented by NIRPC MPO for the period of January 1, 2024 through December 31, 2024.

In accordance 2 CFR 200.331, the Indiana Department of Transportation (INDOT), acting as the pass-through entity for the Federal Highway Administration (FHWA) approved the following indirect and fringe rates which will be monitored with respect to your Unified Planning Work Program Grant. Please include a copy of this letter in your UPWP for future reference. Should the indirect rates change during the CY 2024 grant period, please provide the revised information for re-approval and inclusion of the new rate letter as modification/inclusion in your UPWP Appendix. The approved rates are as follows:

Fringe	74.00%
Indirect	87.00%

Please feel free to contact me if you have any questions or concerns regarding these rates.

Emmanuel I. Nsonwu
Transportation Planner
Technical Planning & Programming Division
Indiana Department of Transportation

CC: E. Tait
K. Carmany-George
R. Nunnally
J. Mitchell
File

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**TRANSPORTATION PLANNING PROCESS
CERTIFICATION – Fiscal Year 2024**

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Northwestern Indiana Regional Planning Commission Metropolitan Planning Organization for the Northwestern Regional Indiana Urbanized Area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Northwestern Indiana Regional
Planning Commission MPO**

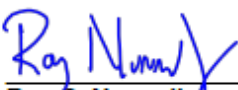


Ty Warner

Executive Director
Title

May 23, 2023
Date

Indiana Department of Transportation



Roy S. Nunnally

Director, INDOT
Technical Planning & Programming
Title

5/25/2023
Date



RESOLUTION 23-07

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION TO ADOPT THE FY 2024 UNIFIED PLANNING WORK PROGRAM FOR LAKE, PORTER, AND LAPORTE COUNTIES, INDIANA

MAY 18, 2023

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 LaPorte County metropolitan planning area, has established a comprehensive, cooperative, and continuing transportation planning process to develop the FY 2024 Unified Planning Work Program (UPWP); and

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

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

WHEREAS, federal transportation fund expenses contracted to NIRPC must be included in a UPWP to be reimbursed; and

WHEREAS, the Technical Planning Committee has recommended that the Commission approve the FY 2024 UPWP;

NOW, THEREFORE, BE IT RESOLVED that the Commission hereby adopts the FY 2024 UPWP and the Commission is authorized to modify such agreements and contracts as may be required with the funding and administrative agencies for the execution of the UPWP, including any modifications, additions, deletions, or changes as required by the Indiana Department of Transportation (INDOT) or the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).

Duly adopted by the Northwestern Indiana Regional Planning Commission on this 18th day of May, 2023.



Richard Hardaway
Chairperson

ATTEST:



Sue Lynch
Secretary