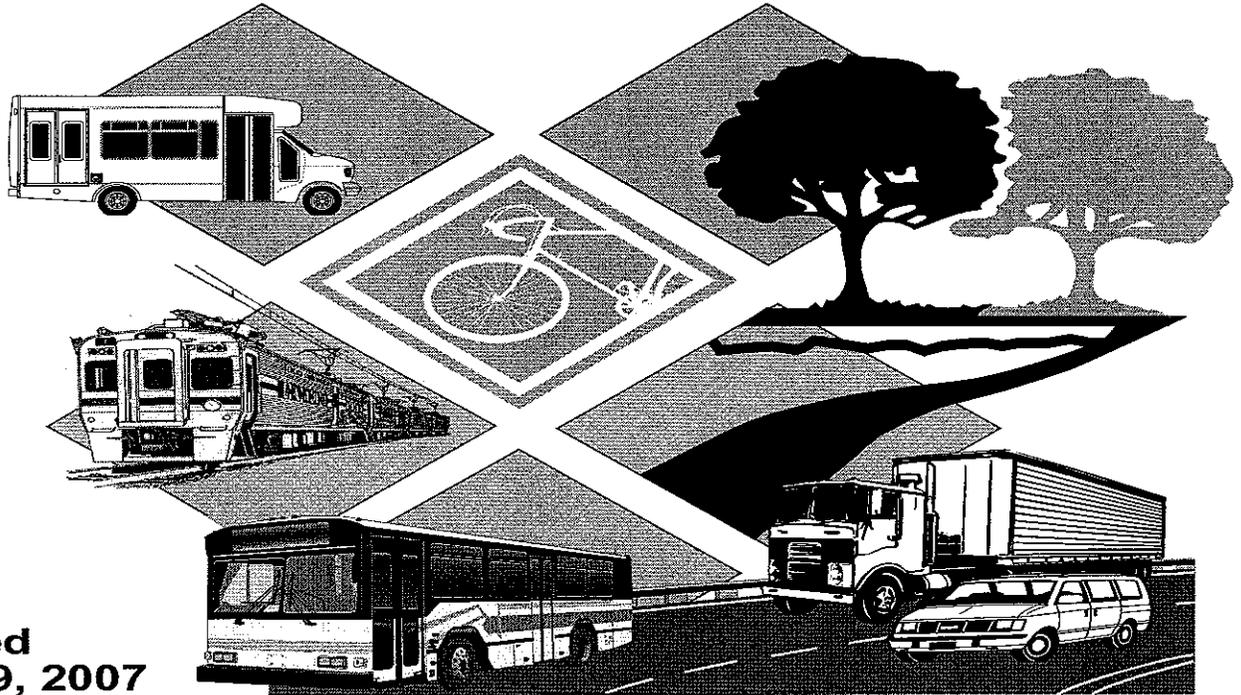


# **FISCAL YEAR 2008**

## **UNIFIED PLANNING WORK PROGRAM**



**Adopted  
April 19, 2007**

**For  
Transportation Planning;  
Economic Development Planning;  
Transportation Operations Planning;  
Environmental Planning and  
Transit Subgrantee Administration**

**Northwestern Indiana Regional Planning Commission**

**6100 Southport Road  
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Together We Make The Difference

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May 3, 2007

Carter C. Keith, Manager, Urban and MPO Section  
Office of Urban and Corridor Planning  
Indiana Department of Transportation  
100 North Senate Avenue, Room N808  
Indianapolis, IN 46204-2219

Dear Mr. Keith:

The Northwestern Indiana Regional Planning Commission is pleased to submit the adopted Unified Planning Work Program (UPWP) for regional planning and transit administration for the 2008 fiscal year, July 1, 2007 through June 30, 2008. The UPWP, as revised in light of federal agency comments on the initial draft, was acted on by our Executive Board at its April 19 meeting.

These planning tasks are to be funded through the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency resources, plus foundation grants and our own local matching funds. This fiscally constrained program includes the tasks and resources required to carry out the basic Metropolitan Planning Organization regional transportation planning priorities and administrative functions. It also includes NIRPC's planning activities in its other statutory domains of economic development planning and environmental planning. In addition, this unified program has NIRPC's transit subgrantee administration functions, and some significant transportation planning tasks to be carried out by other agencies in the region.

This UPWP will conduct the activities required by *The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU)*, its predecessor surface transportation acts, and the *Clean Air Act Amendments of 1990*. The work described in this UPWP will continue make the region's transportation plans and programs SAFETEA-LU compliant. It also continues to respond to the recommendations of the 2005 federal Planning Certification Review. In addition, it helps to implement the principles and goals of NIRPC's Vision and Strategic Directions for 2005-2008.

We look forward to working with you and others in implementing this program. Please call if you have any questions.

Very truly yours,

John A. Swanson  
Executive Director



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## RESOLUTION 07-07

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2008

**WHEREAS**, the annual preparation of a Unified Planning Work Program (UPWP) is a necessary and required part of the metropolitan area transportation planning process as specified in 23 CFR 450.314; and by its State statutory authority, the Northwestern Indiana Regional Planning Commission (NIRPC) is charged with planning responsibility in three domains ; and

**WHEREAS**, the work tasks described within NIRPC's UPWP for the three-county northwestern Indiana region are in conjunction with the programs of the Federal Transit Administration, the Federal Highway Administration, the U.S. Environmental Protection Agency, the Indiana Department of Transportation and the Indiana Department of Environmental Management, and significant planning projects in the region by other agencies; and

**WHEREAS**, this program will be funded through the Federal Highway Administration, the Federal Transit Administration, the U. S. Environmental Protection Agency, foundations, and NIRPC's local funds from each member county;

**WHEREAS**, the program continues to include planning in each of NIRPC's statutory planning domains of economic development, environmental management and transportation, plus transit subgrantee administration, thereby producing another overall agency, unified work program;

**WHEREAS**, the work elements contained in the UPWP respond to the transportation, air quality, subgrantee administration, and economic development needs of Northwestern Indiana and are in keeping with federal requirements found in the Clean Air Act Amendments of 1990 and The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) and accompanying guidelines and regulations;

**WHEREAS**, this UPWP was developed through a participatory process, involving the Transportation Policy Committee and the Environmental Management Policy Committee. Incorporated are the principles, vision and goals from NIRPC's adopted *Vision and Strategic Directions for 2005-2008*.

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission adopts the fiscal Year 2008 Unified Planning Work Program. (list of tasks and budget attached);

**MOREOVER, BE IT FURTHER RESOLVED** that the Commission is authorized to enter into such agreements and contracts as may be required with the funding and administrative agencies for the conduct of this program.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this nineteenth day of April, 2007.



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Leigh Morris  
Chair

ATTEST:



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Jerry Cooley  
Secretary

TABLE I: FY 2008 UPWP SUMMARY LIST OF PROJECTS AND BUDGETS

PROGRAM CATEGORY/SUBCATEGORY	STAFFING	08 TOTAL BUDGET	PL / 5303 SHARE	FTA 5307 SHARE	FTA 5309 SHARE	CMAQ SHARE	PENDING OTHER	NIRPC SHARE	NOTES
<b>Transportation Planning &amp; Programming</b>									
2180 Regional Transportation Planning Framework	SS, MT, Ex	231,000	184,800	-	-	-	-	46,200	
2181 Public Involvement Coordination	BP	54,000	43,200	-	-	-	-	10,800	
2182 Project Programming and Monitoring (TIP)	GE	127,500	102,000	-	-	-	-	25,500	
2106 Transit Planning & Coordination	BP	75,500	-	60,400	-	-	-	15,100	
2225 New Transportation Plan Development	NP	62,000	49,600	-	-	-	-	12,400	
2226 Data Resources, Forecasts & Analysis	LR	131,000	104,800	-	-	-	-	26,200	
2227 Traffic & Crash Data Collection & Analysis	TW, Equ	120,451	96,361	-	-	-	-	24,090	
2228 Graphics and Mapping	JS	66,500	53,200	-	-	-	-	13,300	
2229 Modeling, Conformity & Technical Development	WB	129,500	103,600	-	-	-	-	25,900	
2230 Regional Land Use Planning	El	97,000	77,600	-	-	-	-	19,400	
2231 Non-Motorized Transportation	MB, Int	128,000	102,400	-	-	-	-	25,600	
2232 Safe Routes to School & Safety Planning	MB, NP	54,500	43,800	-	-	-	-	10,900	
2233 Freight and Intermodal	JA	91,000	72,800	-	-	-	-	18,200	
2220 GIS Upgrade/Staff Training	Con, Ex	43,760	-	35,008	-	-	-	8,752	
2234 Transportation Management Systems *	NP	16,500	13,200	-	-	-	-	3,300	
2235 Porter County Corridor Study	El, MB, MW	26,000	20,800	-	-	-	5,200	-	
2236 Household Travel Survey	Con	133,500	106,800	-	-	-	26,700	-	Local Funding Pending
2238 Illiana Task Force	BP, WB, SS	26,500	21,200	-	-	-	-	5,300	
Transportation Department Subtotal		1,614,211	1,195,961	95,408	-	-	31,900	290,942	
<b>Transit Administration &amp; Transportation Operational Planning</b>									
2523 Transit Administration Includes ADA review	AIH, ASH, GP, TM, Con	310,500	-	248,400	-	-	-	62,100	
2301 LaPorte Consolidated Rural Transit Study	Con	15,000	-	12,000	-	-	3,000	-	
2302 TransPorte Service Evaluation	Con	15,000	-	12,000	-	-	3,000	-	
2303 Valparaiso Marketing	Con	50,000	-	40,000	-	-	10,000	-	
Administration & Operational Subtotal		390,500	-	312,400	-	-	16,000	62,100	
<b>Environmental</b>									
2505 Air Quality Public Education (CMAQ)	MW, SN, FM, ND, Int	312,500	-	-	-	250,000	62,500	-	
2575 Marquette Plan phase II	Con	230,000	-	-	-	-	230,000	-	
1128 MS4 Stormwater Management	MW, ND, Int	173,964	-	-	-	-	173,964	-	
2510 Openlands - Green Space / Water Trails	MW	75,500	-	-	-	-	75,500	-	
2237 MS4 Runoff Control	MW, SN, ND	55,000	44,000	-	-	-	11,000	-	
Environmental Department Subtotal		846,964	44,000	-	-	250,000	552,964	-	
<b>Economic Development</b>									
1021 Economic Development Strategy	JA	40,000	32,000	-	-	-	-	8,000	EDA Funding Pending
1025 Economic Development Transportation	JM	6,000	-	-	-	-	-	6,000	
2515 Towns and Small Cities		48,000	32,000	-	-	-	-	14,000	
Economic Development Subtotal		2,897,675	1,271,961	407,808	-	250,000	600,864	367,042	
<b>NIRPC Program Total</b>									
<b>Other Planning Projects</b>									
GPTC Operations Planning	GPTC	100,000	-	80,000	-	-	20,000	-	
NICTD Westlake Environ. Assess. & Prelim. Eng.	Con	1,700,000	-	-	750,000	-	**950,000	-	**See Notes Below
LP La Porte Economic Corridor Study	Con	50,000	-	-	-	-	50,000	-	
RBA Regional Bus Study	Con	220,000	-	176,000	-	-	44,000	-	
Other Planning Subtotal		2,070,000	-	256,000	750,000	-	114,000	-	
<b>UPWP Totals</b>		<b>4,967,675</b>	<b>1,271,961</b>	<b>663,808</b>	<b>750,000</b>	<b>250,000</b>	<b>1,664,864</b>	<b>367,042</b>	

\* Note: ITS, Safety, Security, Congestion Mgmt. Process and Operational Management Systems are being combined into one task.

\*\* Note: \$950,000 is non-federal funding from counties and communities.

Final:

5/30/2007

**FY 2008 UNIFIED PLANNING WORK PROGRAM  
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# **I. INTRODUCTION**

- **Summary of Planning Issues**
- **Planning Certification Review**
- **Organization and Staffing**

# **SUMMARY OF PLANNING ISSUES**

## **Fiscal Year 2008 DRAFT Update**

### **INTRODUCTION AND OVERVIEW OF THE REGION**

This is a discussion of regional planning issues in Northwest Indiana and the response to them. The issues are for the environment, economic development and transportation. This is the second UPWP that includes all three of NIRPC's planning domains. Until FY 2007, the UPWP was only transportation planning and environmental projects funded with transportation funds. It now includes all environmental and economic development planning, as well as transit administration, which includes sub-grantee oversight, grant administration and procurement. The planning domains are less distinct and regional planning is becoming more comprehensive.

Northwestern Indiana is a three-county region of 1,520 square miles encompassing Lake, La Porte and Porter Counties, comprising a wide mixture of land uses, from the environmentally unique Indiana Dunes to the nation's largest concentration of heavy industry, and from urban and suburban communities to productive farmland. The communities along Lake Michigan and the places to the south have a diversity of residents, housing values and incomes. Northwest Indiana has exhibited this diversity throughout much of its history. Industry, recreation, and a full range of housing opportunities coexisted throughout last century as the region became a national manufacturing center, providing excellent job opportunities and high pay for many residents of Northwestern Indiana.

The region flourished until global competition and changing technologies in the steel and automotive industries forced a national restructuring of those sectors. Northwest Indiana's economy was severely impacted in the 1980's and the area lost 52,000 manufacturing jobs, 35,000 in steel alone. These losses caused enormous social and economic disruptions, some of which have persisted. The transition of the national economy to a more productive manufacturing base, the rapid growth of service industries, the development of the riverboat gaming industry and the expansion of the wholesale and retail trade sector have allowed Northwest Indiana to recover. Reasonable land prices, a strong housing market, and environmental amenities have attracted new residents, many migrating from Illinois.

Northwestern Indiana is now a very important part of the sixteen county 9.3 million person, Chicago-Naperville-Michigan City, IL-IN-WI Combined Statistical Area (CSA). The three county region's population of 761,000 (2005 estimate) and labor force of 355,800 (2004) represent a significant portion of the CSA. The region is experiencing population growth, economic diversification and major transportation infrastructure investments which reverse the declines experienced as a result of the economic recession in the 1980's. A long term vision (Marquette Plan) is the redevelopment of industrial Lake Michigan shoreline property, inaccessible for a century, for public use. Improvements to the region's economy continue to be impacted however by the consolidation and restructuring of the steel industry and the contentious ongoing reassessment process which has resulted in major reductions in the industrial property tax base and shifts to the residential sector creating debt and stressing local government's ability to provide services.

## NIRPC VISION AND STRATEGIC DIRECTIONS

In November 2004, the Northwestern Indiana Regional Planning Commission (NIRPC) embarked upon a new strategic development process for the organization. This process proceeded from the change to NIRPC's enabling legislation to make it a council of governments representing the 41 municipalities and three counties of the region, and to charge the Commission with the responsibility for transportation, economic development and environmental planning for northwest Indiana. The organizational and strategic planning was initiated shortly after NIRPC's new executive director was hired.

Led by consultant Lynn Montei Associates, NIRPC developed and adopted a Vision and Strategic Directions for 2003-2008 in mid-2005. Though a lot has already been accomplished to implement the vision and its strategies, much still needs to be done, and this UPWP will assist toward that quest. This first, overall agency UPWP will continue to put the vision and its strategies into action. For example, partnerships, regional cooperation and teamwork are guiding principles that this UPWP embraces. The list of guiding principles is as follows:

- N** - New Leadership / New Direction
- I** - Initiative
- R** - Respectful Relationships
- P** - Partnerships
- C** - Cooperation Regionally
- S** - Success
- Q** - Quality
- U** - Understanding
- E** - Ethics / Integrity
- S** - Service
- T** - Teamwork

NIRPC's Purpose is: to create the conditions within which policy makers and the public can create a sustainable, vibrant regional community and quality of life for Northwest Indiana.

The NIRPC Vision for 2005-08 is:

- NIRPC has attained unmistakable effectiveness and standing.
- Diversified economic opportunity exists for current and future generations.
- Northwest Indiana's positive image is a true reflection of its character.
- NIRPC is knowledge leader in planning, economic development, environment, transportation & related areas.
- NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.

The agency organizational and strategic planning continues with the same consultant under contract for work to be accomplished during calendar year 2007. A complete list of visions and

strategies is found in section IV. Included in the description of each task is a list of the Vision and Strategic Directions being implemented by that task.

## **ECONOMIC DEVELOPMENT**

NIRPC is now engaged in regional economic development analysis and strategic planning. The economic development emphasis areas will include transportation, logistics, intermodal facilities, brownfield development strategies, infrastructure support, and public/private partnerships.

In cooperation with the Northwest Indiana Forum and others, NIRPC is developing a regional economic development strategy. Professional services were obtained to assist in the development of a Comprehensive Economic Development Strategy (CEDS). The product, which was delivered in December, 2006, is intended to provide a public sector blueprint that will engage and attempt to coordinate all sectors responsible for economic development at a regional scale for northwestern Indiana. The plan is market based with emphasis on project identification, public sector infrastructure, investment priorities, implementation strategy, and results tracking. Eventually a CEDS for the three-county region will be prepared.

NIRPC has been awarded \$10,000 through the Indiana Association of Regional Councils for rural economic development. One focus will be continuation of the Smaller Cities and Towns Organization for the three-county region.

A significant local issue has been the creation of the Northwest Indiana Regional Development Authority (RDA), effective July 1, 2005. It was part of House Enrolled Act 1120, which also established the Indiana Stadium and Convention Building Authority and other provisions. The RDA is a multi-jurisdictional, economic development body with the financial resources and powers to undertake large capital projects, including bus and rail initiatives and lakefront redevelopment in Lake and Porter Counties. The RDA is a seven-member board that will use money from casino gambling revenues, the Indiana Toll Road, and some local taxes to fund local transportation projects, including the Gary/Chicago International Airport expansion, commuter rail expansion, enhanced regional bus service, Lake Michigan shoreline and economic development capital projects. The RDA has the power to issue bonds, grant money to projects and condemn land to aid economic development.

Legislation was signed into law by Governor Daniels on March 15, 2006 allowing the State to lease the Indiana Toll Road to a consortium for 75 years for an upfront payment of \$3.75 billion. House Bill 1008, known as *Major Moves*, is the State's 10-year highway plan, which will allow the construction of about 200 new road projects around the State during the next decade. The RDA will initially receive \$40 million, with half targeted for the Gary/Chicago International Airport. The RDA will subsequently receive \$80 million over the next 7 years, in addition to the original \$10 million from the Indiana Finance Authority approved in 2005. It also allocates funds to Toll Road counties and their communities. In addition, the law allowed La Porte County to join the RDA by September 1, 2006, which it did not.

## ENVIRONMENT

There are a set of environmental factors that relate to the transportation system, some more than others and transportation planning accounts for air quality, water quality/run-off, wetlands and natural resource protection are significant issues in the region. Lake and Porter Counties continue to be designated as non-attainment of the National Ambient Air Quality Standards for Ozone (O<sub>3</sub>, one-hour standard). Lake, Porter and La Porte Counties were designated in April, 2004 as non-attainment for the eight-hour standard. Motor vehicles, major sources of Hydrocarbon (HC), Carbon Monoxide and Nitrogen Oxide, contribute to the ozone problem.

The Clean Air Act Amendments of 1990 (CAAA) have greatly increased the activities that a non-attainment area must implement to come into compliance with the standards. There must be emissions reduction contributions from point, area and mobile sources. The goal was to reduce ozone-causing emissions by 15% by 1996 and 3% per year thereafter until attainment is reached, with a 2007 attainment deadline. A prime focus of NIRPC's transportation activities is to plan and program projects that improve air quality. The transportation plan and TIP have to be consistent with state air quality plans (the SIP) and national goals, laws and regulations. In 2000, the Indiana Department of Environmental Management (IDEM) submitted to the USEPA revised mobile-source emissions budgets for Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO<sub>x</sub>) for Lake and Porter Counties as part of the attainment demonstration. The budgets were found to be adequate for transportation conformity purposes on May 8, 2000. The attainment demonstration supplement included additional VOC budgets for 2002 and 2005. These revised budgets were effective for transportation conformity purposes on June 13, 2001. The 2001-2005 Transportation Improvement Program was found to conform to the new SIP budgets on June 20, 2002. In April, 2005, the U.S. Environmental Protection Agency designated areas that are in nonattainment of the air quality standard for PM<sub>2.5</sub> (small particulate matter) and NIRPC was given one year to conform the transportation plan with respect to the standard. NIRPC made the conformity determination in December and the formal consultation process between the participating agencies is underway.

NIRPC is involved with many clean air initiatives in Northwest Indiana including: Partners for Clean Air, which is a coalition of businesses, governments, and organizations committed to reducing emissions that contribute to ozone pollution. South Shore Clean Cities (SSCC) is a local chapter of a national organization that is based on private/public partnerships coordinated by the U.S. Department of Energy to facilitate the creation of an alternative transportation fuels market in Lake, Porter and La Porte Counties through the accelerated introduction of alternatively-fueled vehicles, bio-diesel fuel, and ethanol in the region's school buses and fleets, and a refueling service infrastructure to support their use. The Northwest Indiana Diesel Emissions Work Group is a grassroots organization addressing the issue of diesel emissions in the environmental justice areas along the 80/94 east-west corridor and is leading the effort to install "Idle Aire" technology in the travel centers contiguous to the travel corridor.

NIRPC's Environmental Management Policy Committee (EMPC) is comprised of environmental advocates, citizens, business and industry representatives, elected officials, and government agency representatives and focuses its efforts on improving the quality of the region's air, water, and natural resources. The EMPC continues to be an active participant in air quality issues, water quality and quantity projects and natural resource protection efforts in Northwest Indiana. The EMPC created sub-committees to work on regional environmental issues: Air Quality Sub Committee (AQSC), Watershed Advisory Group, Stormwater Management Advisory Group, and the Land Use and Natural Resource Management Group. The EMPC meets monthly and serves as the environmental advisory group to the NIRPC.

The AQSC reviews air quality issues in the region serving as the public involvement work group for IDEM addressing such issues as: the Title V permitting process, ozone monitoring, toxic monitoring, air quality action days, the new 8-hour ozone regulations and PM 2.5 criteria plus all public outreach activities. The AQAC delivered to the EMPC the nine prioritized Potential Control Measures to meet Reasonable Further Progress requirements in Lake and Porter Counties that were the result of a 12 month review process. The EMPC recommended their adoption, which the Commission did.

The Watershed Advisory Group is completing a regional watershed management plan that has identified both point and non-point source pollution as regional concerns. The plan will assist community planners and engineers in making better land use management and transportation decisions. The staff is working with the transportation 2030 Projects Team on identifying water quality issues and incorporating water quality guidelines for transportation projects. Stormwater runoff and snow melt runoff from roads constitute a major non-point source water quality issue. The Clean Water Act establishes non-point source regulations for stormwater runoff and these regulations require that water quality be a part of transportation planning for the region.

The Land Use and Natural Resource Management Group is involved with open space and greenways protection and restoration; the restoration and protection of regional wetlands; coordinating land use and transportation planning; and the redevelopment and restoration of the Lake Michigan shoreline. The workgroup is working closely with Chicago Wilderness, the Chicago Openlands Project, Save the Dunes Council, Lake Michigan Coastal Program (Indiana DNR), and local communities to develop a greenspace and water trails map for Lake, Porter, and La Porte Counties.

## **TRANSPORTATION**

NIRPC, as the Metropolitan Planning Organization (MPO), has the responsibility to conduct a transportation planning process for the Lake, La Porte, and Porter County region. This includes parts of two Census-defined urbanized areas in Indiana, which are the Chicago IL-IN, and Michigan City, IN-MI urbanized areas. This Unified Planning Work Program (UPWP) for transportation is an attempt to focus financial planning resources and staff where they will be the most effective in responding to significant local and regional issues, resolving area-wide problems and adhering to the federal planning requirements in order to maintain certification. Transportation planning resources include federal formula planning funds, discretionary planning funds, and the local match provided through NIRPC's per capita tax by each county.

The UPWP continues to balance within the available resources, long and short-range planning and programming; special studies; data gathering, analysis and dissemination, computer modeling, public involvement; and program administration. It attempts to address the major surface transportation issues facing this three-county region and supports the necessary work required of an MPO in a Transportation Management Area. The UPWP is designed to maintain a certified, comprehensive, cooperative, and continuous transportation planning process.

The most significant federal influences in the development of this UPWP continue to be the surface transportation program authorization acts, which have added new prominence to metropolitan area planning. The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and its predecessor, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), increased nationwide MPO responsibility in decision-making, and emphasized concepts such as congestion management, intelligent transportation systems and financially responsible planning. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) was signed into law on August 10, 2005, authorizing funding and programs for highway, public transportation and other modes for federal fiscal years 2005-2009. It builds on the foundation of changes from ISTEA and TEA-21. The new federal state and metropolitan planning rule was issued on February 14, 2007. In addition, the Clean Air Act Amendments of 1990 greatly impact the relationship between transportation and air quality, particularly transportation planning in non-attainment areas like Northwest Indiana.

The fiscal year 2008 UPWP continues to adhere to applicable Federal laws and regulations, including, as much as can be determined, the new planning rule. In addition, this UPWP continues to respond to the recommendations of the May 2005 Planning Certification Review (PCR), including increased emphasis on freight planning, safety planning, congestion management, and greater cooperation with the Indiana Department of Transportation.

The vision for the *Connections 2030* Plan is: *That safe, efficient, effective, inter-modal transportation is provided to all residents of Northwest Indiana, that facilitates their movement within the region to health care, work, recreational and life enhancing activities in an equitable manner, that improves, and protects the environment, promotes sustainable development and reinvestment of the older industrial communities without displacement, and emphasizes inclusion of public participation in the planning, decision-making, implementation and evaluation processes.* The 2008 UPWP is designed to help the region strive toward attaining that vision through the metropolitan area transportation planning process.

### ***TRANSPORTATION IMPROVEMENT OPPORTUNITIES***

An area's transportation network needs to be maintained, preserved, and eventually rebuilt, expanded and enhanced to provide improved mobility and access for people and goods. Infrastructure cannot be taken for granted, and needs constant maintenance and periodic replacement for a system to remain functional. Northwest Indiana's transportation systems are critical, national corridors.

This region's location at the southern tip of Lake Michigan has forced all ground transportation to merge into a narrow band through the region. Northwestern Indiana is at the pinch-point of a portion of the national surface transportation structure. This includes significant, national railroads

and major corridors of the interstate highway network. The nation's transportation system has caused this region to grow, but it has also caused that growth to be disjointed. The transportation difficulties are exacerbated by the historic and current development patterns of the region, and the recent upsurge in regional economic development.

The location of Lake Michigan forced three of the seven major east-west transcontinental interstate highways (I-94, I-90 and I-80) to merge as they skirted the lake. There is a concentration of goods and people movement as traffic is funneled through six lanes of the Borman Expressway (I-80/94 in Lake County), and on the Indiana Toll Road (I-90), two of the most heavily used truck routes in the country. There is a human consequence of the truck and other traffic, particularly when there is severe congestion, which results in more exhaust emissions, affecting people's health. Noise and air pollution are issues in the heavily traveled corridors. The Interstate routes, largely planned and built in the 1950s and 1960s, are in close proximity to many people.

Urban development patterns have presented another impediment to an efficient transportation network. The initial major urban development occurred in the industrial towns along Lake Michigan. The urban development of the 1970s and 80s, which accelerated in the 90s is occurring in Central Lake and Porter counties and in northern Porter County. Between the Indiana-Illinois border and I-65, a distance of 12 miles, there are three major north-south arterials - U.S. 41, Indiana Route 55 and Calumet Avenue. After decades of planning and waiting, the extension of Calumet Avenue from Main Street to U.S. 30 is complete. In addition, population and density changes in La Porte County documented in Census 2000 have created a new urbanized area. It generally includes the Cities of Michigan City and La Porte and the corridor in between, plus a sliver of land in southwest Michigan. Not unrelated to the urbanization issue, Johnson Road, which links Michigan City and La Porte is narrow and congested and will be improved. An economic development opportunity exists in La Porte County, which will be explored through the conduct of a Congressional earmarked study.

The lack of a regional system of public transportation continues to plague the area. It is difficult if not impossible to travel from one part of the region to another unless one has access to an automobile. Dispersed patterns of development and job location, and lack of a sustaining, local revenue source have severely limited the implementation of a regional system of transit to help offset this stress and provide access for people. It is also hampering the expansion of the Northern Indiana Commuter Transportation District service. The 2005 Indiana General Assembly assisted in creating a sustaining local source of funds by enacting a Regional Development Authority, which is presently organized and operating for Lake and Porter Counties. With increasing congestion and the need to improve air quality, it is obvious that transit must be expanded and improved. A real choice of travel modes is lacking, particularly for people with lower incomes who have no or limited access to the automobile. A regional bus study has just begun which will answer many questions and provide a plan for action.

Freight railroads have historically been and remain an essential transportation mode for carrying freight to, from and through the three-county area. However, the lack of enough grade-separations makes railroads an impediment to an efficient, multi-modal transportation network. The

interweaving rail corridors have become obstacles to the movement of goods and people on roads between the north and south parts of the region. They crisscross the region from nearly every direction and continue to be a hindrance to the efficient and safe movement of cars and trucks. The heavy industrial uses along the lakeshore create delays and hazards as long, slow trains tie up traffic at the many crossings. At-grade highway-rail crossings are points of safety conflict. Rail consolidation has been discussed, and some grade-separations have been built over the years but no wide-ranging solutions have emerged except one by the Four City Consortium, a proposal that has some promise. A Chicago area freight study is being prepared, which NIRPC will analyze and determine how it impacts regional transportation plans.

Northwest Indiana is served by one commercial airport, five general aviation airports, and four basic utility airstrips. There are opportunities for aviation development in Northwest Indiana, mainly at the Gary/Chicago International Airport, which is an underused transportation facility with tremendous potential. The airport had been served by a commercial carrier that went out of business in early 2006, and has the capacity to operate with many more. It mainly serves corporate, general aviation, and freight. The airport's current master plan calls for extending the 7,000 foot primary runway by 1,900 feet and, when needed, building a new terminal to the west. There are discussions that Amtrak, the South Shore Railroad and high speed rail could eventually directly serve the airport.

### ***FEDERAL TRANSPORTATION REQUIREMENTS***

There is an abundance of guidance and recommendations for planning from Congress and the federal agencies. The following is what NIRPC needs to pay attention to regarding transportation planning.

#### **Planning Certification Review**

Based on a May 2005 Federal Planning Certification Review, and ongoing oversight by the Federal Highway Administration and the Federal Transit Administration, the transportation planning process carried out in the Transportation Management Area in Northwest Indiana, has made progress in implementing metropolitan planning requirements, and was certified subject to one corrective action. A number of recommendations were made by U.S. DOT to enhance the planning process carried out in this region, to which this UPWP will continue to respond. How NIRPC has responded to the recommendations is kept in a log titled, "NIRPC Actions in Response to the 2005 Federal Planning Certification Review."

According to the Certification Review's corrective action, the Michigan City urbanized area extends into Michigan along Lake Michigan and must be serviced by a metropolitan planning organization (MPO). This area is also designated non-attainment and must have a cooperative process (organizational and technical) to demonstrate air quality conformity. An agreement needed to be established to describe how the NIRPC/Michigan City planning process (Indiana and Michigan) would be coordinated. A Cooperative Accord was developed by the metropolitan planning organizations, which are NIRPC and Southwestern Michigan Commission, while conferring with the Indiana and Michigan Departments of Transportation and the FHWA Division offices for Indiana and Michigan. The Accord met both the letter and the spirit of the planning requirement while correcting the deficiency in the planning process. It was executed by

SWMC on July 18, 2006 and by NIRPC on July 20, and transmitted to FHWA and FTA. On September 7, the U.S. DOT accepted the agreement and certified the planning process in northwest Indiana.

### Planning Emphasis Areas/Planning Regulation

NIRPC has historically responded to and focused on nearly all of the recommended National Planning Emphasis Areas (PEAs). Addressing many of them (past and present) makes good planning sense, though there are not enough resources to consider each one. The most recent PEAs can help influence where metropolitan planning expends part of its effort. On February 28, 2006, the Indiana Division of FHWA distributed the PEAs for FY 2007 in the form of a list of planning provisions established by The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). The planning provisions must be addressed to support FHWA findings and approvals after July 1, 2007. One aim of this UPWP is to continue to comply with planning and programming required in SAFETEA-LU. As of this writing, the new federal state and metropolitan planning rule is two months old, having been issued on February 14, 2007 and took effect a month later. Efforts will be made during the balance of the current fiscal year and in FY 2008 to understand and fully implement the rule.

### SAFETEA-LU Planning Factors

With the passage of SAFETEA-LU, the eight planning factors (for both metro and statewide planning) are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Included in the narrative description of transportation and some other program sub-elements is a list of the planning factors being implemented by that task.

## **RECOMMENDATIONS AND CORRECTIVE ACTION IN 2005 PLANNING CERTIFICATION REVIEW**

**Corrective Action** – The Michigan City urbanized area (UZA, established by 2000 Census) extends into Michigan along Lake Michigan and must be serviced by a metropolitan planning organization (MPO). This area is also designated non-attainment and must have a cooperative process (organizational and technical) to demonstrate air quality conformity. Per 23 CFR 450.306, metropolitan planning organization (MPO) designations are made by agreement among the Governor(s) and units of general-purpose local government representing 75 percent of the affected metropolitan population. NIRPC has been designated as the MPO for the Indiana portion of the new UZA. Although the Southwest Michigan Commission (SMC) currently serves as a rural planning organization in Berrien County, no MPO designation has been made in Michigan.

Per 23 CFR 450.308 a metropolitan planning area boundary shall be established to service the area likely to become urbanized within the 20 year forecast period. In addition, per 23 CFR 450.310(g), where more than one MPO has authority within the same non-attainment area, there shall be an agreement between the State departments of transportation and the MPO's describing how the processes will be coordinated. As such, an agreement must be established between INDOT, MDOT, NIRPC, and the to-be- designated Michigan MPO to describe how the NIRPC/Michigan City planning process (Indiana and Michigan) will be coordinated.

The Federal Review Team requested that the above requirements be addressed for the Michigan portion of Michigan City UZA by September 30, 2006. If no resolution is reached, Federal approval will be withheld beginning October 1, 2006 for all Federal-aid NHS projects in the Michigan portion of the Michigan City UZA. Additionally, the air quality conformity determination may be jeopardized for the entire Michigan City UZA. To initiate a resolution we suggest that the MDOT, SMC and possibly NIRPC confer on the options for the MPO designation in Michigan, as well as the planning boundary and conformity questions, and provide an interim status report to USDOT by March 31, 2006. These discussions can help form a recommendation to the Michigan Governor, and possibly the Indiana Governor if necessary. All parties should work together to complete the necessary steps, including the MPO designation, planning area boundary, and bi-state agreement by September 30, 2006.

**Recommendations** – The Federal Review Team also offer the following recommendations to encourage continued improvement of the NIRPC planning process:

1. *NIRPC Public Involvement Plan* – We encourage NIRPC to complete the current evaluation of the effectiveness of their public involvement process, in light of the Connections 2030 Plan outreach success and CNT report, *Framework for Public Involvement*, and update the NIRPC Public Involvement Plan to institutionalize these best practices. The federal review team commends NIRPC on their efforts to this point in engaging other organizations in their public involvement processes.
2. *INDOT – MPO Council Coordination* - INDOT is likewise updating their Public

Involvement Procedures and may revise the Project Development Process (PDP) to reflect the INDOT restructuring. We encourage INDOT to coordinate their updates with the MPO Council to assure clarity of process, and assure that INDOT and MPO public involvement efforts complement and support one another, rather than duplicate one another. We also encourage INDOT and the MPO Council to work jointly to update the *Indiana MPO Handbook* (<http://www.indianampo.com/index.htm>) to reflect the INDOT restructuring. This will clarify INDOT-MPO roles, responsibilities, coordination procedures, and points of contact.

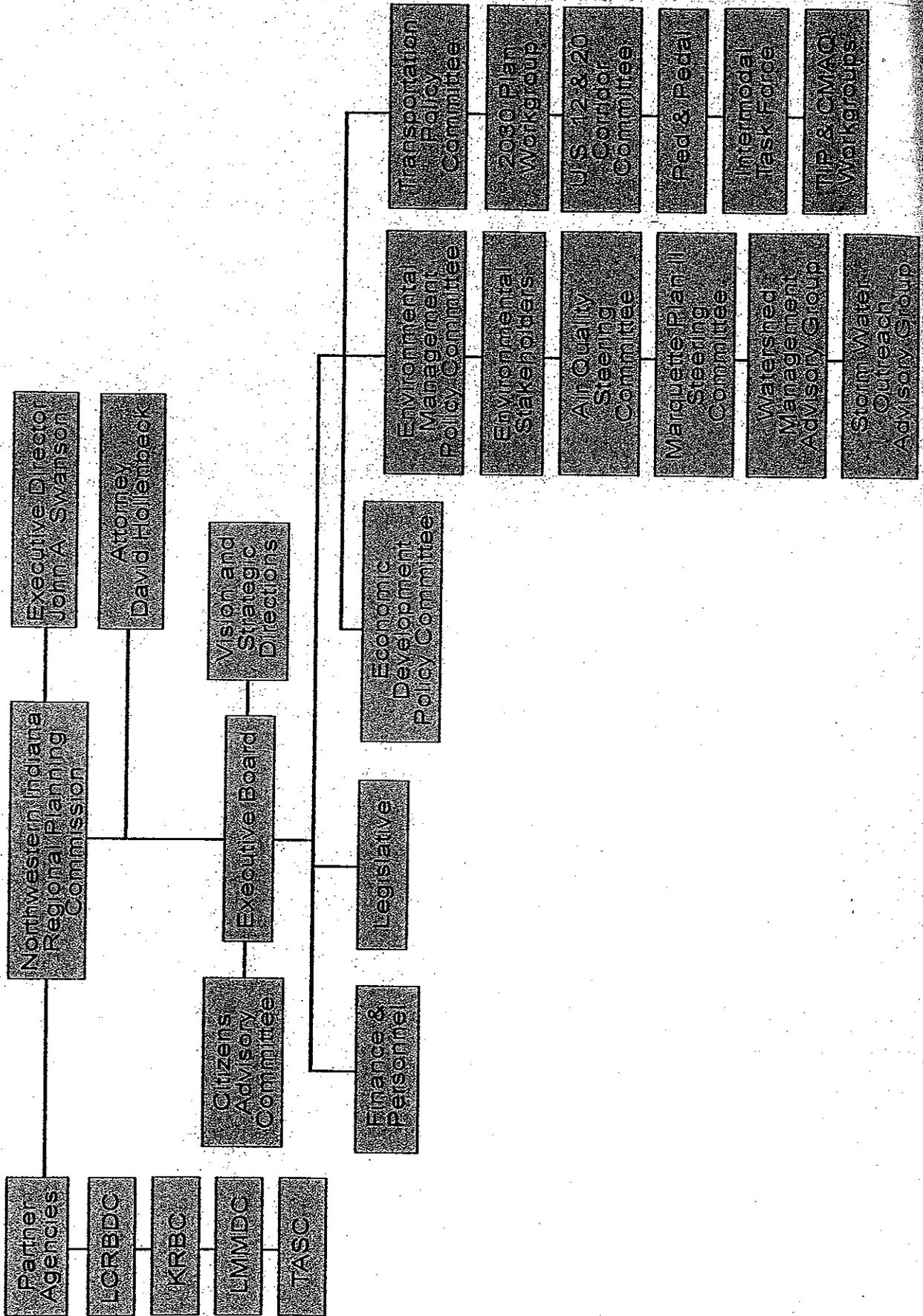
3. *NIRPC Safety Planning* – Safety is a major emphasis in the Federal reauthorization and a strategic initiative of the new INDOT administration. NIRPC is currently seeking access to the new State Police Crash Inventory, which provides current crash data that is geo coded for easy use within a GIS framework. We strongly encourage NIRPC to develop a GIS-based safety management system to identify and prioritize safety projects that result in the greatest safety improvements to the transportation system. INDOT’s new Roadway Safety and Mobility Section will have budget authority and be able to focus resources on the most worthy projects. We encourage Northwest Indiana Planning Region to go beyond information sharing, and generate results similar to the rail-grade crossing success, recently accomplished in the region.
4. *INDOT Draft 2030 Statewide Transportation Plan* – The new administration has evaluated the list of 2006-2015 projects included in the draft INDOT draft 2030 Statewide Transportation Plan and determined there is a \$2.1 billion shortfall in revenues. INDOT has posted the draft list of projects on the INDOT website and requested that the MPO’s review and comment regarding their priorities. INDOT has also requested that legislators complete a survey and list projects in priority order for their respective areas. There will also be a series of INDOT District meetings this summer to seek public input regarding their priorities. INDOT’s intent is to identify the projects that can be accomplished using existing revenues, and work with the legislature to explore options to fund the balance of the projects. We encourage NIRPC and local elected officials to comment regarding their respective priorities. INDOT intended to issue the fiscally constrained list by September 1, 2005. This reprioritization process may require modifications to Connections 2030 to maintain fiscal constraint.
5. *NIRPC Freight Planning* – Freight issues are of critical importance in Northwest Indiana. We encourage NIRPC to develop a freight modeling capacity and engage specifically in studies related to enhancing intermodal connections and freight flow through the region. The INDOT Commodities Flow Model and the July 19-21, 2005 “*Uses of Multimodal Freight Forecasting in Transportation Planning*” course gave NIRPC the building blocks to get started. FHWA Resource Center freight modeling specialists are available to provide technical assistance to support NIRPC if they choose to develop enhanced freight planning tools. See the *Transportation Plan* section of this report for additional information on this recommendation.
6. *NIRPC Update of Household Travel Survey* – We encourage NIRPC to follow-up on their expressed intent to utilize updated Household Travel Survey data to calibrate the NIRPC travel demand model prior to the next Plan update. As required by 40 CFR 93.122, as amended by 62 FR 43814, August 15, 1997, in non-attainment and maintenance areas with a urban population of 200,000 or more, a network based model must be validated not more than 10 years prior to conformity determinations. The current NIRPC model was calibrated based on a 1995 Household Travel Survey and was validated against 1995 traffic count data, Northwestern

Indiana TMA Certification Report – October 11, 2005 4 survey statistics and HPMS VMT numbers. Additional suggestions related to enhancing the NIRPC travel demand model are listed in Appendix 4. See the *Transportation Plan* section of this report for additional information on this recommendation.

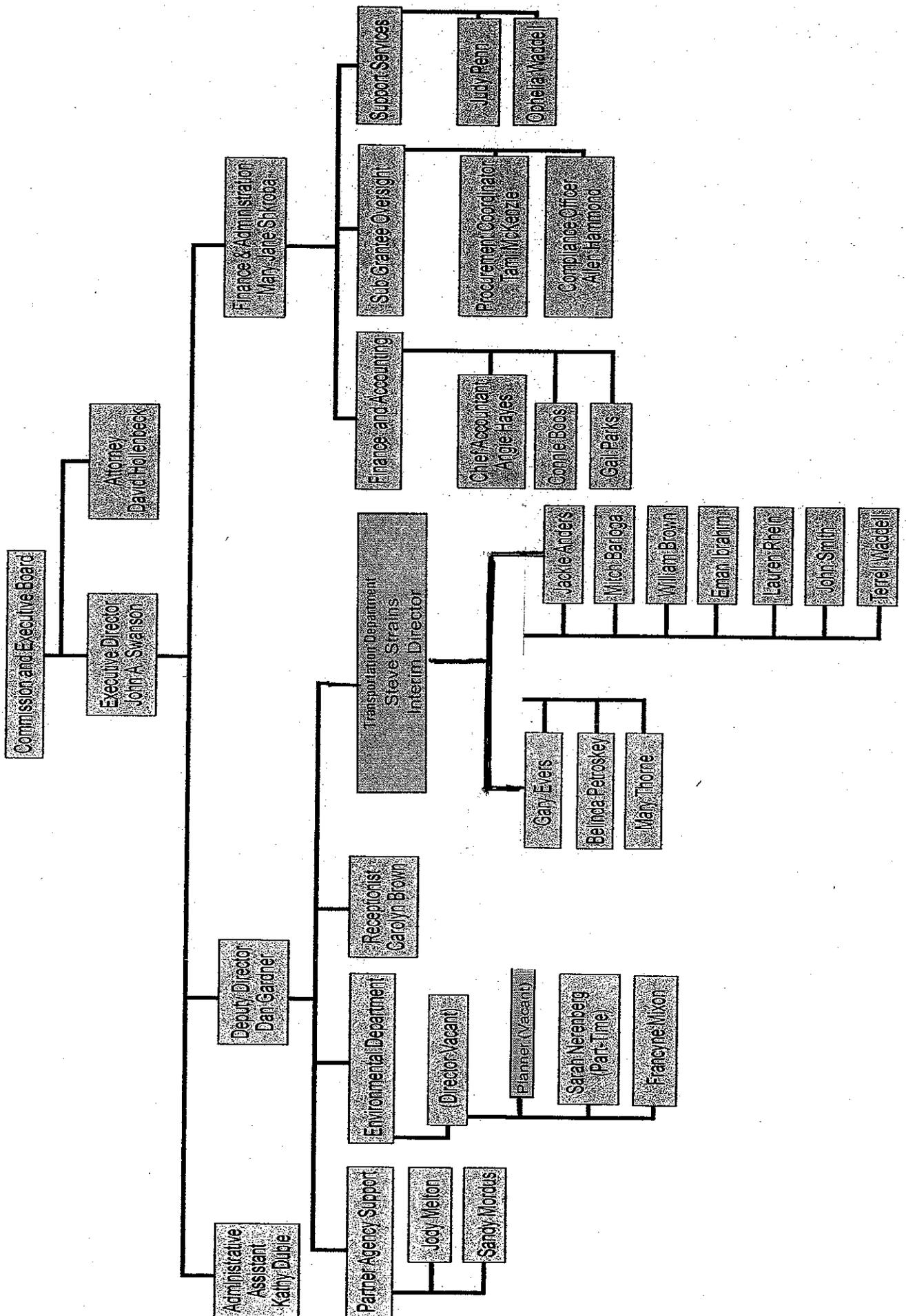
7. *Congestion Management System (CMS)* – 23 CFR 500.109 (b) states that “... in all TMAs, the CMS shall be developed, established and implemented as part of the metropolitan planning process in accordance with 23 CFR 450.320 (c)” The implementation of a CMS within a region provides a framework for evaluating project proposals and programs to ensure that limited transportation funds are spent in areas with the most impact in reducing congestion, while maintaining and improving air quality. We encourage NIRPC to work with USDOT to update and implement a stand-alone CMS, not only in order to comply with federal regulations, but also to ensure an efficient transportation system throughout the region.
8. *Cooperation between INDOT and NIRPC* – The federal review team identified INDOT’s current reorganization process as an opportune time for INDOT and NIRPC to formalize their current and future working agreement. The two organizations should work cooperatively to develop a Memorandum of Understanding (MOU), or similar document formalizing the relationship and respective responsibilities and expectations of the organizations. The air quality conformity agreement should be updated to reflect new requirements of the 8-hour ozone and PM 2.5 nonattainment designations. See the ‘*Responsibilities, Cooperation and Coordination*’ portion of review for additional discussion on this recommendation.
9. *Congestion Mitigation and Air Quality (CMAQ) project coordination* – Federal guidance states: “The primary purpose of the CMAQ program is to fund transportation projects and programs in nonattainment and maintenance areas which reduce transportation-related emissions.” In addition, the guidance also states that “Close coordination is needed between the State and MPO to assure that CMAQ funds are used appropriately and to maximize their effectiveness in meeting the CAA requirements,” and that “State DOTs and MPO’s should consult with State and local air quality agencies to develop an appropriate project list of CMAQ programming priorities which will have the greatest impact on air quality.” The federal review team identified CMAQ project selection procedures in the region as an opportunity for increased coordination and cooperation between INDOT, NIRPC, and IDEM. The review team recommends that all CMAQ projects in this region be analyzed and selected by the Northwest Indiana CMAQ committee to ensure the maximum air quality benefit to the region.
10. *Planning Emphasis Areas within the UPWP* - The planning emphasis areas have been and continue to be an important vehicle for the US DOT to provide guidance and input to MPO’s for focusing limited resources on important planning areas within their planning process. Although many, if not all of the planning emphasis areas are covered through parts of the existing UPWP, it is not explicitly clear how each of the emphasis areas are addressed or which activities within the UPWP address them. The federal review team recommends that NIRPC adjust their UPWP to identify which planning emphasis areas are addressed by each task or to identify which tasks address the emphasis areas, thus fulfilling federal requirements and ensuring that the planning process addresses the priorities of the US DOT.

Source: "2005 Certification Review of the Metropolitan Planning Process for the Northwestern Indiana Transportation Planning Area." Certification Review by: Federal Highway Administration, Federal Transit Administration. October 11, 2005.

# NIRPC ORGANIZATIONAL STRUCTURE



# NIRPC STAFF ORGANIZATION



## **II. PROGRAM AND BUDGET SUMMARY**

- **Table I - Summary List of Projects & Budget**
- **Table II - Estimated Time Charges**
- **Table III - Funding Assumptions**

## NIRPC STAFF ORGANIZATION AND FUNCTIONS

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### OVERALL AGENCY MANAGEMENT

PROGRAM AREAS:                      MAINTAIN COMMISSION RELATIONS  
    OVERSEE ALL PROGRAM FUNCTIONS  
    ESTABLISH INTERNAL POLICY

EXECUTIVE DIRECTOR:                JOHN SWANSON  
    *Reports to Commission*

#### STAFF REPORTING TO EXECUTIVE DIRECTOR:

DAN GARDNER	<i>Deputy Director and EEO Coordinator</i>
MARY JANE SHKROBA	<i>Director of Finance &amp; Administration</i>
KATHY DUBIE	<i>Administrative Assistant</i>
ALLEN HAMMOND	<i>DBE Officer (Collateral Duty)</i>

### REGIONAL SERVICES AND COORDINATION

PROGRAM AREAS:                      PARTNER AGENCY SUPPORT  
    LOCAL PLANNING SUPPORT  
    REGIONAL COORDINATION  
    TRANSPORTATION PLANNING  
    TRANSPORTATION DEVELOPMENT  
    ENVIRONMENTAL PROGRAMS

DEPARTMENT HEAD:                  DAN GARDNER  
    *Reports to Executive Director*

#### STAFF REPORTING TO DEPUTY DIRECTOR:

STEVE STRAINS (Vacant)	<i>Interim Director of Transportation</i>
JODY MELTON	<i>Director of Environmental Programs</i>
SANDY MORDUS	<i>Director of Kankakee River Basin Commission</i>
CAROLYN BROWN	<i>LCRBDC Operations Coordinator</i>
	<i>Receptionist</i>

## FINANCE AND ADMINISTRATION

PROGRAM AREAS: FINANCE & ACCOUNTING  
SUBGRANTEE OVERSIGHT  
PRINTING

DEPARTMENT HEAD: MARY JANE SHKROBA  
*Reports to Executive Director*

STAFF REPORTING TO DIRECTOR OF FINANCE & ADMINISTRATION:

ANGIE HAYES	<i>Chief Accountant</i>
JUDY PENN	<i>Partner Agency Accountant</i>
ALLEN HAMMOND	<i>Transit Program Compliance Officer</i>
TAMISHA Mc KENZIE	<i>Procurement Coordinator</i>
CONNIE BOOS	<i>Accounts Payable</i>
GAIL PARKS	<i>Payroll Manager and Accounting Assistant</i>
OPHELIA WADDELL	<i>Printer</i>

## ENVIRONMENTAL PROGRAMS

PROGRAM AREAS: AIR QUALITY  
*Public Education/Outreach*  
*Permitting Evaluation*  
*Alternative Fuels, Diesel Fuels*  
WATERSHED QUALITY  
*Regional Watershed Planning*  
*Water Usage*  
*Storm Water Public Education*  
*Great Lake Watershed Academy*  
NATURAL RESOURCES:  
*Chicago Wilderness*  
*Purdue Planning with Power*  
*Land Use Planning*

DEPARTMENT HEAD: *Reports to Deputy Director*

STAFF REPORTING TO DIRECTOR OF ENVIRONMENTAL PROGRAMS:

MARY BETH WISEMAN	<i>Environmental Planner</i>
SARAH NERENBERG	<i>Environmental Planner</i>
FRANCYNE MIXON	<i>Secretary</i>

## TRANSPORTATION PLANNING & PROGRAMMING

### PROGRAM AREAS:

TRANSPORTATION DEVELOPMENT  
WORK PROGRAM ADMINISTRATION  
PROGRAMMING & PROJECT MONITORING  
TRANSPORTATION PUBLIC INVOLVEMENT  
TRANSIT PLANNING  
LONG-RANGE PLANNING  
MODELLING & AQ CONFORMITY  
DATA COLLECTION & ANALYSIS  
DEMOGRAPHICS & INFORMATION

### SYSTEMS

POPULATION & TRAVEL FORECASTS  
ITS SYSTEMS & SAFETY  
GEOGRAPHIC INFORMATION SYSTEMS  
GRAPHICS AND MAPPING

### DEPARTMENT HEAD:

STEVE STRAINS, Interim Director  
*Reports to Deputy Director*

### STAFF REPORTING TO DIRECTOR OF TRANSPORTATION:

JACQUELINE ANDERS	<i>Transportation/Freight Planner</i>
MITCH BARLOGA	<i>Transportation/Non-motorized Planner</i>
WILLIAM BROWN	<i>Transportation/Modeler Planner</i>
GARY EVERS	<i>TIP and Transit Planning</i>
EMAN IBRAHIM	<i>Transportation/Land Use Planner</i>
BELINDA PETROSKEY	<i>Public Involvement and Transit Planning</i>
LAUREN RHEIN	<i>Transportation/Demographics Planner</i>
JOHN SMITH	<i>Transportation Graphics</i>
TERRELL WADDELL	<i>Transportation Aide</i>
MARY THORNE	<i>Secretary</i>

TABLE I: FY 2008 UPWP SUMMARY LIST OF PROJECTS AND BUDGETS

PROGRAM CATEGORY/SUBCATEGORY	STAFFING	08 TOTAL BUDGET	PL / 5303 SHARE	FTA 5307 SHARE	FTA 5309 SHARE	CMAQ SHARE	PENDING OTHER	NIRPC SHARE	NOTES
<b>Transportation Planning &amp; Programming</b>									
2180 Regional Transportation Planning Framework	SS, MT, Ex	231,000	184,800	-	-	-	-	46,200	
2181 Public Involvement Coordination	BP	54,000	43,200	-	-	-	-	10,800	
2182 Project Programming and Monitoring (TIP)	GE	127,500	102,000	-	-	-	-	25,500	
2106 Transit Planning & Coordination	BP	75,500	-	60,400	-	-	-	15,100	
2225 New Transportation Plan Development	NP	62,000	49,600	-	-	-	-	12,400	
2228 Data Resources, Forecasts & Analysis	LR	131,000	104,800	-	-	-	-	26,200	
2227 Traffic & Crash Data Collection & Analysis	TW, Equ	120,451	96,361	-	-	-	-	24,090	
2228 Graphics and Mapping	JS	66,500	53,200	-	-	-	-	13,300	
2229 Modeling, Conformity & Technical Development	WB	129,500	103,600	-	-	-	-	25,900	
2230 Regional Land Use Planning	EI	97,000	77,600	-	-	-	-	19,400	
2231 Non-Motorized Transportation	MB, Int	128,000	102,400	-	-	-	-	25,600	
2232 Safe Routes to School & Safety Planning	MB, NP	54,500	43,600	-	-	-	-	10,900	
2233 Freight and Intermodal	JA	91,000	72,800	-	-	-	-	18,200	
2220 GIS Upgrade/Staff Training	Con, Ex	43,760	-	35,008	-	-	-	8,752	
2234 Transportation Management Systems *	NP	16,500	13,200	-	-	-	-	3,300	
2235 Porter County Corridor Study	EI, MB, MW	26,000	20,800	-	-	-	5,200	-	
2236 Household Travel Survey	Con	133,500	106,800	-	-	-	26,700	-	Local Funding Pending
2238 Illiana Task Force	BP, WB, SS	26,500	21,200	-	-	-	-	5,300	
Transportation Department Subtotal									
		1,614,211	1,195,961	95,408	-	-	31,900	290,942	
<b>Transit Administration &amp; Transportation Operational Planning</b>									
2523 Transit Administration Includes ADA review	AH, ASH, GP, TM, Con	310,500	-	248,400	-	-	-	62,100	
2301 LaPorte Consolidated Rural Transit Study	Con	15,000	-	12,000	-	-	3,000	-	
2302 TransPorte Service Evaluation	Con	15,000	-	12,000	-	-	3,000	-	
2303 Vaiparaiso Marketing	Con	50,000	-	40,000	-	-	10,000	-	
Administration & Operational Subtotal									
		390,500	-	312,400	-	-	16,000	62,100	
<b>Environmental</b>									
2505 Air Quality Public Education (CMAQ)	MW, SN, FM, ND, Int	312,500	-	-	-	250,000	62,500	-	
2575 Marquette Plan phase II	Con	230,000	-	-	-	-	230,000	-	
1128 MS4 Stormwater Management	MW, ND, Int	173,964	-	-	-	-	173,964	-	
2510 Openlands - Green Space / Water Trails	MW	75,500	-	-	-	-	75,500	-	
2237 MS4 Runoff Control	MW, SN, ND	55,000	44,000	-	-	-	11,000	-	
Environmental Department Subtotal									
		846,964	44,000	-	-	250,000	552,964	-	
<b>Economic Development</b>									
1021 Economic Development Strategy	JA	40,000	32,000	-	-	-	-	-	EDA Funding Pending
1025 Economic Development Transportation	JM	6,000	-	-	-	-	-	8,000	
2515 Towns and Small Cities		46,000	32,000	-	-	-	-	6,000	
Economic Development Subtotal									
		2,897,675	1,271,961	407,808	-	250,000	600,864	14,000	
<b>NIRPC Program Total</b>									
		2,897,675	1,271,961	407,808	-	250,000	600,864	387,042	
<b>Other Planning Projects</b>									
GPTC Operations Planning	GPTC	100,000	-	80,000	-	-	20,000	-	
NICTD Westlake Environ, Assess. & Prelim. Eng.	Con	1,700,000	-	-	750,000	-	**950,000	-	**See Notes Below
LP La Porte Economic Corridor Study	Con	50,000	-	-	-	-	50,000	-	
RBA Regional Bus Study	Con	220,000	-	176,000	-	-	44,000	-	
Other Planning Subtotal									
		2,070,000	-	256,000	750,000	-	114,000	-	
<b>UPWP Totals</b>									
		4,967,675	1,271,961	663,808	750,000	250,000	1,664,864	367,042	

\* Note: ITS, Safety, Security, Congestion Mgmt. Process and Operational Management Systems are being combined into one task.

\*\* Note: \$950,000 is non-federal funding from counties and communities.

Final:

5/30/2007

TABLE II: FY 2008 UPWP ESTIMATED TIME CHARGES

Staff Members	TRANSPORTATION PLANNING & PROGRAMMING															Trans. Admin/Environ.			Econ Dev		GRAND TOTAL				
	2180	2181	2182	2106	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2238	2523	2237	2505	1128		2510	2510	1025	2515
Belinda Petroskey	-	640	-	900	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-	-	-	1,640
Bill Brown	-	-	-	-	-	-	-	1,540	-	-	-	-	-	-	-	100	-	-	-	-	-	-	-	-	1,640
Eman Ibrahim	-	-	-	-	-	-	-	1,429	-	-	-	-	-	-	211	-	-	-	-	-	-	-	-	-	1,640
Gary Evers	-	1,640	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,640
Intern, Grad	-	-	-	-	-	-	-	-	-	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500
Jackie Anders	-	-	-	-	-	-	-	-	-	-	-	-	1,140	-	-	-	-	-	-	-	-	-	500	-	1,640
John Smith	-	-	-	-	-	-	-	1,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,200
Lauren Rhein	-	-	-	-	-	1,640	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,640
Mary Thorne	1,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,400
Mitch Barloga	-	-	-	-	-	-	-	-	-	1,420	180	-	-	-	40	-	-	-	-	-	-	-	-	-	1,640
New Planner	-	-	-	-	1,140	-	-	-	-	-	200	-	-	300	-	-	-	-	-	-	-	-	-	-	1,640
Steve Strains	1,540	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-	-	-	1,640
Terrell Waddell	-	-	-	-	-	1,640	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,640
Envr. Mgr.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	600	910	130	-	-	-	-	-	1,640
Francyne Nixon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,250	-	-	-	-	-	-	1,250
Intern, Ungrad.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	130	-	-	-	-	-	200
Intern, Ungrad.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200	-	-	-	-	-	-	200
New Planner	-	-	-	-	-	-	-	-	-	-	-	-	-	-	140	-	-	240	610	500	150	-	-	-	1,640
Sarah Nerenberg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	285	-	-	-	-	-	360
Allen Hammond	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,640	-	-	-	-	-	-	-	1,640
Angie Hayes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	410
Gail Parks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40
Tami McKenzie	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,640
Jody Melton	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70
Totals	2,940	640	1,640	900	1,140	1,640	1,640	1,200	1,540	1,429	1,920	380	1,140	300	391	300	3,730	915	3,325	760	150	500	70	70	28,590

Table III: 2008 UPWP FUNDING ASSUMPTIONS

	Federal Amount Available	Federal Carryover Available	Federal Amount Programmed	Federal Amount In-Reserve	Other Grant Funding	Reserve Amt. with Cash Match	Inkind Match	NIRPC Local Share Programmed
PL/Section 5303 Dollars	1,271,961	-	1,271,961	-	24,848	-	-	293,142
Section 5307	407,808	-	407,808	-	16,000	-	-	85,952
CMAQ	226,000	24,000	226,000	-	-	-	62,500	-
Open Lands	-	-	-	-	75,500	-	-	-
Coastal Grant	-	-	-	-	125,000	-	105,000	-
MS4 Local	-	-	-	-	173,964	-	-	-
<b>Totals</b>	<b>1,905,769</b>	<b>24,000</b>	<b>1,905,769</b>	<b>-</b>	<b>415,312</b>	<b>-</b>	<b>167,500</b>	<b>379,094</b>

## Explanation of Abbreviations in Budget Table I

### Initials

### Staff

JA	Jackie Anders
MB	Mitch Barloga
WB	William Brown
KD	Ken Dallmeyer
GE	Gary Evers
DG	Dan Gardner
AIH	Allen Hammond
ASH	Angie Hayes
EI	Eman Ibrahim
TM	Tami McKenzie
JM	Jody Melton
FM	Francyne Mixon
BP	Belinda Petroskey
LR	Lauren Rhein
JS	John Smith
SS	Steve Strains
MT	Mary Thorne
TW	Terrell Waddell
MW	Mary Beth Wiseman

### Abbrev.

### Miscellaneous

EX	Expenses
CON	Contractual
EQU	Equipment & Supplies
INT	Intern
PROD	Products

## **III. PROGRAM DESCRIPTIONS**

## **TRANSPORTATION PLANNING & DEVELOPMENT**

- **Regional Transportation Planning Framework - 2180**
- **Public Involvement Coordination - 2181**
- **Project Programming & Monitoring - 2182**
- **Transit Planning & Coordination - 2106**
- **Transportation Plan Development - 2225**
- **Data Resources, Forecasts & Analysis - 2226**
- **Traffic & Accident Data Collection & Analysis - 2227**
- **Graphics & Mapping - 2228**
- **Modeling, Conformity & Technical Development - 2229**
- **Regional Land Use Planning - 2230**
- **Non-Motorized Transportation & Quality of Life - 2231**
- **Safe Routes to School & Safety Planning - 2232**
- **Freight & Intermodal – 2233**
- **GIS Upgrade & Staff Training - 2220**
- **Transportation Management Systems - 2234**
- **Porter County Corridor Study (Marquette 2) - 2235**
- **Household Travel Survey - 2236**
- **Illiana Task Force - 2238**

Program Subcategory: 2180 Regional Transportation Planning Framework

Objective:

The purpose is to maintain a certified transportation planning process, in keeping with applicable laws and regulations. An objective of this work program element is to oversee, coordinate, and manage the successful completion and implementation of the FY 2008 Unified Planning Work Program (UPWP) for multi-modal transportation planning and programming. It also provides for maintaining the Transportation Policy Committee (TPC).

Past Work/Basis:

UPWPs and accompanying progress reports have been produced annually. This UPWP will continue to respond to the recommendations of the most recent Federal Planning Certification Review (PCR). The corrective action was resolved in FY 2007. In addition, NIRPC has historically responded to and focused on most of the recommended National Planning Emphasis Areas (PEAs). In addition, NIRPC is implementing its Vision and Strategic Directions for the agency, to which the UPWP will contribute. The U.S. Department of Transportation issued the new final rule for Statewide and Metropolitan Transportation Planning on February 14, 2007, which implements The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU).

Essential parts of program administration are preparing the UPWP, quarterly progress reporting, and production of the year-end completion report. In addition, this task includes staffing the Transportation Policy Committee. Transportation planning also supports staff participating in meetings around the region, coordinating with Northeastern Illinois, INDOT, IDEM and other State agencies, other Indiana MPOs, the Federal transportation, environmental and other agencies, and attending workshops and conferences as necessary. NIRPC needs to increase its resources, particularly the local share of funding if it is to expand its service to the region.

Beginning in the third quarter of FY 2007, Commission members requested policy committees to set Potential Regional Indicators, which would gauge the "health" of the three-county region and monitor its progress.

FY 2008 Work Elements/Methodology:

1. Oversee the conduct of a metropolitan transportation planning process in a Transportation Management area in accordance with new federal planning regulations, the State/MPO/transit operator agreement, the conformity memorandum of understanding, the agreement with the Chicago Area Transportation Study, the cooperative accord with the Southwestern Michigan Commission, and NIRPC's Vision and Strategic Directions for 2005-2008.
2. Lead a process to review the State/MPO/transit operator agreement and revise, as necessary.
3. Provide staff support to the TPC, including meeting materials and transportation indicators information.

4. Update mailing lists for committee meetings and for other public involvement.
5. Prepare annual completion report for FY 2007 UPWP. It will document the final status of the work, if it is an ongoing activity, what was accomplished (products and processes), and an assessment of the work.
6. Prepare FY 2008 UPWP quarterly progress reports, which will document the performance in completing what the UPWP offered as products in each of NIRPC's planning domains. These reports accompany the quarterly billings to INDOT.
7. Provide technical oversight of all UPWP work elements.
8. Continue to be responsive to the May 2005 PCR, documenting how NIRPC is responding to the recommendations.
9. Prepare FY 2009 UPWP in accordance with regional needs and federal emphasis areas.
10. Prepare annual self-certification review documentation.
11. Supervise staff.
12. As it relates to the multi-state area, participate in actions with northeast Illinois, to provide a coordinated planning process for the entire metropolitan area as required by SAFETEA-LU, implementing the provisions of the 1997 bi-state planning agreement with northeast Illinois, and the 2006 cooperative accord with southwest Michigan.
13. Make any necessary adjustments to the planning process, implementing the provisions of SAFETEA-LU, in keeping with the new regulations.
14. Coordinate with INDOT via the District and Central offices, participating in the State's Program Development Process.
15. Continue to participate in the Indiana MPO Council and its coordination with INDOT and FHWA-IN.
16. Assist in describing what NIRPC needs to accomplish as a MPO as a case is made for increased funding.

FY 2008 End Products:

1. FY007 Annual Completion Report.
2. Update and submit annual self-certification.
3. Quarterly progress reports.
4. TPC meeting materials.

5. Draft and final FY 2009 UPWP.
6. Distribution of UPWP products.
7. Planning Certification Review implementation documentation.
8. Updated (draft or final) State/MPO/transit operator agreement.

Use of FY 2008 End Products/Future Direction:

This task is to supervise staff, facilitate committee and other public input to the planning process. It refines the transportation planning process, periodically reports progress, and documents what is necessary to keep the process certified. Among others, this is a task that helps make the planning process compliant with SAFETEA-LU. It will also help make the case for increased funding for NIRPC so it can better fulfill its responsibilities as MPO and pursue appropriate planning in other domains.

Staffing and Program Linkages:

The assigned staff for this project is Steve Strains and Mary Thorne. This project provides strategic guidance and secretarial support for all other UPWP program subcategories. Steve, as Interim Director, will supervise the staff in the Transportation Department, and manage development of the UPWP. In addition, Steve is responsible for the Transportation Policy Committee, progress reports, and certification documentation. Staff assigned to all other UPWP subcategories provides programmatic input into the completion of the objectives and work tasks of this subcategory, such as quarterly progress reporting.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 4: "NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas."

Strategy 1: "Build the expertise and capability for exceptional performance in economic development, environment, and transportation domains, and identify and develop the synergy between them.

Vision 5: "NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region."

Strategy 3: "Develop an effective multimodal transportation network."

Budget information for this program subcategory is found in Section II, Program and Budget Summary

Project Subcategory: 2181 Public Involvement Coordination

Objective:

There are two objectives of this program subcategory: 1) to implement the public participation requirements for Metropolitan Planning Organizations (MPO) found at 23 CFR Part 450; and 2) provide support for integrating public participation across NIRPC's three planning domains.

Past Work/Basis:

Since its designation as an MPO NIRPC has maintained an ongoing transportation planning process involving a variety of publics, including elected officials, citizens, advocates, technical experts, and community leaders. Providing opportunities for citizen participation, education, feedback and outreach to all stakeholders form the core of NIRPC's public involvement program. NIRPC's continuing aim is to have an open process, provide complete information, solicit, receive and consider public input, and provide access to decision-making, including increasing participation by traditionally underrepresented people, human services transit providers, and clients of human services agencies.

The Public Involvement Advisory Committee (PIAC), formed early in FY 2007 to implement the recommendations of the Public Involvement Plan (adopted 2006), will continue its work on evaluating activities and identifying areas for improvement or new strategies.

Two recent actions will impact on the function and role of the PIAC. As a result of the recent settlement of a lawsuit a Consent Decree was issued which includes references to the conduct of the MPO transportation planning process and public participation. It is anticipated that the PIAC will serve in an oversight role to monitor compliance with the appropriate section of the Consent Decree. The second action was the completion of a communications audit and recommended plan. The PIAC participated as the oversight and principle reviewer of the communications audit and plan development. It is anticipated that the recommended communications plan will be adopted by NIRPC in the third quarter of FY 2007. Integration of the PI Plan and the communications plan will be a focus of the PIAC into the new program year. It will guide the development of an integrated or unified approach to public participation across NIRPC's three planning domains of transportation, economic development and environmental.

FY 2008 Work Elements/Methodology:

- 1) Conduct public participation process in tandem with transportation planning that meets or exceeds applicable MPO planning rules and regulations;
- 2) Staff the Public Involvement Advisory Committee and facilitate their accomplishing P.I. Plan and communications plan integration and expansion of a coordinated public participation process across the three planning domains.

- 3) Monitor implementation of the Consent Decree relative to transportation planning and public participation and prepare reports for the PIAC.
- 4) Prepare and distribute media notices or background information as needed. Track media coverage to benchmark exposure of materials.
- 5) Work with PIAC and NIRPC policy committees on ways to expand outreach and opportunity for input such as internet document management, including identifying potential funding sources.
- 6) Continue to update and expand NIRPC website in order to keep visualization of the planning process at a high level.
- 7) Maintain and improve outreach to people with disabilities by providing information in accessible formats as requested, and, in keeping with the Consent Decree, provide early and adequate notice of opportunities for review and comment on transportation planning and programming decisions.

FY 2008 End Products:

- 1) Documentation of activities conducted to fulfill MPO public participation program requirements including media releases, meeting notices and summaries, and comments received and responses given.
- 2) Documentation of PIAC meetings and actions.
- 3) Documentation of compliance activities related to the Consent Decree.
- 4) Documentation of activities undertaken to develop an integrated public participation program for the three planning domains.
- 5) Log of website postings highlighting improvements, new features, new data, etc.

Use of 2008 End Products/Future Direction:

As a result of the integration of a unified approach to public participation across the three planning domains NIRPC should expect to see an increase in the quantity and quality of public involvement. The ongoing public involvement efforts will continue to provide opportunities for people to be informed and engaged in the regional decision making- process, resulting in increased public support for new initiatives and planning and programming decisions. A variety of constituents, in particular, minority and low-income persons should be more actively engaged in the planning process. The public involvement process will remain SAFETEA-LU and become Consent Decree compliant.

Staffing and Program Linkages:

The assigned staff for this project is Belinda Petroskey. There is a strong linkage with the update of the *Connections 2030 Plan* (2210) and development of the 2040 Plan (2211) where Belinda has a lead role in public involvement activities.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 1: "NIRPC has attained unmistakable effectiveness and standing."

Strategy 3: "Set a standard of trust in the way we convene, partner and collaborate." Public involvement is welcome in the planning processes, establishes trust and makes a difference.

Vision 3: "Northwest Indiana's positive image is a true reflection of its character."

Strategy 3: Create opportunities for people of diverse backgrounds to meet, dialogue, and work together; widen the circle of involvement." This is done through public outreach, through implementation of the Public Involvement Plan.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategories: 2182 Project Programming and Monitoring (TIP)

Objective:

The purpose of this task is to provide the forum for making transportation investment decisions through a coordinated, participatory process, implementing the Regional Transportation Plan through development or update of a Transportation Improvement Program. Another objective is to monitor transportation projects and available funding so that Northwest Indiana maximizes its opportunities to implement the Plan.

Past Work/Basis:

This task will amend the FY 2005-2009 TIP as needed, and will concentrate on preparing the 2007-2011 TIP. The TIP project review criterion is linked with the *Connections 2030* Plan, and projects have Plan support. It is the primary tool to implement the region's transportation plan. The adopted *Connections 2030* Regional Transportation Plan included policies to which the TIP adheres. NIRPC's TIP must be synchronized with INDOT's Program Development Process (PDP) including the timetable for the INSTIP. INDOT is currently creating a single database for all projects for Indiana MPO TIPs and the State's INSTIP.

NIRPC monitors the status of projects and needs direct access to project information from INDOT, possibly through the LaPorte District office. NIRPC continues to require better information about allocated and obligated funds and project tracking by INDOT. NIRPC annually prepares a list of federally funded, implemented transportation projects titled, *Whatever Happened to That Project?* It is a product and process that the FHWA and FTA cited in February, 2006 as a "best practice", as a proactive approach to sharing information with the public. In preliminary federal guidelines the NIRPC report is listed as a recommended way to prepare and display the information.

Indiana MPO's have been assigned a role by INDOT in its selection of FTA Section 5310 projects. Past Section 5310 related work has included development of updated MPO prioritization criteria, provisions of assistance to local Transportation Advisory Committees (TAC), MPO review of submitted Section 5310 project applications, preparations of a TIP amendment, and preparation of a consolidated grant application. This project allows NIRPC to continue providing these services for Section 5310 eligible transit operators. In addition, 5307 grant applications and periodic Title VI recertification documentation has been prepared. NIRPC staff has participated in a LaPorte County Transportation Planning Group.

FY 2008 Work Elements/Methodology:

Programming

For any programming actions, all federal projects carried out within the Northwest Indiana TMA (excluding certain fund categories controlled by INDOT) shall be selected by NIRPC in consultation with the State and in conformance with the SIP. Projects on the NHS,

bridge, and Interstate maintenance programs shall be selected by the State in cooperation with NIRPC and in conformance with the SIP. Conduct the programming/amendment process in an open, participatory manner, according to the NIRPC's Public Involvement Process, providing complete and timely information and opportunities for review and comment, which can impact the decisions. Coordinate with INDOT according to the Program Development Process for state projects (PDP-S). Prepare a TIP that is SAFETEA-LU compliant.

- 1) Complete the next TIP update (FY 2007-2011), coordinated with the INDOT INSTIP process, and working with stakeholders to implement the *Connections 2030* Plan.
- 2) Review and revise CMAQ project criterion.
- 3) As information is available, regionally significant, non-federally funded projects will be listed in the TIP that goes out for public comment and undergoes conformity analysis. This is to provide a more complete picture of the transportation improvements proposed for the region and their air quality impact.
- 4) Prepare TIP amendments, as necessary and update the TIP database, coordinating with INDOT's database.
- 5) Locate and map the projects in the TIP and its amendments with regard to low-income and minority (environmental justice) populations. Review and revise the process of assessing the effects of projects on target populations, implementing the Title VI/EJ requirements. Evaluate proposed programmed projects to determine whether the overall benefits and costs of such improvements are distributed fairly, and are not discriminatory.
- 6) Prepare new letters of understanding with the northeast Illinois RTA (Section 5307 and Rail Modernization.) Verify Northwest Indiana's share of the annual FTA Section 5307 apportionment of the Chicago Urbanized Area. Prepare the FY 2008 annual attachment to the NIRPC/RTA Letter of Understanding.

#### Project Development and Monitoring

- 7) Monitor the status of project implementation, milestones and costs in all fund categories for state and local projects, providing the stakeholders with accurate information about available dollars. This assumes cooperation in receiving the necessary information from INDOT and local agencies. It includes cost overruns, delayed implementation, etc. Provide, and cause local and state project sponsors to provide regular project status reports to the Transportation Policy Committee. Graphically display the progress of projects. Monitor state highway projects financial reports, confirming accuracy and identifying discrepancies. Work with the LaPorte District Office to get electronic access to the INDOT project information.

- 8) Enhance public awareness of implemented projects in the TIP. Continue to prepare and publish an annual list of projects for which Federal funds were obligated in the previous year and make such a list available for public review. Contribute to the research and completion of the next volume of *Whatever Happened to That Project?* for projects approved/implemented in CY 2006-07. Include an assessment of the distribution of project investments by geographic area, by mode, particularly on minority and low-income population. Expand the list to specifically include pedestrian walkways and bicycle transportation facilities.
- 9) Assist project sponsors in the identification of projects for programming and facilitate their advancement, drawing from the 2030 Plan, management systems and other sources.
- 10) Program projects with input from the NIRPC Highway Groups, Transit Operators, and CMAQ Committees. Provide staff support for those committees. (TE projects come to the TIP from that process in Non-motorized planning, Subcategory 2217).
- 11) For purposes of TIP project support and monitoring and reporting transit system changes, collect and maintain readily available project information on an ongoing basis. This includes data such as vehicle replacement plans, route information, financial status and capacity), NTD statistics, grant applications and operations plans.
- 12) Monitor FTA National Transit Database (NTD) statistics and compute annual Section 5307 dollars generated by each agency.
- 13) Prepare two FTA Section 5307 grant applications for NIRPC and its subgrantees' projects.
- 14) Assist not-for-profit and other FTA Section 5310 eligible transit operators to better coordinate service and develop applications for Section 5310 assistance.
- 15) Assist in LaPorte County's quest for Section 5311 assistance. This task is shared with transit planning task 2105.
- 16) Continue to participate in the LaPorte County Transportation Planning Group.

FY 2008 End Products:

Programming

- 1) Complete the 2007-2011 TIP update.
- 2) Updated project database.
- 3) Revised CMAQ criterion.

- 4) Amendments processed, documented and distributed.
- 5) Committee/stakeholder meeting materials.
- 6) Transit fund agreement with Northeast Illinois.

#### Development & Monitoring

- 7) Reports detailing the list and status of projects and funding for STP I, II and CMAQ.
- 8) List of implemented TIP projects from the past federal fiscal year, including investment distribution.
- 9) Project technical assistance file.
- 10) Transit fund generation statistical reports.
- 11) Section 5307 and 5310 applications.

#### Use of FY 2008 End Products/Future Direction:

These products constitute the basic programming tool for the use of federal surface transportation resources for transportation projects in Northwestern Indiana to implement the current Transportation Plan, advancing regionally significant projects. It will also increase awareness of the status of projects through regular reports. A cooperative process with INDOT Program Development Process (PDP-S) will facilitate the review and incorporation of state projects in the TIP. It will keep the TIP in compliance with SAFETEA-LU.

#### Staffing and Program Linkages:

The assigned staff for this project is Gary Evers. In the conduct of this program subcategory, it is anticipated that they will contribute to the objectives and work tasks of program subcategory 2175 (Framework) and coordinate with the work in 2105 (Transportation Planning Coordination), 2105 (Transit Planning) and 2217 (Non-motorized Transportation.)

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 5: "NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region."

Strategy 3: "Develop an effective multimodal transportation network."

Strategy 5: “Advance implementation of new regional public mass transportation.” This program subcategory helps to implement those strategies.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2106 Transit Planning & Coordination

Objective:

The purpose of this task is to continue regional transit planning activities which advance an expanded and effective system of public transit, including planning support for the Regional Bus Authority, and technical assistance where needed.

Past Work/Basis:

The Northwest Indiana Regional Development Authority (NIRDA) was enacted by the Indiana General Assembly, signed into law by Governor Mitch Daniels on May 11, 2005, and became effective July 1, 2005. NIRDA is a multi-jurisdictional, economic development body with the financial resources and powers to undertake large capital projects, including bus and rail initiatives and lakefront redevelopment in Lake and Porter Counties. Enactment of NIRDA placed responsibility for regional bus services in a two-county Regional Bus Authority. A study is underway to analyze the feasibility of and logistics for consolidating local bus services in Lake and Porter Counties into a regional bus system. The *Connections 2030* Regional Transportation Plan has a transit element that can be implemented through the RBA and other means. The 2040 Plan development will begin. Transit service is to begin in the City of Valparaiso and a study will explore consolidated services in LaPorte County.

FY 2008 Work Elements/Methodology:

- 1) Technical support for the Regional Bus Authority.
- 2) Assist the RBA in implementing new and improved services.
- 3) Manage the grant for the Regional Bus Study.
- 4) Manage the grant for the LaPorte consolidated bus study.
- 5) Continuing technical assistance for transit services that are emerging in Porter County, and LaPorte County.
- 6) Continue to convene periodic meetings of the public transit operators' roundtable.
- 7) Initiate development of the next iteration of the transit component of the long range plan including coordination with transit operators and other stakeholders.

FY 2008 End Products:

- 1) Meeting materials for RBA and transit operators' roundtable.
- 2) Technical support for LaPorte County Consolidated Services Study, LaPorte City Service Evaluation, and Regional Bus Study.
- 3) Documentation of the development of the next iteration of the transit component of the long range plan.

Use of FY 2008 End Products/Future Direction:

These activities will help to advance the implementation of expanded transit in Lake, Porter and LaPorte Counties. In Lake and Porter Counties, the past and current activities will form the basis for the RBA's funding request to the newly created Regional Development Authority. In LaPorte County it is anticipated that the consolidation of human services transit will result in county-wide coverage for public demand response services. A successful new service structure in LaPorte County may also encourage the County to join the new regional development authority and expand their capacity to fund public transit.

Staffing and Program Linkages:

The assigned staff for this project is Belinda Petroskey.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 2: "Diversified economic opportunity exists for current and future generations."

Strategy 1: "Develop and take advantage of our assets: transportation network (Aviation, pipelines, ports, public transportation, and roads), natural resources, our skilled educated workforce, and the potential of our young people."

Vision 5: "NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region."

Strategy 3: "Develop an effective multimodal transportation network."

Strategy 5: "Advance implementation of new regional public mass transportation."

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

## Program Subcategory 2225: New Transportation Plan Development

### Objective:

The objective of this project is to develop the scope and timetable for a new Regional Transportation Plan that will identify the activities and inputs and devise a process and schedule for plan completion. The new plan is targeted for adoption in 2011.

### Past Work/Basis:

The *Connections 2030* Plan was approved on May 19, 2005. A Conformity Finding was reinstated for previously conformed projects and LaPorte County projects on June 14, 2005. Conformity on the remaining projects in Lake and Porter Counties has been deferred until a technical change to the State Implementation Plan (for Air Quality) is made and approved. The final 2030 Plan was documented and distributed. A Plan amendment is scheduled for adoption in late fiscal year 2007. It will update the Plan to be fully compliant with the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU).

A significant, potential, future project that will require some collaborative study and leadership is a more southern east-west expressway connecting Illinois with Indiana. Originally known as the South Suburban Expressway, the Illiana Expressway and Freight Corridor is a proposed project for the U.S. Department of Transportation Corridors of the Future program. INDOT, IDOT, CMAP and NIRPC collaborated on a proposal for the designation. NIRPC will contribute to consideration of an expressway corridor.

### FY 2008 Work Elements/Methodology:

- 1) Prepare a multi-year budget and schedule for a long-range plan update.
- 2) Continue congestion management process, operations and maintenance planning efforts.
- 3) Staff support to a study of the feasibility of the "Illiana" Expressway and Freight Corridor.
- 4) Identify any external contractual needs.
- 5) Coordinate input elements of forecasts, land-use framework, natural resource management, and economic development.
- 6) Engage diverse stakeholders.
- 7) Develop consensus on alternate regional development scenarios to be tested, including ranges of control totals.
- 8) Develop process for technical and policy evaluation.

FY 2008 End Products:

- 2) Multi-year work program budget and schedule
- 3) RFQ/RFP's for contracted work, if necessary.

Staffing and Program Linkages:

New Planner will be assigned staff to this project.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task:

Vision 2: Diversified economic opportunity exists for current and future generations.

Strategy 2: Develop and take advantage of our assets: transportation network (aviation, pipelines, ports, public transportation, roads) natural resources, our skilled, educated workforce, and the potential of our young people.

Vision 5: NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.

Strategy 2: Support development and use of the Gary/Chicago International Airport.

Strategy 3: Develop an effective multimodal transportation network.

Strategy 4: Advance implementation of the Marquette Plan, expanded to include all of Indiana's shoreline, and provide planning and technical assistance to the shoreline communities.

Strategy 5: Advance implementation of new regional public mass transportation.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

## Program Subcategory 2226: Data Resources, Forecasts & Analysis

### Objective:

The objective of this work element is to collect, manage and analyze data to support transportation planning and programming, regional land use, environmental and economic development initiatives. Regional developmental data is integrated into Geographic Information System (GIS) technology.

### Past Work/Basis:

#### Maintain Transportation Data Resources:

On a continuing basis NIRPC prepares and presents reports and analyses of demographic data that affect the transportation system and are integral to the transportation planning process. Efforts are directed at informing and involving all sectors of the public in NIRPC planning activities. Each year NIRPC also responds to hundreds of requests for statistical information on transportation data and the socio-economic database. NIRPC data and links to additional sources of data and information are incorporated on the website. Essential to the transportation planning process is the maintenance of population, employment, and household data. Demographic forecasts and monitoring are a necessary part of the regional transportation plan development and travel demand forecast modeling processes. Reporting and displaying the data using GIS is crucial to making information useful for NIRPC's transportation planning and programming activities to local jurisdictions, businesses, consultants and others. GIS presentations of the data are an essential element in the public participation process. NIRPC has acquired upgraded GIS software and will expand staff training. New computer upgrades will facilitate wider use of the technology.

### FY 2008 Work Elements/Methodology:

#### Maintain and Share Transportation Data Resources:

- 1) On a continuing basis update files of demographic, economic and transportation data as it is released from the Census Bureau, Federal, State and related agencies for use in the planning process. Monitor residential building permits, existing and potential public revenues, school statistics, economic changes, land use and development trends, vital statistics, population estimates, employment data and municipal and county comprehensive plans. Continue incorporation of data layers in GIS technology. Produce a "Regional Snapshot" data report.
- 2) Coordinate with state, regional and local agencies on the review and update of the regional demographic and economic projections for the 2040 Plan with emphasis on control totals which reflect regional growth, development patterns, comprehensive plans, local and regional land use, environmental issues and sensible growth planning tools. Develop alternate projection scenarios developed around regional and local development strategies with emphasis on local input and review. Utilize GIS throughout the process.

- 3) Respond to requests for information related to transportation planning, programming and regional data management activities. This includes providing NIRPC documents and published reports, electronic and printed data from public and private sources, brochures, maps, 2005 high resolution digital orthophotography, NIRPC historic aerial photos, traffic counts, output from geographic information system applications and other resources to governmental units, representatives of business and industry, institutions, and individuals in all areas of the public and private sectors.
- 4) Continue as an active regional State Data Center affiliate of the Bureau of the Census, particularly in the receipt and dissemination of data through the program. Coordinate with Indiana agencies to address population issues statewide particularly with the Indiana University Kelley School of Business, Indiana Business Research Center. Coordinate with Census Bureau on local issues related to planning and development of Census 2010. Concentrate outreach efforts on the results and implications of the application of the American Community Survey (ACS) data which will replace the long-form Census 2010 socio-economic data, including work trip transportation data. Continue participation as the Census Bureau's regional lead agency in the Statistical Areas Program for the submission of local level geographic changes prior to Census 2010. Coordinate with local governmental units on the Census 2010 planning efforts which will include the Local Update of Census Addresses (LUCA) and the 2010 MAF/TIGER Accuracy Improvement Program for the Census Bureau's Master Address File (MAF) and the Topologically Integrated Geographic Encoding and Referencing (TIGER) system.
- 5) Provide technical assistance in demographic and development data analysis, particularly as it affects the transportation system and regional and local planning and development issues. Present this data on a continuing basis to the public and private sectors and encourage coordination and data sharing in local planning and development efforts. Facilitate workshops on data access, products and application tools. Continue to update the NIRPC website regional data and prepare articles for the NIRPC newsletter on demographic and development issues.
- 6) Utilize and promote the high resolution digital products from the 2005 Indiana Statewide Orthophotography project in GIS for the update of the transportation plan, transportation system analyses, land use development patterns, and economic and environmental planning.
- 7) Continue participation in the Northwest Indiana GIS Forum, the Indiana GIS Initiative and other regional data or GIS user groups to facilitate the exchange of data and information, promotion of metadata documentation, access to training and consolidation of technical resources.

## Use of FY 2008 Data Collection, Management and Analysis End Products/Future Direction:

The files of basic demographic, travel and economic statistics and forecasts are fundamental inputs to the transportation planning process and regional development activities. This information, plus the "Regional Snapshot" data report, also serves as a means to inform the public and involve them in planning activities.

The development and maintenance of databases and the GIS is an ongoing element of the Unified Planning Work Program. These activities support project analysis including travel demand forecast modeling, demographic forecasting, and management systems used during the transportation planning and programming processes. These activities support the expansion of NIRPC's core functions to incorporate regional land use, environmental and economic development initiatives.

## Staffing and Program Linkages:

The assigned staff for this project is Lauren Rhein and as this project provides data directly to all other UPWP program activities, coordination with other projects and technical applications, particularly GIS, is essential.

Portions of the NIRPC Vision and Strategic Directions for 2005-2008 are implemented by this task:

Vision 1: "NIRPC has attained unmistakable effectiveness and standing."

Strategy 3: "Set a standard of trust in the way we convene, partner and collaborate." This task includes collaborative efforts with local entities and with the state on population forecasts and control totals, development patterns and growth strategies

Vision 3: "Northwest Indiana's positive image is a true reflection of its character."

Strategy 5: "Develop a marketing plan to promote the region; expand media engagement in the effort." The use of the wide range of data generated and analyzed in this task supports the marketing efforts in the Region.

Vision 4: "NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas."

Strategy 1: "Build the expertise and capability for exceptional performance in economic development, environment and transportation domains, and identify and develop the synergy between them"; and

Strategy 3: "Publicize NIRPC expertise and capability." This task involves extensive levels and variations of internal and external regional data sharing and access.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- Increase the safety of the transportation system for motorized and non-motorized users;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2227 Traffic & Crash Data Collection & Analysis

Objective:

The objective of the traffic data collection and analysis work element is to collect and manage highway traffic data to support transportation planning and programming activities and the Highway Performance Monitoring System (HPMS). The management of traffic data is integrated with the development and maintenance of a regional Geographic Information System (GIS).

Accident data is to be broadened to perform and to extract data and prepare data reports, identifying of high crash locations from INDOT and Indiana State Police accident/crash database. NIRPC will incorporate regional accident data into NIRPC's Geographical Information system to obtain a regional accident base map.

Past Work/Basis:

NIRPC has collected traffic and transit data for three basic purposes: a) to support transportation planning and programming activities, including travel demand forecast modeling; b) reporting HPMS data to INDOT for its inclusion in the federal system; and c) data dissemination to the public. A new traffic count database in Microsoft Access was developed in FY 2000 to improve the quality and accessibility of traffic count data. Data collected has included highway traffic counts, turning movements, physical features, signal timing, vehicle classifications, vehicle speeds, transit routes, and transit ridership. GIS will play an important role as geography can now be linked to the traffic database tables.

A significant effort is also required to provide count data to INDOT for use in the federal HPMS. Traffic counts and physical features are obtained at one-third of the HPMS locations, annually. INDOT factors the balance of the locations. In addition, HPMS data is received from INDOT and added to the database. The new database provided the means to apply consistent axle adjustment and seasonal adjustment factors to the data. NIRPC uses axle factors derived from INDOT vehicle classification counts taken in the NIRPC region. NIRPC also uses INDOT's seasonal adjustment factors. The database contains counts taken by NIRPC that are adjusted by INDOT growth factors and axle adjustment factors to get the annual average daily traffic (AADT) count. NIRPC will consider working with INDOT to add classification counting stations with additional PL funds through new, revised PL formula in FY 2007.

INDOT and the Indiana State Police have vastly upgraded the statewide accident records database, which now provide longitude and latitude coordinates for a substantial portion accident locations. NIRPC has access to the database and began to identify some locations that need safety improvements.

FY 2008 Work Elements/Methodology: (85% of assigned time)

1. Review data collection locations and select sites for data collection for the balance of CY 2007 and part of the 2008 traffic seasons. This will include 1/3 of the 202 HPMS locations.
2. Collect hourly and average daily traffic counts for: screen-lines, cordon-line and HPMS locations, plus update the physical features. HPMS is the priority.
3. Identify and obtain data for locations where counts and other information is being collected by other entities (INDOT, local agencies). These include permanent, continuous count sites, and temporary, manually collected locations. Collect this secondary information from others on a regular schedule. Incorporate relevant local and state generated information into the access traffic database.
4. Analyze the NIRPC and State highway traffic data for completeness and organization. The information should include location, day, month and year, for the raw counts. Counts will be adjusted to AADT (Annual Average Daily Traffic) with INDOT provided axle and seasonal factors. Place information on NIRPC Website, and add traffic locations and data to regional GIS system.
5. Collaborating with staff assigned to job tasks Data Resources and Modeling, Conformity and Technical Development to improve the data collection and analysis program. Continue to upgrade skills by reading any new material that applies to the traffic/database program.
6. Implementation of HPMS database management based on INDOT's framework. Fulfill the FHWA-IN recommendation of maintaining a separate HPMS database.

INDOT Crash Database Extraction and Reporting: (15% of time, as time allows)

1. Develop in collaboration with staff assigned to Data Resources, Forecasts & Analysis and Modeling, Conformity and Technical Development database extraction procedures that interact with the NIRPC GIS system.
2. Using procedures developed, determine GPS coordinates of accidents where coordinates are not provided in the database and enter these into database, and otherwise clean-up database of incomplete or erroneous data.
3. Create data reports, including HPMS data for reporting to INDOT.
4. Export reports into GIS and create maps.

FY 2008 End Products:

1. Collect approximately 75 highway traffic counts and other data for HPMS and secondary count locations.

2. Updated traffic count database for NIRPC and INDOT use, specifically with the ability to extract HPMS data.
3. Data layers for GIS data analysis and traffic base map data.
4. Refinements to the data collection program.
5. Approximately 250 traffic data information request responses from regional businesses and public.
6. Reports and maps completed from Crash Database as time permits.

FY 2008 Use of End Products/Future Direction:

The traffic data will be used for: (a) model calibration, (b) conformity determination, (c) congestion monitoring, (d) capacity analysis, (e) programming local highway projects; (f) specialized studies, (g) disseminating information to public and private agencies upon request, (h) and (i) reporting HPMS data information to INDOT. After the regional model is improved and refined, consideration will be given to collecting data so that accurate county, sub area and corridor studies can be performed. Develop HPMS analytical skills by preparing to evaluate at least 10% of the HPMS data.

The crash data reports and maps will be utilized in NIRPC Safety Program, by state county and municipal officials and by public to factually address safety by policy and in planning and programming of transportation improvements.

Staffing and Program Linkages:

The staff assigned to this activity is Terrell Waddell. This function is integral to the activities of Data Resources, Forecasts & Analysis, Freight and Intermodal, Transportation Planning Coordination, Modeling, Conformity and Technical Support, and Graphics and Mapping.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task:

Vision 1: NIRPC has attained unmistakable effectiveness and standing.

Strategy 3: Set a standard of trust in the way we convene, partner and collaborate.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environmental and transportation domains, and identify and develop the synergy between them.

Vision 5: NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.

Strategy 1: Champion new regional assets by creating a climate of support and readiness, and by cultivating and attracting resources and legislative support.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Increase the safety of the transportation system for motorized and non-motorized users;
- Promote efficient system management and operation.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2228 Graphics and Mapping

Objective:

The objective of the graphics and mapping is to support the agency's visual needs for displays, presentations and publications in the three planning domains. They are economic development, environmental and transportation, plus transit administration.

Past Work/Basis:

SAFETEA-LU requires employment of visualization techniques, which NIRPC has been using for its plans and programs, whether in publications, displays or in presentations. Most are prepared electronically.

The graphic presentation of a wide variety of data, projects and policies has been vital to communicating to policy boards and public. Graphics projects have included:

- Mapping of planned transportation projects.
- Preparation and illustration of brochures and newsletters.
- Mapping and photographs for the annual list of transportation projects.
- Displaying the highway functional class system for regional roads.
- Creating a layout of urbanized area boundaries for the region.
- Mapping of bikeways and trails throughout the region.
- Mapping of proposed high speed rail corridor through the region.
- Mapping freight infrastructure.
- Annotating aerial photos of locations of special interest.
- Conference and workshop materials.

FY 2008 Work Elements/Methodology:

- 1) Integrate the development of geographically-oriented data resources used in transportation, environmental, economic development and other agency functions.
- 2) Enhance the graphics capability by adding GIS, website management and publication function to the graphics section with software and training.
- 3) Upgrade both GIS and Graphics software and hardware capabilities
- 4) Prepare maps and other forms of graphic support for the Regional Transportation Plan, Transportation Improvement Program and other NIRPC purposes. This will meet the requirement to help the public visualize general and specific plans and programs and what they mean.
- 5) Use deliverables from 2005 statewide orthographic mapping project.
- 6) Contribute maps and other graphics to a "Regional Snapshot" document.

Staffing and Program Linkages:

This function is integral to all of the agency activities. The staff assigned to this activity is John Smith.

Vision 5: NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.

Strategy 1: Champion new regional assets by creating a climate of support and readiness, and by cultivating and attracting resources and legislative support.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Increase the safety of the transportation system for motorized and non-motorized users;
- Promote efficient system management and operation.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2229 Modeling, Conformity and Technical Analysis

Objective:

The objective of this project is to maintain and enhance the regional transportation network model and associated procedures for air quality analysis and evaluation of congestion mitigation alternatives. This project also includes the conduct and documentation of air quality conformity determinations.

Past Work/Basis:

The regional transportation network model was updated during FY 2003 and 2004 to expand the number of traffic analysis zones from 293 to 455 and to extend the planning horizon from 2020 to 2030.

The Mobile 6.2 Emission Factor model was implemented during FY 2004 and 2005. The USEPA Technical Guidance document was used as a reference for identifying and preparing the required source data and for the use of the model output files.

FY 2006 work included the analysis and identification of revised mobile source budgets for an update of the State Implementation Plan including a request for redesignation to maintenance of the 8-hour ozone NAAQS. Federal approval of the redesignation is anticipated in FY 2007. Approval would start the 18 month clock for use of the new budgets.

Vehicle Miles of Travel and average speed for the network links were provided to the Indiana Department of Environmental Management and to the Lake Michigan Air Directors Consortium and their consultants for use in the update of the emissions inventories for 2005.

The model was enhanced during FY 2006 to incorporate a 12-class assignment procedure to identify travel on the network that remains within Lake and Porter Counties, enters, exits or passes through. The post model data processing procedures were substantially revised to incorporate the 12 class assignment and to streamline and automate the preparation of the Mobile6 model's required external data files and VMT fractions for the Mobile6 input file. The procedures also incorporated a new method of processing the VMT fractions as determined through consultation with IDEM staff.

During FY 2007, work was initiated on a refined set of guidelines on what types of projects are regionally significant for inclusion in the transportation network modeling for conformity determinations. The work will lay the foundation for better identification of projects of local agencies.

During FY 2007, funding was procured for the Household Travel Survey. Preparatory work was completed, including the development of brochures, travel logs and other information that are being used in the survey. The majority of survey contacts and data collection is anticipated to be done in FY 2007.

Air quality conformity determinations have been an ongoing activity, in response to U.S. EPA and U.S. DOT regulations.

#### FY 2008 Work Elements/Methodology:

##### High Priority

##### Regional Emissions Analysis

Run the trip generation procedures for each appropriate analysis year using the latest socioeconomic data. Code the updated transportation system expansion projects in a plan amendment into the networks for the appropriate analysis years. Run the transportation network model for each analysis year. Transfer link data for each analysis year to databases, post-process link speeds and split VMT out to the Mobile6 vehicle categories. Prepare revised Mobile6 input files to represent the changes in VMT and speed. Run the Mobile6 model and process the output as required to calculate link by link emissions. Sum the ozone precursor emissions for the Lake and Porter County Ozone nonattainment area and for the LaPorte County Ozone nonattainment area. Sum the particulate matter (PM<sub>2.5</sub>) direct emissions and nitrogen oxide precursor emissions for the Lake and Porter County PM<sub>2.5</sub> nonattainment area. The work is anticipated to be started in FY 2007 and be complete in the early part of FY 2008.

##### Manage and Document Conformity Determinations

Prepare supporting materials, including results of the regional emissions analyses, for use by the conformity consultation participating agencies. Prepare draft and final conformity determination documents. Prepare agendas and schedule meetings (in person and by phone or internet teleconference) for conformity consultation. This work is anticipated to be complete in the early part of FY 2008.

##### Technical Support for the Transportation Improvement Program

Monitor the list of projects proposed for inclusion in the Transportation Improvement Program. Where non-exempt projects are proposed that are not already included in the regional emissions analysis performed for the *Connections 2030 Regional Transportation Plan*, perform a new regional emissions analysis as described above to support a conformity determination for the proposed TIP.

##### Household Travel Survey

The data collection phase of the household travel survey will be completed and analysis will begin during FY 2008. This survey is being completed in conjunction with the Chicago Metropolitan Agency for Planning under a contract with NuStats, Inc. of Austin Texas.

## Medium Priority

### Technical Support for Air Quality Planning

Transportation staff would continue to participate on the Air Quality Subcommittee of the Environmental Management Policy Committee, providing technical input. At the request of the Air Quality Subcommittee, the air quality benefits of potential transportation control measures may be analyzed. Technical support for PM<sub>2.5</sub> hot spot analysis. Transportation staff will support implementers on meeting this requirement.

### Technical Support to NICTD West Lake Corridor New Start

Transportation staff will work with NICTD consultants to upgrade and adjust the travel demand model to support the preparation of demand, air quality and cost effectiveness evaluations for the proposed new commuter rail service.

### Internal Data Development Support

Staff will provide high-level technical support in design of data collection and analysis systems within NIRPC, including assistance in the set-up of databases in areas such as GIS, traffic counting and accident reporting.

## Low Priority

### Congestion Mitigation Strategy Evaluation

Using the regional transportation network model, in conjunction with the Travel Demand Management analysis model and the Intelligent Transportation System Deployment Analysis System (IDAS), identify the congestion mitigation benefits of TDM and ITS strategies proposed by the Congestion Management System Committee.

### FY 2008 End Products:

- Conformity Determination Documents
- Congestion mitigation benefits of proposed TDM and ITS strategies (if requested by the CMS Committee).
- Sum of Lake and Porter County VOC and NO<sub>x</sub> Emissions for 2007, 2010, 2020 and 2030.
- Sum of LaPorte County VOC and NO<sub>x</sub> Emissions for 2002, 2010, 2020 and 2030.
- Sum of PM<sub>2.5</sub> direct and NO<sub>x</sub> precursor emissions for 2002, 2010, 2020 and 2030 for the Lake and Porter County PM<sub>2.5</sub> nonattainment area.

Staffing and Program Linkages:

Bill Brown is the assigned staff for this project. This task will provide the technical support and analysis for air quality planning, conformity determinations, congestion management system and travel surveys.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environmental and transportation domains, and identify and develop the synergy between them.

Vision 5: NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.

Strategy 3: Develop an effective multimodal transportation network.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Promote efficient system management and operation; and

Budget information is found in Table II on pages II-2 and II-3

Program Subcategory: 2230 Regional Land Use Planning

Objective:

The objective of the Regional Land Use program is to support the development of the Regional Transportation Plan, environmental policy making, and economic development considerations. In this program subcategory, comprehensive plans, zoning ordinances and economic development trends will be examined to initiate efforts to better coordinate regional development. Concentration on regional land use planning is predicated on a growing concern of regional sustainability by stakeholders and the need to focus on development from a regional perspective.

Past Work/Basis:

Regional Land Use Planning is an outgrowth of the visioning process of the *Connections 2030* Transportation Plan. This visioning process generated a great deal of discussion on current development patterns of the region. A number of planners, elected officials, general public and other regional stakeholders agreed that these patterns needs to be reevaluated, which resulted in a recommendation that NIRPC address comprehensive planning and development management strategies. Although it is clearly recognized that NIRPC cannot override the local decision-making process NIRPC has committed to providing more support and guidance to local land use decision makers. FY2007 projects have included:

- Began identifying and getting commitments from planners to serve on the Local Government Planning Advisory Committee.
- Participated in a zoning ordinance review process in Porter County.
- Began providing planning support for Phase II of the Marquette Greenways Plan.
- Evaluated the City of Crown Point's Master Plan and provided feedback to City officials.
- Began transferring land use data into a GIS format.

FY 2008 Work Elements/Methodology:

- 1) Provide staff support to the Local Government Planning Advisory Committee. Land use discussions will originate with this Committee.
- 2) Provide planning support and technical assistance in the area of land development and policies to local communities.
- 3) Provide planning support to cities and towns that are updating their comprehensive plan, zoning and subdivision ordinances, design guidelines and other planning.
- 4) Provide planning support to the cities and towns along the West Lake Corridor to prepare Transit Oriented Development in station areas.

- 5) Provide planning support to the City of LaPorte, City of Michigan City, and LaPorte County in creating a county-wide Comprehensive Plan.
- 6) Participate in the GIS Forum and regional data coordination.
- 7) Begin identifying and retrieving local, regional, and statewide GIS data (environmentally sensitive areas, aerial photography, etc.) related to land development to be integrated into a regional database.
- 8) Prepare maps and other forms of GIS support for the Regional Transportation Plan, Transportation Programming and other NIRPC purposes.
- 9) Complete a "Sensible Tools" best practices document to be used as a decision making tool to local Plan Commissioners, Boards of Zoning Appeals, and elected officials.
- 10) Maintain the collection of updated comprehensive plans, zoning maps, economic development plans, utility plans, thoroughfare plans and other documents from county, municipal, state, and federal agencies.
- 11) Provide support for economic development planning and coordination.
- 12) Continue research of innovative and efficient development concepts and introduce these to local communities.
- 13) Begin to collect land use databases and geography from local communities to be incorporated into a regional map.
- 14) Formulate a set of evaluation criteria to be utilized for reviewing local Comprehensive Plans.

FY 2008 End Products:

- 1) Sensible Tools document.
- 2) Updated development "hot spots" map.
- 3) Preliminary integrated land development related databases.
- 4) Up-to-date collection of local land-use plans and policies.
- 5) Collected data into GIS layouts.

Staffing and Program Linkages:

Eman Ibrahim, who is a new staff member is responsible for this activity.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 4: "NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas."

Strategy 4: "Educate the community about regional thinking."

Vision 5: “NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region.”

Strategy 3: “Develop an effective multimodal transportation network.”

Strategy 5: “Advance implementation of new regional public mass transportation.”

This program subcategory helps to implement those strategies.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2231 Non-Motorized Transportation and Quality of Life

Objective:

The objective of the enhancement portion of this subcategory is to advance goals outlined in the *2005 Ped & Pedal Plan*, and to work with communities on advancing non-motorized modes from the goals of the *Connections 2030* Regional Transportation Plan (RTP).

Past Work/Basis:

*Bicycle & Pedestrian Planning & Facilitation:*

The development and implementation of non-motorized transportation planning represents a continuing element of the NIRPC Unified Planning Work Program. In 1994, NIRPC distributed the *Regional Bikeways Plan* as the first plan for non-motorized transportation in Northwest Indiana. Due to many of the recommendations in the Plan, over 70 miles of separated trails have been developed in the NIRPC region as of 2005, with a significant amount of additional mileage already funded, or planned.

The success of trail development in the NIRPC region, coupled with the increased emphasis on improving pedestrian mobility, led to the creation of the *2005 Ped and Pedal Plan*, which was adopted by the NIRPC Commission on January 20, 2005. At the core of the plan is the *Regional Trail Corridor Priority Map* that defines 29 corridors that are plausible for future development. It will serve to channel funding and resources appropriately to projects of regional significance.

NIRPC staff has acted as a liaison for the Calumet Citizens for Connection Communities group, otherwise known as "C4", whose purpose is to promote better connections for bikes and pedestrians in the NIRPC region. Citizen-led with many government officials taking part, C4 has emerged as the chief advocacy outlet for those looking to improve the environment for all types of non-motorized transportation options. NIRPC staff has worked alongside a representative from the National Parks Service Rivers and Trails Assistance Program since 2003 in helping to create an effective strategy for the group to follow towards educating public officials for off-road connections.

In 2004, NIRPC aided in the start-up of another advocacy group, this time focused solely on the development of the Pennsy Greenway project. The group, called the Illiana Citizens for the Pennsy, or ICP, have incorporated and are now actively seeking members and funds to educate and keep local officials informed of the need to develop this bi-state trail.

NIRPC is working to coordinate the efforts of the PPC and C4 towards a comprehensive implementation of the *Ped & Pedal Plan* goals and related objectives. To this end, a detailed matrix was created to aid in task delineation between the PPC and C4, as well as NIRPC staff.

FY 2008 Work Elements/Methodology:

1. Implementation of the *2005 Ped and Pedal Plan* with assistance from the PPC and C4 membership. The five overall goals targeted are as follows:
  - Encourage & promote regional coordination, partnership & planning.
  - Improve connections between sub-regional networks.
  - Encourage & increase bicycle and pedestrian access to and from all transit and intermodal facilities.
  - Increase the promotion of benefits of bicycle and pedestrian systems.
  - Develop a set of funding priorities which encourages local monies to be leveraged by non-local funds to allow for greater progress and development.
2. Review qualifying TE, TCSP, CMAQ, Safe Routes to School, STP-1, and other related programs funding pedestrian and bicycle projects in the NIRPC TIP. Establish an implementation tracking system for these projects.
3. Formulate a comprehensive “Complete Streets” policy, and aid in the dissemination of education materials to local communities and county highway departments on the importance of these policies.
4. Coordinate with INDOT and the DNR on the development of goals from the Indiana Trails Plan.
5. Create Ped & Pedal website that is linked to the NIRPC site.
6. Provide continued facilitation to C4 and the ICP with the National Parks Service, and to disseminate information to those groups or individuals in the region who desire further knowledge on bike and pedestrian connections.
7. Establish a regular contact with INDOT’s LaPorte District regarding their conformity to bicycle and pedestrian accommodations within the design scope of their proposed projects.
8. Aid the policy development towards a Regional Land Use Plan. As resources permit, work with NIRPC staff on document preparation including best design practices and suggested ordinance adoption.
9. Serve on the Board of Directors for the Greenways Foundation, a state not-for-profit advocating new trail projects throughout the State of Indiana. Staff will assist the GF on developing strategies to raise private funds to help develop network of trails involving various NIRPC members.

10. Assist with NIRPC and Openlands Project staff in the development of a Regional Greenways and Blueways Plan, the Marquette Plan, Phase II Plan and the US 12 and 20 Corridor Study. All of these plans are expected to be completed in FY 2008, with responsibilities to include:

- Inventory and analysis of potential water trail corridors in region.
- Interviews with numerous stakeholders involved with respective planning efforts.
- Identification of landholdings for increased open space access.
- Review of current municipal, county and state plans towards unified vision in final document.
- Coordination of greenway corridors with those identified in the *2005 Ped and Pedal Plan*.

FY 2008 End Products:

- Revise NIRPC TE application solicitation for Pedestrian & Bicycle applications.
- Develop and maintain milestone schedule for federally and/or state-funded pedestrian & bicycle projects.
- Development of Ped & Pedal website.
- Conduct regional workshop on Complete Streets policy.
- Aid with local community efforts to incorporate Complete Streets policies into their design standards and/or ordinances.
- Review and rank TE applications from NIRPC region, and forward to INDOT for final approval for FY 2008.
- Solicit funds for printing and distribute Regional Bike Map.
- Review and send comments to applicants for DNR trails grant per recommendation from TE Committee.
- Prepare sample elements of safe transportation design features.

Staffing and Program Linkages:

Mitch Barloga and New Planner are the assigned staff for this project.

Portions of the NIRPC Vision and Strategic Directions for 2005-2008 are implemented by this task.

Vision 3: “Northwest Indiana’s positive image is a true reflection of its character.”

Strategy 4: “Create a strong, safe, clean and high-quality environment in which to live, work & play.”

Vision 5: “NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region.”

Strategy 3: “Develop an effective multimodal transportation network.” This program subcategory helps to implement those strategies.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Promote efficient system management and operation.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2232 Safe Routes to School & Safety Planning

Objective:

The objectives of the enhancement portion of this subcategory are to advocate and develop a far-reaching program towards increasing the number of children safely walking or bicycling to school; and develop a regional safety initiative focused on accessing federal highway safety funds.

Past Work/Basis:

In FY 2006, NIRPC developed a pilot Safe Routes to School program in conjunction with the City of Valparaiso. NIRPC also developed a "Safe Routes to School Toolkit" to aid those who desire to implement these strategies. NIRPC aided with the submissions of FY 2007 SRTS INDOT applications in the last quarter of FY 2006. Efforts included a regional workshop on the topic, and individual aid to sponsoring entities.

In CY 2006 INDOT prepared a Strategic Highway Safety Plan, which is a framework to make the state's highways safer to drive, walk and bike. SAFETEA-LU authorized a new core Federal aid funding program in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The Highway Safety Improvement Program (HSIP) emphasizes a data-driven, strategic approach to improving highway safety that focuses on results. NIRPC will use the crash data and maps produced in FY 2007 to identify locations where safety improvements can be made and assist local governments to access the HSIP funds.

FY 2008 Work Elements/Methodology:

1. Assist local school districts, police departments, municipalities and non-profit organizations in the advancement of SRTS strategies region-wide.
2. Provide individual assistance, in cooperation with INDOT and the Chicagoland Bicycle Federation, in the development of SRTS program planning in the target areas of education, enforcement & engineering.
3. If resources permit, establish a regional SRTS Task Force, or similar oversight committee to advance SRTS objectives, and prepare sponsors for INDOT SRTS funding.
4. Update Safe Routes to School Toolkit based on new SAFETEA-LU guidelines and INDOT SRTS application policies.
5. Research funding sources to produce a PSA on the SRTS program to be aired region wide on local television and radio stations.
6. Develop and maintain an SRTS project and program database of all region-wide projects to gauge their progress and effectiveness.

7. Develop a safety initiative to educate local jurisdictions, and use crash data to identify locations where projects can access HSIP funds.

FY 2008 End Products:

- Updated Safe Routes to School Toolkit
- Establishment of SRTS Task Force/committee if resources permit.
- Development of project-tracking database of regional SRTS initiatives.
- Production of PSA's for radio and television broadcast.

Staffing and Program Linkages:

Mitch Barloga and New Planner are the assigned staff for this project. Critical coordination will be required from nearly all UPWP program activities, especially Data Resources, Forecasting & Analysis, Modeling, Conformity & Technical Development, Project Programming & Monitoring, and Graphics & Mapping. An involved dialogue will also be required with program activities under Air Quality Public Education, specifically environmental mapping and related data.

Portions of the NIRPC Vision and Strategic Directions for 2005-2008 are implemented by this task.

Vision 3: "Northwest Indiana's positive image is a true reflection of its character."

Strategy 4: "Create a strong, safe, clean and high-quality environment in which to live, work & play."

Vision 5: "NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region."

Strategy 3: "Develop an effective multimodal transportation network." This program subcategory helps to implement those strategies.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Promote efficient system management and operation.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2233 Freight Planning and Intermodal Data

Objective:

Develop freight and intermodal strategies to manage and improve safe and efficient freight flows through and within the region. Minimize the congestion and hazards associated with freight traffic and promote the regional economic benefits of freight traffic and logistics industries. NIRPC and the Northwest Indiana Forum are jointly sharing resources to make this task a joint public/private partnership. (50% of the task is Freight Planning, and 50% is Economic Development.)

Past Work/Basis:

1. 2005-2006 Freight Infrastructure Inventory.
2. Creation of joint NIRPC/Forum Intermodal Task Force meetings.
3. Gary/Chicago International Airport Marketing Committee meetings.
4. 2007 Freight Study Work Scope.

FY 2008 Work Elements/Methodology and End Products:

1. Create a data base of intermodal assets and infrastructure.
2. Update the intermodal and freight infrastructure map.
3. Facilitate the Joint/Forum Intermodal Task Force meetings.
4. Coordinate freight planning and economic development strategies with other regional planning agencies and studies, including the Porter County Corridor Study.
5. Implement the tasks in the 2007 Northwest Indiana Regional Freight Study Work Scope.
6. Identify and recommend short-term priorities and projects for short-range infrastructure improvements that would help to facilitate safer and more efficient freight traffic movement.
7. Identify strategies to implement and fund the intermodal infrastructure improvement project recommendations.
8. If resources allow, develop a work scope to hire a consultant to conduct a more detailed and rigorous freight study.

FY 2008 End Projects:

1. Updated data base and map and of freight infrastructure and assets.
2. AADTs of trucks on selected sections of freight routes.
3. Survey of intermodal stakeholders and logistics companies to identify short-range infrastructure improvement needs.
4. Agendas, minutes, short-range project recommendations and funding strategies from the Northwest Indiana Intermodal Task Force.
5. Reports and summaries of regional stakeholder needs, issues and concerns.
6. Freight component of the NIRPC transportation plan.

Use of FY 2008 End Products/Future Direction:

1. Implementation of short-range transportation improvement projects and funding and implementation strategies.
2. Development of a joint public/private regional consensus on the benefits of improved freight mobility and development of a thriving logistics industry.
3. This activity is intended to be an ongoing element of the NIRPC work program.

Staffing, Training and Program Linkages:

1. The assigned staff for this project is Jackie Anders.
2. Several staff will need additional training in freight mobility planning and economic development planning.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 5: "NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region."

Strategy 1: Champion new regional assets by creating acclimate of support and readiness, and by cultivating and attracting resources and legislative support.

Strategy 3: "Develop an effective multimodal transportation network." This program subcategory helps to implement those strategies.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the accessibility and mobility of people and for freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2220 Geographic Information System Upgrade and Staff Training

Objective:

The objectives are to upgrade Geographic Information Systems capacity, and continue and expand staff training, which is essential to keep staff current, to learn new systems, for professional development and for NIRPC to retain qualified staff.

Past Work/Basis:

Geographic Information Systems (GIS) enable the analysis and display of data in a geographic context and NIRPC has utilized this technology for more than a decade. Every planning function of NIRPC has elements that relate information about locations, facilities, land conditions, and intentions throughout the regions and into adjacent regions. Existing GIS capability needs to be regularly upgraded to support the increasingly diverse requirements for this type work and to make the capability more usable by a cross-section of transportation, environmental, economic development and other staff.

Staff training and development takes on many forms. Training and staff development in GIS can include individual college courses, software training offered through collaborative relationships with user groups, attending continuing education seminars, workshops, conferences and training on-line. There are usually costs associated with staff development, such as travel, lodging and registration, in addition to time away from the office and one's work. This task sets aside some funding for staff development/training in GIS, a result of the Staff Development Work Team effort began in early May, 2005 which recommended changes and additions to NIRPC's staff development/training policies.

FY 2008 Work Elements/Methodology:

1. Upgrades to existing GIS licenses have been secured and will enable multiple staff to access GIS from upgraded office computers.
2. Upgrades to the NIRPC computer network and server to accommodate GIS work will be completed.
3. A GIS workstation with the capacity to manage projects using the high resolution 2005 Statewide digital orthophotography products will be installed.
4. Upgrade office computers of selected staff that will regularly be using GIS.
5. Identify staff training and development needs and priorities in GIS on new and improved applications. Continue to support and participate in the Northwest Indiana GIS Forum collaborative GIS training. Use the on-line training modules when applicable and other GIS workshops, conferences, and training opportunities particularly on new and improved applications as they become available.

Use of FY 2008 End Products/Future Direction:

The task will upgrade the GIS to enable analysis and display of data in a geographic context, and be used by a cross-section of transportation, environmental, economic development and other staff. The task will also be a resource for staff development and training, helping to keep staff current, to learn new systems, to retain qualified staff and for professional development.

Program Linkages:

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environmental and transportation domains, and identify and develop the synergy between them.

Strategy 2: Recruit and cultivate quality staff.

Strategy 3: Publicize NIRPC expertise and capability.

Strategy 4: Educate the community about regional thinking.

Strategy 5: Meet the demand for guidance/service to member governments and strategic partners, including a towns and small cities program.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2234 Transportation Management Systems

Objective:

The objective of this project is to develop an operations-oriented planning and programming process that remains SAFETEA-LU compliant and embedded in the long-range transportation planning process. Consultant assistance will be engaged. The consultant will provide technical assistance in identifying linking and adapting tools for Highway Performance Monitoring, Operations and Maintenance, Congestion Management Process, Intelligent Transportation Systems, Transportation Safety, Transportation Security, and Environmental Mitigation, to make Northwest Indiana highway rail and transit systems more effective, efficient and safe.

Past Work/Basis:

NIRPC has consistently incorporated measures of congestion and safety in its planning and programming process, and has supported activities and coordination of Intelligent Transportation Systems, Congestion Management, and Operations and Maintenance. SAFETEA-LU requires a more active and comprehensive response. The areas were adequately addressed during FY 2007, and SAFETEA-LU compliance is expected to be achieved in each. However, there must be more than adequate courses of action that are embedded in the transportation process, something that is fitting for the travel situation in northwest Indiana, builds on what has been accomplished, and is in keeping with the resources available to NIRPC.

FY 2008 Work Elements/Methodology:

1. In collaboration with several departments of INDOT, municipal and county officials, transit operators, FHWA, FTA and others, determine the objectives of a technical study, the priorities and the desired outcomes. The study is to develop an appropriate and effective response by NIRPC to the requirements for an operations-oriented planning and programming process.
2. Prepare a RFQ/RFP for technical consultant assistance and initiate the process to engage a consultant. The scope of the study will include for example, a review of existing systems, data collection and evaluation processes, and decision-making, and make recommendations for improvement. The study will propose measures for making planning, programming and funding decisions in consultation with the stakeholders. In addition, the study will propose any necessary organizational structures and make budget recommendations.
3. NIRPC staff and collaborating partners will develop processes for technical and policy evaluation and for determination of future steps.

FY 2008 End Products:

1. RFQ.
2. A technical study for a multi-year, operations-oriented planning and programming process for NIRPC.

Use of FY 2008 End Products/Future Direction:

The task will result in an appropriate, continuing and compliant planning and programming process.

Staffing and Program Linkages:

New Planner is assigned staff for this project.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

Strategy 4: Educate the community about regional thinking.

Vision 5: NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.

Strategy 3: Develop an effective multimodal transportation network.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2235 Porter County Corridor Study

Objective:

The objective of the Porter County Transportation Corridor Study is to develop an economic redevelopment strategy for the areas along U.S. 12 and U.S. 20 in Porter County. The plan will include an evaluation to the existing transportation condition, land uses, and the existing land use plans within the planning area and developing a land use/ transportation plan for US-12 and US-20 and its surrounding areas.

The plan will be undertaken to coordinate diverse input from Porter County and all the participating communities within the planning area boundary. That will achieve a land use/transportation plan that best combines the expectations of each community.

One of the main goals of this plan is to conduct an extensive public participation process that will respond to the design and redevelopment preferences and desires of area neighborhoods and businesses. Project concepts and issues will be effectively communicated to a diverse public audience. An advisory committee will be formulated to include representatives from local municipalities, coordinating agencies, and affected groups. This Committee will be established by NIRPC to provide oversight and guidance. Other goals include and are not limited to:

- To improve multi-modal travel efficiency and connectivity as well as transit and pedestrian-oriented development.
- To convey a message to visitors and travelers about the unique identity of the Indiana Dunes and the lakeshore area. And to identify scenic views and how they can be preserved.
- To treat the corridor area with a uniform program of signs, landscaping, banners, sidewalks (as needed), public arts, lighting, architectural elements, and any other features that will improve safety, accessibility, and appearance.
- To evaluate existing truck routes and examine truck route alternatives to reduce, if possible, truck traffic on US-12 within the Indiana Dunes National Lakeshore area. This transportation corridor is a major truck route that needs development planning and is within the Lake Michigan watershed. The results will become part of the Marquette Plan Phase II Lakeshore Redevelopment Framework Plan for the areas in Porter and La Porte Counties.
- To provide recommendations for land use/ zoning changes, if needed, along the corridor.

**Plan Components**

The major components of the planning effort will include a unified land use plan, a transportation plan, and an urban design and streetscape plan. The plan would also show the cost of the transportation improvements, determine the possibility of existing funding availability and potentially propose additional funding options. Other components of the plan will include:

- Environmental Analysis.
- Non-Motorized Modes of Transportation Inventory.
- Traffic Operations and Management.
- Actions and Implementation Strategies.

Past Work/Basis:

The first phase of the Marquette Plan was a collaborative effort of the Cities of Hammond, Whiting, East Chicago, Gary and Portage that created a joint vision for the redevelopment of what was a highly industrialized lakefront and now has substantial areas of vacant land. The vision and plan propose a process for redeveloping the lakefront maximizing green space and public access and creating development that builds on the assets of Lake Michigan, while continuing viable industry. An extension, or Phase II, of The Marquette Plan was established in FY2007 to create a comprehensive land use vision for a select group of communities in Porter and La Porte counties. The Corridor Plan shares part of the Marquette Plan II study area. Therefore, the Marquette Plan and the Porter County Corridor Plan are going to be integrated together and run concurrently. The Corridor Plan will function as a stand alone document but will become part of the Marquette Plan Phase II.

In FY2007 staff prepared and released a Request for Qualifications (RFQs) for the Corridor Plan and Marquette Plan Phase II on February followed by a consultant selection process.

Staff established a public involvement and participation process for the Corridor Plan and the Marquette II. A Citizen Workgroup meeting was called on January the 20<sup>th</sup> in Michigan City and a Local Government Steering Committee meeting on January 23<sup>rd</sup>. Input from both committees was incorporated into the RFQs before release.

FY 2008 Work Elements/Methodology:

- 1) Provide staff support to the Corridor Plan & Marquette II Committees and Consultants.
- 2) Work with Corridor Plan Committee to inventory existing land uses, infrastructure, traffic counts.
- 3) Inventory and review county, municipal, state park, national lakeshore, and other plans and planning activities in region.
- 4) Prepare GIS coverage and databases.
- 5) Assist consultant in conducting public meetings to understand needs, desires, and markets and to present plan alternatives and the final plan.
- 6) Assist consultant in developing recommendations and vetting them with stakeholders, public officials and the public.

FY 2008 End Products:

A Corridor Plan for U.S. 12 and U.S. 20 in Porter County that can be incorporated into the Marquette Plan Phase II plan. The Plan will be presented in a final document that includes

all project components listed above. The final document will include final clear recommendations and list of prioritized strategies, action items and estimated costs, and easy-to-understand and graphics-oriented format. In addition, a three dimensional (3-D) visual simulation technology or renderings will be provided to visualize and evaluate the proposed improvements, changes, and new developments in the corridor area.

#### Staffing and Program Linkages:

Eman Ibrahim is the project manager for this task and will work with the selected consultant for the Corridor Plan. Mary Beth Wiseman, the project manager of Marquette II, will report time used for managing the Marquette II Plan and coordination with the corridor Plan under this program. Also, Mitch Barloga, the project manager of the Greenways and Blueways project, will be coordinating his project with the Corridor Plan and Marquette II and he will be reporting time used for this coordination under this program. This function is integral to linking the activities of Data Resources, Forecasts & Analysis, Modeling, Conformity & Technical Development, Project Programming & Monitoring (TIP), GIS Upgrade and Staff Training, Freight Planning, Marquette Plan Phase II, Non-Motorized Transportation, and Economic Development & Transportation.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task:

*Vision 3: Northwest Indiana's positive image is a true reflection of its character.*

Strategy 1: Strengthen and grow Northwest Indiana's self image, starting with the Commission and its strategic partners.

Strategy 4: Create a strong, safe, clean and high-quality environment in which to live, work, and play.

*Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.*

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environmental and transportation domains, and identify and develop the synergy between them.

Strategy 4: Educate the community about regional thinking

*Vision 5: NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.*

Strategy 4: Advance implementation of the Marquette Plan, expanded to include all of Indiana's shoreline, and provide planning and technical assistance to the shoreline communities.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Increase the accessibility and mobility of people and for freight.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2236 Household Travel Survey

Objective:

The objective of this project is to engage consultant assistance to develop and execute a regional Household Travel Survey. This survey is required to maintain an accurate travel demand forecast model, conformity under the Clean Air Act and SAFETEA-LU planning requirements. This survey is being done in cooperation with the Chicago Area Transportation Study.

Past Work/Basis:

NIRPC last performed a household travel survey in 1995 which being more than ten years old is no longer considered valid. In the 2005 Certification Review, FHWA and FTA strongly recommended that the travel survey be updated. During FY 2007, NIRPC procured the funding to participate in the CMAP travel survey project. The materials and supporting information were prepared and the survey data collection process began. It is anticipated that the majority of household recruitments and data retrievals will have been completed in FY 2007.

FY 2008 Work Elements/Methodology:

- 1) Consultant will complete the execution of the survey.
- 2) Consultant will initiate the performance of analysis and begin the preparation of data reports for CMAP and NIRPC acceptance. Given the objective to coordinate this project with northeastern Illinois, and the timing of the completion of data collection in northeastern Illinois, it is anticipated that the final reports will be completed in FY 2009.

FY 2008 End Products:

- 1) Executed Household Travel Survey.
- 2) Analysis will carry over to FY 2009.

Staffing and Program Linkages:

Bill Brown is the assigned staff for this project.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 1: NIRPC has attained unmistakable effectiveness and standing.

Strategy 3: Set a standard of trust in the way we convene, partner and collaborate.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

- Increase the safety of the transportation system for motorized and non-motorized users;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

The Northwest Indiana Regional Development Authority contributed the majority of the local share for the survey. The balance, which is about \$14,800 is being sought from La Porte County.

Program Subcategory: 2238 Illiana Task Force

Objective:

The objective of this project is to support development of a cohesive regional public policy on a new east-west highway in the southern portion of the region, which has been generally referred to as the Illiana Expressway.

Past Work/Basis:

When NIRPC adopted its long-range transportation plan for the horizon year 2030 in April 2005, it also unanimously passed a resolution calling for the Indiana Department of Transportation (INDOT) to conduct a feasibility study to determine whether a need exists for a new interstate highway in the southern portion of the region, which has been generally referred to as the Illiana Expressway. Recent INDOT actions to implement the feasibility study have raised questions locally about the public's support for such a facility. The new highway is not universally supported across NIRPC's member counties. Consequently, it is vitally important that there be an opportunity for regional elected officials to examine and discuss the issues and then formulate a cohesive regional public policy position on the proposed Illiana.

Northwest Indiana is experiencing significant growth pressure, particularly in central and southern Lake and Porter Counties. In addition to placing increased demands upon all modes of the region's transportation system, development activity is moving southward rapidly. The implications for regional land use, the environmental impacts, the resultant demands upon other public infrastructure, and the potential impacts on minority and low-income communities need to be considered. What the Illiana Task Force will address is the different approaches the member counties take to each of these and what it means for a regional facility such as the proposed Illiana.

FY 2008 Work Elements/Methodology:

- 1) Staff a Commission task force, develop and present materials as needed and requested, and facilitate formulation of a regional policy position.
- 2) Establish close working relationship with INDOT and their consultant on the state's feasibility study to insure local input.

FY 2008 End Products:

- 1) Documentation of Task Force meetings
- 2) Documentation of coordination activities with INDOT study.
- 3) Adopted regional public policy position on the Illiana.

Staffing and Program Linkages:

Steve Strains, Belinda Petroskey, Bill Brown and Mary Beth Wiseman are the multi-disciplined staff team for this project.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task:

Vision 1: NIRPC has attained unmistakable effectiveness and standing.

Strategy 1: Exhibit empowered, strategic, high-performance Board behavior, a manifestation of our extraordinary leadership and commitment to regional planning.

Strategy 2: Develop a strong, unified Northwest Indiana Legislative voice.

Strategy 3: Set a standard of trust in the way we convene, partner and collaborate.

Vision 2: Diversified economic opportunity exists for current and future generations.

Strategy 2: Develop and take advantage of our assets: transportation network (aviation, pipelines, ports, public transportation, roads) natural resources, our skilled, educated workforce, and the potential of our young people.

Vision 3: Northwest Indiana's positive image is a true reflection of its character.

Strategy 2: Create opportunities for people of diverse backgrounds to meet, dialogue, and work together; widen the circle of involvement.

Strategy 3: Set and practice a standard of respect and value of all individuals.

Vision 5: NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.

Strategy 3: Develop an effective multimodal transportation network.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environment and transportation domains, and identify and develop the synergy between them.

Strategy 2: Educate the community about regional thinking.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

# **Transit Administration & Transportation Operational Planning**

- **Transit Administration &  
ADA Review – 2523**
- **LaPorte Consolidated Rural  
Transit Study– 2301**
- **TransPorte Service Evaluation – 2302**
- **Valparaiso Transit Marketing – 2303**

Program Subcategory: 2523 Sub-grantee Oversight, Grant Administration and Procurement

Total	\$310,500.00	100%
Federal	\$248,400.00	80%
Local	\$ 62,100.00	20%

NIRPC currently conveys Federal Transit Administration (FTA) Section 5307 financial and capital assistance to eight (8) sub-grantees. They are as follows:

East Chicago Transit  
Hammond Transit System  
Northwest Indiana Community Action  
North Township  
Opportunity Enterprises  
Porter County Community Services  
Southlake County Community Services  
Trans Porte – City of La Porte

The purpose of this project is to carry out administrative responsibilities associated with FTA grants, including monitoring and oversight of FTA-assisted transit services and procurement of FTA-funded capital equipment. There are insufficient local funds available to carry out this activity without FTA Section 5307 financial assistance. This is a twelve month project.

NIRPC is reviewed by the FTA every three years. During this process NIRPC is reviewed on 23 topic areas. The topic areas are as follows: Legal, Financial, Technical, Satisfactory Continuing Control, Maintenance, Procurement, DBE, Buy America, Suspension/Debarment, Lobbying, Planning/POP, Title VI, Public Comment for Fare and Service Changes, Half Fare, ADA, Charter Bus, School Bus, NTD, Safety and Security, Drug-Free Workplace, Drug and Alcohol Program, EEO and ITS Architecture.

Compliance:

The Transit Program Compliance Officer performs the following major performance dimensions with specific duties and responsibilities for each dimension.

External Compliance Monitoring

- Analyzes federal and state regulations to identify Section 5307 sub-grantee compliance requirements (e.g., ADA and DBE).
- Develops and communicates plans, goals, strategies and recommendations pertaining to external compliance requirements (e.g., DBE).
- Secures, processes and maintains reports and records pertaining to sub-grantee compliance requirements.
- Develops, processes and maintains records pertaining to NIRPC's compliance with external standards.
- Oversees the DBE process and formally serves as the DBE Coordinator.

- Serves as compliance officer for all sub-grantee functions, excluding financial. Processes and maintains capital lease agreements.
- Prepares and processes Section 5307 fund conveyance agreements and Public Mass Transportation Fund agreements.
- Prepares, secures and processes annual certifications and assurance agreements relative to the Section 5307 programs.
- Oversees processing and maintenance of sub-grantee accident reports and other necessary documents related to sub-grantee operations.
- Oversees processes relating to NIRPC's acquisition and disposal of capital assets on behalf of sub-grantees.
- Serves as one of the two NIRPC representatives on the Public Participation Plan Team with the transportation director.

#### Sub-grantee Reviews

- Coordinates development of Section 5307 sub-grantee bi-annual review plans and schedules sub-grantee bi-annual reviews.
- Coordinates & conducts desk audits in advance of sub-grantee reviews.
- Leads team in administration of on-site sub-grantee reviews.
- Participates in review briefings with the sub-grantees.
- Documents and communicates review findings.
- Verifies sub-grantee follow-up actions are taken and documented.

#### Technical Assistance

- Communicates federal and state regulations pertaining to 5307 sub-grantee compliance with federal and state requirements.
- Develops and communicates recommendations pertaining to Section 5307 sub-grantees compliance with federal and state requirements.
- Assists sub-grantees in addressing external audit and review findings.
- Identifies information needs and refers sub-grantees and other parties to appropriate authorities and sources of information.

#### Procurement and Monitoring:

The Transit Program Procurement Coordinator performs the following major performance dimensions with specific duties and responsibilities for each dimension.

#### Procurement

- Analyzes federal and state regulations to determine appropriate procurement methods pertaining to vehicles, equipment, and professional and other services.
- Coordinates procurement activities with sub-grantees and other pertinent parties.
- Conducts cost analyses pertaining to procurement activities.
- Develops and maintains vendor lists.

- Develops & processes requests for proposal & other procurement documents.
- Communicates with vendors & contractors and conducts vendor conferences.
- Evaluates proposals (i.e., conformance to requirements of technical specifications, conformance with required certifications and assurances, cost/price, etc.).
- Develops and communicates recommendations pertaining to procurement.
- Prepares and processes agreements to procure products and services.
- Resolves post-selection issues with vendors and contractors.
- Conducts vehicle and equipment acceptance inspections.
- Coordinates receipt of vehicles & equipment with sub-grantees & other staff members.
- Assists with equipment dispositions.

#### External Compliance Monitoring

- Analyzes federal and state regulations to identify Section 5307 sub-grantee compliance requirements (e.g., Procurement, Drug and Alcohol, NTD and Safety and Security).
- Secures, processes and maintains reports and records pertaining to these sub-grantee compliance requirements.
- Develops, processes and maintains records pertaining to NIRPC's compliance with external standards.

#### Sub-grantee Reviews

- Assists in undertaking and documenting the sub-grantee review process.
- Conducts desk audits pertaining to Procurement, Drug and Alcohol, NTD and Safety and Security issues in advance of sub-grantee reviews.
- Conducts on-site sub-grantee reviews pertaining to previously mentioned activities.
- Participates in review briefings with sub-grantees. Documents and communicates review findings.

#### Technical Assistance

- Communicates federal & state regulations pertaining to the procurement of vehicles, equipment, and professional and other services to sub-grantees and other parties.
- Develops and communicates recommendations pertaining to Procurement, Drug and Alcohol, NTD and Safety and Security issues to sub-grantees and other parties.
- Assists sub-grantees in addressing external audit and review findings pertaining to previously mentioned activities.
- Identifies information needs and refers sub-grantees and other parties to appropriate authorities and sources of information.

## Accounting

The Chief Accountant performs the following major performance dimension with specific duties and responsibilities for the dimension.

### Section 5307 Accounting and Financial Reporting

- Requests and manages federal drawdowns using FTA's Electronic Clearinghouse Operation (ECHO) System.
- Oversees preparation and processing of payments to vendors (capital fund) and sub-grantees (agency fund).
- Prepares and processes financial status and milestone reports on a quarterly basis using FTA's Transportation Electronic Awards and Management (TEAM) system.
- Processes changes to grants in FTA's TEAM system, budget revisions, grant amendments, de-obligations and grant close-outs.
- Participates in financial reviews of sub-grantees, the lead on this is a contractor.
- Maintains grant-related records.

Some additional support functions are performed by the Sub-grantee Review Assistant.

### Staffing and Program Linkages:

The assigned staff for this project is Allen Hammond, Angie Hayes, Tami McKenzie, and Gail Parks. Mary Jane Shkroba supervises the staff.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 1: NIRPC has attained unmistakable effectiveness and standing.

Strategy 3: Set a standard of trust in the way we convene, partner and collaborate.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environmental and transportation domains, and identify and develop the synergy between them.

Vision 5: NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.

Strategy 3: Develop an effective multimodal transportation network.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Increase the accessibility and mobility of people and for freight;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Project Subcategory: 2301 La Porte County Consolidated Rural Transit Study

Objective:

The objective of the project is to determine the most efficient, cost-effective method of providing county-wide rural transportation in La Porte County (carryover from 2007).

Past Work/Basis:

Under the auspices of the Healthy Communities of La Porte County a transportation council was formed to address the need for public transit in LaPorte County. The LaPorte Transportation Council spent two years learning about existing public and client-based transit, where service was and was not available, how much it costs to operate the different services, and what needs were not being met with respect to destinations inside and outside of the county. Council members included representatives of human services agencies, local elected officials, major employers, Purdue North Central, and the Northwestern Indiana Regional Planning Commission, the designated MPO for La Porte County as well as Lake and Porter Counties.

The Transportation Council concluded that new public transit services were needed, particularly to the outer most reaches of the county. (LaPorte County is 598 square miles.) Additional capacity was also needed in the client-based services for people living in the most rural areas of the County. The Transportation Council recommended, with the full participation and agreement of the affected agencies, that the three major human services transit providers consolidate services and expand to include the public.

The Transportation Council presented its findings and recommendations to LaPorte County leaders and secured the commitment of the LaPorte County Board of Commissioners to provide the local match for an FTA grant to fund a consolidated services/public transit feasibility study.

The firm of Westat was selected following the NIRPC transportation procurement process. At midway through the third quarter of FY 2006, Westat has completed one on-site visit during which they interviewed stakeholders and met with the Healthy Communities Transportation Council, and NIRPC staff.

This project is consistent with the findings and recommendations of the FTA-funded 2000 Regional Transit Needs Analysis for Northwest Indiana in that new services to meet the needs of rural La Porte County residents were specifically recommended. The project is also consistent with the Connections 2030 Long Range Plan's discussion of public transit contained in Chapter 4, supported by the demographics discussion in Chapter 2.

FY 2008 Work Elements/Methodology:

- 1) Continue to provide technical support to the successful consultant in the areas of local contacts, public involvement opportunities, demographics and needs analysis, existing services description, and funding availability in the Michigan City – LaPorte UZA, and the State of Indiana.

- 2) Continue to participate in the Transportation Council's meetings and presentations on public transit needs in La Porte County.
- 3) Facilitate and monitor coordination of La Porte County Feasibility Study with the regional bus study underway for Lake and Porter County.

FY 2008 End Products:

- 1) Documented procurement process including consultant selection criteria.
- 2) Consultant findings and recommendations.
- 3) Implementation Plan for New Services

Use of End Products/Future Direction:

It is anticipated that the consultant recommendations will form the basis for consolidating existing client-based services and adding public demand response services for rural La Porte County.

The study will also be reviewed for potential common markets in coordination with the regional bus study underway in Lake and Porter Counties.

Staffing and Program Linkages:

The assigned staff for this project is Belinda Petroskey. She will serve as the main staff contact for the Transportation Task Force and the selected consultant. She will serve as the source for local information and technical assistance to the selected consultant. NIRPC procurement officer Tami McKenzie will oversee the consultant solicitation and selection process and contract administration.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

The source is FTA - 5307

Program Subcategory: 2302 TransPorte Service Evaluation

Objective:

The primary objective of this project is to perform a comprehensive review of transit services currently provided by the City of La Porte and recommend changes that will increase ridership, enhance service quality, and improve operational efficiency (carryover from FY2007).

Past Work/Basis:

The City's transit service was last reviewed in 1995. The most significant outcome of the 1995 service evaluation was the change in service type; the former fixed route with complementary paratransit system was converted to a purely demand-response service in 1997. Operating procedures were modified consistent with this change. The City then received FTA Section 5311 funds.

In 2003 the City became part of the new Michigan City/LaPorte Urbanized Area and has since been receiving FTA Section 5307 funds.

A new City administration took office in 2004 and expressed a strong interest in reviewing all city services to determine ways to improve their operational and fiscal efficiency. The service evaluation will assist the City in determining future transit policy.

FY 2008 Work Elements/Methodology:

Consultant: NIRPC attempted to procure outside expertise to evaluate existing services. Issuance of the Request for Proposals took place early in the third quarter of FY 2006 (spring of 2006). No proposals were received. Feedback from participants in the pre-bid meeting indicated that the draft scope of work was under budgeted. It is anticipated that a reduced scope of work will be amended into the Westat contract and the work completed as part of the Westat work on the La Porte County feasibility study for consolidated human services transit and public demand response service. (See discussion under #2301)

The scope of work will address the following elements:

1. Fiscal Review: Evaluate the system's cost structure, fare structure and revenue streams. Evaluate current fare collection & handling system.
2. Marketing: Identify marketing tools and other efforts oriented to potential passengers. Develop new service brochures.
3. Service Quality/Customer Service: Evaluate current trip reservations system, determine adequacy of existing type and level of service, develop profile of average customer, determine level of customer satisfaction with service, and quantify value of the service to the community. Estimate latent demand for transit service.

4. Maintenance: Assess vehicle maintenance procedures. Develop vehicle maintenance plan.
5. Service Coordination: Identify coordination opportunities with other transit operators.

Staff Methodology:

1. NIRPC staff will continue to serve as the point of contact for the consultant and provide technical assistance as requested.
2. NIRPC staff will serve as the facilitator of coordination between the LaPorte County Feasibility Study and the La Porte TransPorte Service Evaluation, and the regional bus study underway in Lake and Porter Counties.
3. Staff will monitor consultant performance and provide regular reports to the NIRPC Transportation Policy Committee, the NIRPC Board of Commissioners, and the City of La Porte.

Staff and Program Linkages:

This work will be conducted by an outside consultant. The project manager is Tami McKenzie. Transit planner Belinda Petroskey will have a role in coordinating and reporting on the project. There are strong links to program subcategories Project Programming and Monitoring, Transit Planning, and LaPorte County Consolidated Transit Study. Coordination of this study with the former two work tasks will facilitate the integration of recommendations and public input from the consultant study into the MPO regional transit planning and project programming process. Coordination of this task with the LaPorte County study will assure that the outcomes of each will be viewed appropriately (in light of the other) and that some common recommendations may be obtained.

FY 2008 End Products:

1. A final report containing financial, service, and marketing recommendations.
2. Updated Vehicle Maintenance Plan.
3. Updated Service Brochures.
4. Capital Improvement Plan.
5. Identification of potential regional connections.

Budget information for this program subcategory is found in Section II, Program and Budget Summary. The source is FHWA Group II via fund transfer to FTA.

Program Subcategory: 2303 Valparaiso Transit Service Marketing

Objective:

The City of Valparaiso will initiate a new local bus service in 2007. They require professional assistance to develop a service marketing plan and public information and marketing materials.

Past Work/Basis:

The City of Valparaiso requested FTA Section 5307 funds in 2004 to start a new transit service for City residents. Later that same year they contracted with McDonald Transportation, Inc. to design a new service. In 2006 they requested (and were allocated) additional Section 5307 and CMAQ funds for the new service. The service design was completed. The City has requested that NIRPC begin procurement of capital equipment needed in order to provide service and NIRPC has included these projects in its Transportation Improvement Program (TIP). The City has established a tentative service startup date.

FY 2008 Work Elements/Methodology:

This project involves development of an overall marketing strategy including branding-related activities (selection of a service name & logo), development of key pieces of public information, including a rider guide, route schedules, complementary paratransit procedures, and website or web-page. Other efforts, including development of public service announcements for radio & cable television will be aimed at informing the public of the availability of the service. It is anticipated that professional services from a marketing consultant will be obtained for some aspects of this project.

FY 2008 End Products:

- 1) Overall marketing program and strategy oriented to acquainting the community with the new service.
- 2) Transit user materials, including rider guide/map, individual route maps, complementary paratransit-related materials—in both English and accessible formats.
- 3) Other marketing materials as determined appropriate by the City.

Use of FY 2008 End Products/Future Direction:

These activities are all aimed at increasing public awareness of the availability of the new service and developing a set of basic informational documents that will explain the service to the general public. The consultant will assist the City in implementing and marketing the new services.

Staffing and Program Linkages:

The assigned staff for this project is Belinda Petroskey, and the plan will be developed by a consultant.

<u>Budget:</u>	<u>Total</u>	<u>Federal</u>	<u>Local</u>
FTA – 5307	\$50,000	\$40,000 *	\$10,000 **

\* Source of the federal share is unobligated FTA Section 5307 FFY 2005 carryover funds.

\*\* Source of the local share is the City of Valparaiso.

# **ENVIRONMENTAL PLANNING**

- **Air Quality Public Education III – 2505**
- **Marquette Plan Phase II - 2575**
- **MS4 Stormwater Management - 1128**
- **Openlands - Year 2 Green  
Space/Watertrails - 2510**
- **MS4 Highway Runoff Control - 2237**

Program Subcategories: 2505 Air Quality Public Education

Objective:

The mission of the multi-year program is to continue to develop and promote a highly visible, on-going effort to educate the residents of Lake, Porter, and LaPorte Counties concerning their personal choices and that relationship to air quality, health and quality of life in northwest Indiana. The goal of the campaign is to expand the successful efforts of the six year nationally recognized program to include public education on alternative fuel vehicles, driver's education, ride share opportunities and health issues. NIRPC will continue to work with public officials, private sector decision-makers, universities, educators, students, the media and the general public on the air quality issues in northwest Indiana. The public education campaign is necessary to obtain public support, consensus and participation to achieve national air quality standards as designated in the Clean Air Act.

Past Work/Basis:

NIRPC has a long history of working on regional air quality issues with local, state, and federal partners. The Agency maintains a leadership role in the ongoing air quality initiatives in Northwest Indiana and has received recognition for the *It All Adds Up To Cleaner Air* public outreach program from US EPA and FHWA.

NIRPC facilitates the Environmental Management Policy Committee (EMPC) which includes environmental advocates, citizens, business and industry representatives, elected officials, university educators, and government agency representatives focuses its efforts on improving the quality of the region's air and natural resources. The EMPC continues its successful air quality public education and outreach program working with local partners focusing on Air Quality Action Days, public health, stationary source permitting, diesel idling, alternative fuels, and drivers' education. The Air Quality Steering Committee (AQSC) is a sub-committee that works on regional clean air issues and is recognized by the Indiana Department of Environmental Management as the regional air quality advisory authority. Partners for Clean Air is a coalition of businesses, governments, and organizations committed to reducing emissions that contribute to ozone pollution. Indiana currently has about 100 member organizations. The Partners for Clean Air is under the direction of IDEM and NIRPC continues to work with IDEM in an effort to coordinate regional outreach activities. South Shore Clean Cities, Inc. (SSCC) is the local chapter of the national Clean Cities organization supported by the Department of Energy and is based on public and private partnerships. NIRPC staff serves as co-chair of the organization and supports the mission to facilitate the creation of an alternative transportation fuels market in Lake, Porter and LaPorte counties.

NIRPC has built a solid foundation for regional air quality initiatives. The air quality staff will continue to build on that foundation by expanding the NIRPC role in the US EPA Communities In Motion program, the IDEM Partners for

Clean Air initiative, the South Shore Clean Cities alternative fuels efforts, area hospitals and health issues, transportation alternatives and connecting smart growth principles and regional air quality.

FY 2008 Work Elements/Methodology:

The Air Quality programming projects will work to implement the strategies outlined in the NIRPC *Vision and Strategic Directions* through its program for air quality public outreach and education and public involvement and participation. The public process will be expanded to create opportunities for people of diverse backgrounds to meet, dialogue, and work together to achieve better air quality in northwest Indiana.

NIRPC will work closely with stakeholders and partners to educate the community through the (1) Environmental Management Policy Committee (EMPC), (2) the Air Quality Steering Committee (AQSC), and the (3) Partners for Clean Air program. NIRPC will continue to serve in a leadership role with (4) South Shore Clean Cities and the (5) Northwest Indiana Diesel Emissions Reductions Workgroup. NIRPC will also work to strengthen partnerships across state lines with (6) Illinois Department of Transportation and the (7) Environment, (8) Chicago Department of the Environment, (9) Chicago Area Transportation Study, and others.

1. Environmental Management Policy Committee (EMPC)
  - Staff and conduct Monthly EMPC meetings, develop, presentations, take minutes, report actions.
  - Provide EMPC with most current information on regional, state, and federal environmental initiatives
  - Attend National EPA/FHWA Air Quality Conferences
  - Develop new workgroups to address public education, public participation, and public involvement as defined in the NIRPC Public Involvement process and in the Strategic Vision.
  - Build EMPC participation and membership
2. Air Quality Steering Committee (AQSC)
  - Build AQSC Participation and membership
  - Work with IDEM on re-designation petition public input
  - Conduct public meetings
3. Partners For Clean Air
  - Work with IDEM to increase membership
  - Develop new educational materials
  - Develop new billboard messages
  - Develop stronger initiative to support alternative transportation choices
  - Work with Partners members to provide them with outreach materials
  - Continue to do outreach through the county fairs
  - Continue to partner with the Lake Michigan Household Waste District to conduct the Gas Can Exchange Program

- Continue to partner with Clean Car Check (Emissions Testing Facilities) to distribute air quality information to the public, increase distribution of materials
- Strengthen partnerships with local hospitals and American Lung Association on asthma awareness, develop new initiatives
- Develop a regional air quality newsletter with partners
- Expand partnership with Northwest Indiana Teachers Hub at the Indiana Dunes Environmental Learning Center to reach more regional high school educators.
- Continue the distribution of the XRT Drivers Education Computer Game

4. South Shore Clean Cities

- Continue to serve as participating/funding member
- Support the development of E85 facilities along regional corridors
- Support and promote the use alternative fuel vehicles
- Support two regional workshops on alternative fuels and E85
- Increase diesel emissions reductions outreach to schools and fleets
- Provide support for development of new educational materials
- Help with distribution of materials and new member development.
- Work with state and federal energy agencies on new initiatives.

5. Illinois Partnership

- Review and develop the ride share partnership with PACE.
- Work with City of Chicago Department of the Environment on alternative fuel activities
- Work with Illinois DOT on the continued distribution of XRT Drivers Education Program
- Continue to participate on Chicago Partners for Clean Air workgroup

6. New Initiatives

- Work with INDOT, US EPA and AIR NOW to develop real time air quality bill board – pilot project
- Develop and conduct a regional workshop on air quality and land use planning

FY 2008 End Products and Measurable Goals:

Task	Measurable Goals	Timeline	Documentation & Tracking	Target Constituents
Increase EMPC Membership and Participation	Increased participation and membership	Conduct Monthly meetings – January – May, August- November	Monthly Agenda Meeting Minutes Send out regular notices	Current members and prospective members that include: business, industry,

		Field Trip – June No meetings in July and December		academia, environmental groups, interested citizens
Build AQSC Membership and Participation	Increased participation and membership Identify possible new members and issue an invitation to participate	Increase on- demand meetings to regularly scheduled quarterly meetings Schedule separate meetings for LaPorte County	Create meeting agendas Keep meeting minutes Send out regular notices	Constituents from industry, academia, environment, health industry, community interested in regional air quality
Work with IDEM on Redesignation Petition	AQSC Participants Public Participation Incorporation of recommendations in petition to US EPA	July – December 2007  Additional time if necessary	Schedule and conduct Public meeting Keep record of comments Submit recommendations to IDEM	AQSC Members and Public
Task	Measurable Goals	Timeline	Documentation & Tracking	Target Constituents
Partners for Clean Air	<ul style="list-style-type: none"> <li>▪ Increase membership by 20% by 2008</li> <li>▪ Develop three new brochures for 2008</li> <li>▪ Develop new radio campaign</li> <li>▪ Conduct two teachers workshops</li> <li>▪ Distribute</li> </ul>	<p>July 2007 – July 2008</p> <p>Teacher Workshops will be conducted in fall and spring</p> <p>First newsletter In September 2007</p> <p>Asthma</p>	<p>Number of brochures distributed</p> <p>Number of teachers reached</p> <p>Number of newsletters sent out</p> <p>Number of new Partners for Clean Air members by April 2007</p> <p>Number of doctors participating in asthma program</p>	<p>General public</p> <p>High School Teachers</p> <p>At-Risk Public with Asthma</p> <p>General Public</p>

	<p>2000 Gas Cans</p> <ul style="list-style-type: none"> <li>▪ Develop and distribute newsletter</li> <li>▪ Develop Asthma outreach to doctors offices</li> <li>▪ Attend regional and national air quality conferences</li> </ul>	<p>materials developed by March 2007</p> <p>Real time billboard up in Spring of 2008</p>	<p>Increased participation at Gas Can Program</p>	
South Shore Clean Cities	<ul style="list-style-type: none"> <li>▪ Continue participation in monthly meetings and annual meeting</li> <li>▪ Conduct at least two E85 and/or Alternative Fuel Workshops</li> <li>▪ Partner for Odyssey Day Event</li> <li>▪ Develop at least two new educational brochures</li> <li>▪ Develop electronic newsletter</li> <li>▪ Participate in E85 program</li> </ul>	<p>July 2007- July 2008</p> <p>E85 workshops in fall and spring</p> <p>Odyssey Day – October 2007</p> <p>Brochure complete by November 2006</p> <p>Newsletter developed by November 2006</p> <p>National Conference in 2008</p>	<p>Number of new members by December 2006</p> <p>Number of workshop Participants</p> <p>Number attending Odyssey Day</p> <p>Number of newsletters sent</p> <p>Number of new funding sources</p>	<p>Business Industry</p> <p>Universities</p> <p>School fleets</p> <p>Public and private fleets</p>

	<ul style="list-style-type: none"> <li>▪ Attend national Clean Cities Conference</li> </ul>			
Task	Measurable Goals	Timeline	Documentation & Tracking	Target Constituents
Illinois Partnership	<p>Increase ride share participation by northwest Indiana residents</p> <p>Increased activities and programs with Chicago Partners for Clean Air and the City of Chicago</p> <p>Increase distribution of XRT Game</p>	<p>July 2008 – July</p> <p>2000 XRT Games Distributed by October 2008</p>	<p>2008 Re-coordinate program with PACE</p> <p>Attend Chicago Partners meetings – share activities when possible</p> <p>Number of Indiana Residents that register at <a href="http://www.sharethedrive.org">www.sharethedrive.org</a></p>	
<p>New Initiatives</p> <p>Real Time Billboard</p> <p>Air Quality and Land Use Planning Workshop</p>	<p>Construct first real time AQI Billboard – Pilot for national use</p> <p>Conduct first regional workshop coordinating air quality and land use planning</p>	<p>Begin planning and forming partnerships August 2007</p> <p>board up in May 2008</p> <p>Conduct workshop in Spring 2008</p>	<p>Ability to duplicate</p> <p>Use in other areas</p> <p>Number attending – principals implemented in community land use plans.</p>	

Use of FY 2008 End Products/Future Direction:

The goal is that the air quality program will be successful in reaching a significant portion of the driving public, and in causing some measurable change in travel behavior and reduction of vehicle miles of travel. It is also projected that school buses and fleets will decrease idling and the program will raise awareness of children's health and diesel emissions impacts. There has been an increase in demand for public outreach programs. All of the initiatives constitute a base of strong partnerships, coordinated efforts and shared resources.

Program Evaluation is an important component for a successful program to continue and grow. Incorporating the new NIRPC public participation recommendations and the NIRPC Vision and Strategic Directions the following will occur:

- Develop and conduct public air quality survey
- Review and evaluate survey results
- Refine and modify evaluation summary to measure yearly progress
- Develop 2009 program based on survey results and public input.

Staffing and Program Linkages:

The air quality program staffing includes Environmental Department Director (to be hired spring 2007), new Environmental Planner, Francyne Mixon, and a Summer Intern.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task:

Vision 1: NIRPC has attained unmistakable effectiveness and standing.

Strategy 3: Set a standard of trust in the way we convene, partner and collaborate.

Strategy 4: Establish sufficient, sustainable Agency funding, demonstrating our value to the Region and the State.

Vision 2: Diversified economic opportunity exists for current and future generations.

Strategy 3: Commit to support educational qualities and opportunities, and cultural amenities.

Vision 3: Northwest Indiana's positive image is a true reflection of its character.

Strategy 1: Strengthen and grow Northwest Indiana's self image, starting with the Commission and its strategic partners.

Strategy 4: Create a strong, safe, clean and high-quality environment in which to live, work, and play.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environmental and transportation domains, and identify and develop the synergy between them.

Strategy 3: Publicize NIRPC expertise and capability.

Strategy 4: Educate the community about regional thinking.

Planning factors from SAFETEA-LU that are addressed by this task are:

Protect and enhance the environment, promote energy conservation, improve the

- quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

The source is FHWA - CMAQ (State)

<u>Federal</u>	<u>Local Match</u>	<u>Total</u>
\$250,000	\$63,000	\$310,000

Program Subcategory: 2575 Marquette Plan Phase II

Objective:

The purpose of this task is to expand the concept of lakeshore redevelopment and assist in planning for and implementing the Marquette Plan Phase II planning project. The project has two major objectives, first, to develop a land use master plan for Porter and LaPorte county areas contiguous to Lake Michigan; second, to conduct a regional economic development/transportation corridor study for the same area and third, to incorporate a green space and water trails inventory in the overall plan. The Porter County corridor study is to provide additional support for the economic development portion of the Marquette Plan Phase II that will extend the Lake Michigan shoreline cooperative planning effort from the terminus of the Marquette Plan Phase I area at the eastern boundary of the City of Portage to the Indiana/Michigan border. The final product will provide a working tool for counties and communities to use in future land use planning efforts.

Past Work/Basis:

The Marquette Plan Phase II is the logical next step proposed in Phase I in order to create a unified waterfront vision for the shoreline area from the Illinois to the Michigan border. The Feasibility Study conducted by NIRPC for Marquette Plan extension identified a different set of issues for the shoreline from the Port of Indiana to the Michigan border because of a different set of geographical, industrial, community, economic, and social needs. It identified the need for broad stakeholder involvement and a desire by communities to engage in the Marquette Plan Phase II planning in an effort to create a comprehensive land use vision that will be community based and use the newly adopted NIRPC Public Participation Plan for guidance.

The purpose of the Marquette Plan II: Lakeshore Reinvestment Strategy is to establish a master plan for the Lake Michigan shoreline, from the Port of Indiana in Porter County to the Michigan border in LaPorte County. The master plan will provide for the needs of the coastal communities and their collectively identified issues identified in the Feasibility Study. The master plan will focus on the following objectives:

- (1) identifying additional free public recreational access to the shoreline;
- (2) establish a mechanism for better communication between communities and the Federal and State land owners;
- (3) assist the communities in the development of land use strategy for the area;
- (4) establish a greenways map and water trails map for the shoreline area;
- (5) the development of an economic redevelopment strategy for the U.S. Highways 12 & 20 corridors.

The first steps will involve the creation of a Steering Group (elected officials) and a Community Workgroup (citizens). The groups will aid in the development of the plans scope of work and the selection of the consultant with the possible development of further focus areas.

### FY 2008 Work Elements/Methodology:

This project is a Community Planning project that includes the City of Portage, Town of Dune Acres, Town of Burns Harbor, Town of Pines, Town of Chesterton, Town of Porter, City of Michigan City, Town of Beverly Shores, Town of Michiana Shores, Town of Long Beach, Town of Pottawattamie Park, City of LaPorte. This area is biologically and culturally diverse and includes industry, national and state parks, small communities and larger urban areas. Partners in the project include the Openlands Project from Chicago, LaPorte County, Porter County, City of Michigan City, City of LaPorte, Porter County, and other identified stakeholders. This is over 300,000 acres of Lake Michigan Coastal Area. The planning project is a comprehensive land use vision intended to create a community based, action oriented achievable projects that protect the natural areas and promote regional economic development.

### FY 2007 Project Tasks, Timetable, and Deliverables

The master plan will be community based and will include public input and participation with guidance from the newly adopted NIRPC Public Participation Plan. A Steering Committee composed of elected officials and a Working Group comprised of citizens will be part of the public visioning meetings and public review process as the project moves forward. Public input will be identified under each task. The shoreline and corridor master plan developed under this project will be a tool for the counties and communities to use in their land use and economic development strategies in the future.

#### I. PRELIMINARY ORGANIZATION

*Completed January 2007*

#### II. VISIONING AND PLANNING

*TASK FOUR:* Review existing plans and data

The Consultant will review existing plans for the corridor and work with NIRPC so as not to duplicate work already completed along the lakefront, including but not limited to:

*TASK FIVE:* Conduct not less than five visioning meetings geographically distributed the study area.

*TASK SIX:* Give one up-date report to the NIRPC Environmental Management Policy Committee (EMPC)

#### III. PRODUCT DEVELOPMENT

*TASK SEVEN:* Draft Master Plan for the Marquette Plan Phase II area

#### IV. REVIEW AND ADOPTION OF THE MARQUETTE PLAN PHASE II

*TASK EIGHT:* Public Review Period

*TASK NINE:* Rework the draft based on public comment

*TASK TEN:* Final Document

*TASK ELEVEN:* Grant Closure

Staffing and Program Linkages:

The Marquette Plan Phase II planning project incorporates the transportation planning project, 2222 Porter County Corridor Study, and the 2501 Openlands/Donnelly Green Space and WaterTrails identification project. The project is staffed by transportation and environmental personnel: Environmental Department Director (to be hired spring 2007), Mitch Barloga, Mary Beth Wiseman, Eman Ibrahim, and contractual.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task:

Vision 1: NIRPC has attained unmistakable effectiveness and standing.

Strategy 3: Set a standard of trust in the way we convene, partner and collaborate.

Strategy 4: Establish sufficient, sustainable Agency funding, demonstrating our value to the Region and the State.

Vision 3: Northwest Indiana's positive image is a true reflection of its character.

Strategy 1: Strengthen and grow Northwest Indiana's self image, starting with the Commission and its strategic partners.

Strategy 4: Create a strong, safe, clean and high-quality environment in which to live, work, and play.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environmental and transportation domains, and identify and develop the synergy between them.

Strategy 4: Educate the community about regional thinking

Vision 5: NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.

Strategy 4: Advance implementation of the Marquette Plan, expanded to include all of Indiana's shoreline, and provide planning and technical assistance to the shoreline communities.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Increase the accessibility and mobility of people and for freight.

Budget:

<u>Source</u>	<u>Total</u>	<u>Federal</u>	<u>Local</u>
Lake Michigan Coastal Grant	\$230,000	\$125,000	\$105,000 (In-kind)
Porter County Government and Transportation	\$192,500	\$154,000	\$ 38,500 (Cash)

Program Subcategory: 1128 MS4 Community Partnership

Goals and Objectives:

The Storm Water Public Education and Involvement Plan, derived from the requirements of the NPDES Phase II MS4 permit, focuses on improving urban storm water quality through public education and involvement and meeting the required Minimum Control Measures (MCMs.)

1. Improve quality and reduce quantity of storm water runoff from existing urban areas to meet or exceed state and local standards.
2. Improve quality and reduce quantity of storm water runoff from all new development and redevelopment to meet or exceed state and local standards.
3. Integrate the storm water management program with the goals and objectives of the regional watershed management plan.
4. Assess constituent knowledge and practices as they relate to storm water quality.
5. Identify, implement, and evaluate Best Management Practices (BMPs).

Past Work/Basis:

Rule 13 requires that a Municipal Separate Storm Sewer System (MS4) operator develop a storm water quality management plan (SWQMP) that includes methods and measurable goals for six MCMs. The Northwestern Indiana Regional Planning Commission (NIRPC) has entered into a memorandum of understanding (MOU) with MS4 communities in Lake and Porter Counties to develop and implement a regional public education and outreach MCM (327 IAC 15-13-12) and a regional public participation and involvement MCM (327 IAC 15-13-13).

The program began in 2004 and will run through 2009, at which time it will be determined if the project will continue based on community needs and the Rule 13 guidelines under the Clean Water Act.

The program is also conducted and implemented on a regional scale to provide a coordinated and consistent message for the region and to identify measurable goals that quantify the progress of program implementation and performance. These BMPs and measurable goals will help establish a baseline against which future progress at reducing pollutants to the MEP can be measured.

FY 2007 Work Elements/Methodology:

This program is funded and operated on the calendar year. NIRPC works closely with the MS4 communities and their consultants. It is expected that some communities will be more pro-active than others in addressing the MCMs in Rule 13 and every attempt will be made to make the regional public education and involvement cooperative program a success in both Lake and Porter Counties.

FY 2008 End Products and Measurable Goals:

2007-2008 Public Education & Outreach Plan (Minimum Control Measure 1)  
(327 IAC 15-13-12)

#	Best Management Practice (BMP)	Measurable Goals	Timeline	Documentation & Tracking 327 IAC 15-13-18	NIRPC Target Constituent
1	Website	Create a website featuring educational materials for target constituents. Goal of 1000 hits annually.	Website created Jan. 2006.  educational materials posted throughout the year	Document number of hits annually.	All Constituents
2	Survey on stormwater issue awareness #1 (general audience)	Establish a continuous assessment tool of storm water issue awareness use internet-based survey and hard copy. Goal of 500 completed surveys annually	Survey developed and posted Jan. 2006.  Distributed, May 2006 – August 2006	Document results and include in annual report.	All Constituents
3	Surveys on stormwater issue awareness #2 (targeted)	Track constituent knowledge of storm water issues through development & distribution of targeted surveys.  Goal of 10% completed responses.	Surveys developed Feb-March 2006; Surveys conducted May-Aug 2006; Surveys evaluated Nov-Dec 2006	Document the # of surveys completed and method of completion. Track survey responses	All Constituents
#	Best Management Practice (BMP)	Measurable Goals	Timeline	Documentation & Tracking 327 IAC 15-13-18	NIRPC Target Constituent
4	Educational	Develop or use	Develop or	Document the	All

	Brochures	existing brochures for target constituents. Goal of 10,000 brochures distributed.	locate digital brochures Feb 2008 Print brochures March 2008 Distribute brochures May-Nov 2008	number of brochures distributed and methods used for distribution.	Constituents
5	Special Events	Facilitate 20 special events for distribution of targeted stormwater education materials.	Identify events to extent possible Feb 2006 Attend events Feb-Dec 2008	Document the date, time, location, and attendance.	All Constituents
6	Classroom Education	Utilize existing Project Wet curriculum and distribute to 300 classrooms.	Distribute materials May 2006 and ongoing	Document method of distribution and participating classrooms	Students
7	Regional Newsletter	Develop and distribute quarterly newsletter on NIRPC MS4 program activities.	Create and distribute in Feb, May, Aug, & Nov 2007-2009	Document the number of newsletters distributed and methods used for distribution.	All Constituents
8	HHW and Recycling Promotions	Produce and air 60 second radio public service announcements (PSAs) on stormwater in coordination	Broadcast Stormwater Information spots May – Oct 2005-2009	Document the stations broadcasting the PSAs and times of broadcast.	Residential Property Owners

2007-2008 Public Participation & Involvement Plan (Minimum Control Measure 2) (327 IAC 15-13-13)

#	Best Management Practice (BMP)	Measurable Goals	Timeline	Documentation & Tracking 327 IAC 15-13-18	NIRPC Target Constituent
1	MS4 Public Advisory Work Group	Hold meetings to inform stakeholders of program activities, provide a forum for MS4 discussion.	Meetings in May, Aug, Nov, 2006 Monthly through 2007, quarterly 2008-2009	Document the date, time, location, and attendance. Record meeting minutes.	Public servants
2	Annual Program Review Meeting	Designate 1 meeting of the MS4 Advisory Work Group as an annual program review meeting. Goal of 20 participants.	Jan, 2006 Dec 2006 Dec 2007 Dec 2008 Dec 2009	Document the date, time, location, and attendance. Record meeting minutes.	Public servants
3	Clean-Up Events	Promote and advertise existing community clean-up events 10 events.	Identify events and post on website April, 2006 then ongoing	Document the date, time, location, and attendance. Document the amount of waste collected as a result of these events.	All constituents
4	Rule 13 Public Participation List	Identify all groups participating in activities that have a positive effect on storm water quality. Include group membership #s.	Begin in March, 2006 then ongoing	Document interested groups and individuals and submit in annual report.	All constituents

5	Erosion and sediment control workshops	Facilitate participation in IDEM workshops Develop and conduct regional workshops	March – October 2006, March 2007	Document the date, time, and attendance at each event.	Construction Professionals
6	Solicit feedback from general public	Post phone & email contact information for program coordinator on website with text soliciting feedback on the program.	Begin in March, 2006 then ongoing	Document the number of calls and emails received regarding the program	All Constituents

Use of FY 2008 End Products/Future Direction:

The products produced and activities undertaken will be for the benefit of the participating communities. Following the 2<sup>nd</sup> and 4<sup>th</sup> year evaluations and recommendations will be provided by the communities to NIRPC.

Staffing and Program Linkages:

New Department Director (to be hired spring 2007), Mary Beth Wiseman, full time contracted educator (to be hired spring 2007) and Summer Intern are assigned to the project. Administrative support will be used as needed.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 1: NIRPC has attained unmistakable effectiveness and standing.

Strategy 3: Set a standard of trust in the way we convene, partner and collaborate.

Vision 2: Diversified economic opportunity exists for current and future generations.

Strategy 2: Develop and take advantage of our assets: transportation network (aviation, pipelines, ports, public transportation, roads) natural resources, our skilled, educated workforce, and the potential of our young people.

Strategy 4: Develop policies that facilitate economic development.

Vision 3: Northwest Indiana's positive image is a true reflection of its character.

Strategy 4: Create a strong, safe, clean and high-quality environment in which to live, work, and play.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environmental and transportation domains, and identify and develop the synergy between them.

Strategy 3: Publicize NIRPC expertise and capability.

Strategy 4: Educate the community about regional thinking.

Strategy 5: Meet the demand for guidance/service to member governments and strategic partners, including a towns and small cities program.

Planning factor from SAFETEA-LU that is addressed by this task is:

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

Budget:

The funding for this project is provided by the participating communities. 22 MS4 designated communities signed Memorandums of Understanding (MOUs) and contributed to the program in 2005. In 2006, 24 MS4 communities and one non-MS4 entity will participate in the program. In 2007, 23 MS4 communities will participate in the program. The communities buy into the program at a flat rate of \$2,500 and then pay a per capita rate of .25 based on the 2000 census.

<u>Source</u>	<u>Total</u>	<u>Federal</u>	<u>Local</u>
Communities (2005)	155, 000		155, 000
Communities (2006)	177, 500		177, 500
Communities (2007)	177,500		177,500

Program Subcategory: 2510 Greenways and Blueways Plan with Openlands Project

Objective:

The Northwestern Indiana Regional Planning Commission (NIRPC) and Openlands Project (Openlands) are working on a two year program to develop a *Northwestern Indiana Regional Greenways and Blueways Plan*. A portion of this work will build on the *Marquette Plan Phase I* that was developed for Indiana's western Lake Michigan shoreline and will contribute to the development of the *Marquette Plan Phase II* eastward to the Michigan state line. The regional greenways and blueways plan will be a tool for communities to use in the development of community comprehensive plans, economic development corridors, trail and open space ordinances and recreational opportunities. The final plan will be incorporated into the Marquette Phase II Lakeshore Reinvestment Framework Plan and will guide redevelopment and natural resource protection in the area.

Past Work/Basis:

Northwest Indiana is home to a mix of habitats and landscapes that are of national, statewide, and regional significance. The Indiana Dunes National Lakeshore and local and state parks are linked to nearby developed communities by the Grand Calumet, Little Calumet, Galien, and Deep Rivers as well as many local creeks. The Kankakee River watershed, which represents more than half of the land area of the three-county Northwest Indiana region, lies beyond the drainage divide separating the Great Lakes drainage from the Mississippi River basin. High-quality natural area remnants are intermixed with active-use parks, rural farmlands, and growing communities. The uncommon mix of soil types and infamous weather patterns sustain unique plant communities in a tension zone between the prairies of the west and the woodlands of the east. NIRPC has worked on regional green space and natural resource protection projects with Chicago Wilderness, Northeastern Illinois Regional Planning Commission, Openlands, and the Joyce Foundation.

The work began on the NIRPC/Openlands project in August of 2005 and will be completed by August 2008. In the first year, greenways and "blueways", or water trails, opportunities were identified in the three-county NIRPC planning area of Lake, Porter, and LaPorte Counties. An inventory of existing and potential greenways and water trails was prepared, and an "Opportunity Map" for Northwest Indiana will be completed by August 2006. In the second year, work will begin with engaging residents of the region to build consensus on the elements of the plan and the "Opportunities Document".

FY 2008 Work Elements/Methodology:

YEAR ONE Completed Activities:

- Kick-off and Press Conference on Foundation Funding Award and Project
- Interviewed local municipal and county planning and elected officials, and other affected or knowledgeable stakeholders to identify local open space initiatives, protected areas, important habitats, recreational opportunities, and water trail facilities.

- Inventoried existing greenway corridors and waterway trail facilities, critical lakefront open space, and interdunal ponds and habitat corridors within the Lake Michigan drainage basin in Lake, Porter and LaPorte Counties.
- Identified potential opportunities for greenway and waterway corridors in the Lake Michigan basin.
- Provided contact information for local elected, municipal and county officials and local stakeholder organizations and other local interested parties as identified by both NIRPC and Openlands.
- Develop draft trails and greenways map incorporating results of inventories and plan reviews. Most current satellite photography will be used to create a base land use map.
- Develop draft goals and objectives for stakeholder review – “Opportunities Document.”
- Stakeholder Review of Draft Opportunities Map.

#### YEAR TWO Planned Activities:

- Revise and Finalize Greenway and Blueways Opportunities for Northwestern Indiana.
- Review revised draft map with key stakeholders and prepare final region-wide map and report.
- Plan and implement media announcement of completed “Opportunities” map and report.
- Build Public Consensus for Greenway and Blueways Plan.
- Meet with municipal and county councils, local, state, and federal parks departments, natural resource organizations and other stakeholders to build consensus on the elements of the *Northwest Indiana Greenways and Blueways Plan* and implementation program.
- Public Review and Comment - Plan and implement general public review and comment.
- Preparation of Final Map and Implementation Plan.
- Submit final documents for adoption to the NIRPC Board of Commissioners.
- Distribution of Completed Documents.

#### PROJECT MONITORING:

The project team of NIRPC and Openlands will assess the project timeline and work program quarterly and make adjustments as needed.

#### FY 2008 End Products:

- Adoption of final Northwest Indiana Regional Greenways & Blueways Plan by Full NIRPC Commission in July, 2008.
- One thousand copies of a summary document and map will be prepared for distribution to local officials, agencies, and organizations in northwest Indiana. They will serve as the primary documents to generate public discussion and comment and inform local and regional officials.

- A portion of the final product will be incorporated into the final version of the Marquette Plan Phase II document.
- 5,000 copies of the final text and map will be printed.
- 100,000 copies of a four-page executive summary will be inserted into local newspapers and distributed to the general public.

Staffing and Program Linkages:

NIRPC Staff for this project includes: Mitch Barloga and Mary Beth Wiseman. Lauren Rhein and Belinda Petroskey will also contribute to this project. A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task:

Vision 3: “Northwest Indiana’s positive image is a true reflection of its character.”

Strategy 4: “Create a strong, safe, clean and high-quality environment in which to live, work & play.”

Vision 5: “NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region.”

Strategy 3: “Develop an effective multimodal transportation network.” This program subcategory helps to implement those strategies.

Strategy 4: Advance implementation of the Marquette Plan, expanded to include all of Indiana’s shoreline, and provide planning and technical assistance to the shoreline communities.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system.

Budget Information:

This activity is funded though a grant from the Gaylord and Dorothy Donnelley Foundation in partnership with the Openlands Project of Chicago.

Program Subcategories: 2237 Stormwater Quality Best Management Practices for Highway Construction and Post-construction Run-off Control

Objective:

The objective of the project is to develop a stormwater quality management plan (SWQMP) that includes a guidebook and toolkit for communities to develop, implement, manage, and enforce an erosion and sediment control program for highway construction activities that disturb one (1) or more acres of land within the municipal separate storm sewer system (MS4s) area. In addition, the sample SWQMP will include best management practices (BMPs) that address post-construction stormwater run-off from new highway development and highway repair projects. The guidebook and toolkit will include sample ordinances and other recommended means that an MS4 community could implement to improve water quality from highway construction projects. The goal will be to provide the guidebooks and toolkit too all of the MS4 communities in Lake, Porter, and LaPorte counties and conduct training sessions on the use and implementation of the recommendations.

Past Work/Basis:

NIRPC developed a regional partnership with twenty-five MS4 communities in northwest Indiana to coordinate and develop a Storm Water Public Education and Involvement Plan, derived from the requirements of the NPDES Phase II MS4 permit, focuses on improving urban storm water quality through public education and involvement and meeting the required Minimum Control Measures (MCMs.) The program is conducted and implemented on a regional scale to provide a coordinated and consistent message for the region and to identify measurable goals that quantify the progress of program implementation and performance. These BMPs and measurable goals will help establish a baseline against which future progress at reducing pollutants to the MEP can be measured. The Indiana Department of Environmental Management (IDEM) encouraged and supported the development of the program and recognized the success of the first year efforts.

FY 2008 Work Elements/Methodology:

Program elements and methodology are being developed. The guidebook and toolkit will be designed in coordination with current methodology from US EPA and FHWA.

FY 2008 End Products and Measurable Goals:

To be completed by July 30, 2008

Use of FY 2008 End Products/Future Direction:

To be completed by July 30, 2008

Staffing and Program Linkages:

The Highway Stormwater Quality Management project staffing includes, new Environmental Department Director, Sarah Nerenberg and consultant.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task:

Vision 1: NIRPC has attained unmistakable effectiveness and standing.

Strategy 3: Set a standard of trust in the way we convene, partner and collaborate.

Strategy 4: Establish sufficient, sustainable Agency funding, demonstrating our value to the Region and the State.

Vision 2: Diversified economic opportunity exists for current and future generations.

Strategy 3: Commit to support educational qualities and opportunities, and cultural amenities.

Vision 3: Northwest Indiana's positive image is a true reflection of its character.

Strategy 1: Strengthen and grow Northwest Indiana's self image, starting with the Commission and its strategic partners.

Strategy 4: Create a strong, safe, clean and high-quality environment in which to live, work, and play.

Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environmental and transportation domains, and identify and develop the synergy between them.

Strategy 3: Publicize NIRPC expertise and capability.

Strategy 4: Educate the community about regional thinking.

Planning factors from SAFETEA-LU that are addressed by this task are:

Protect and enhance the environment, promote energy conservation, improve the

- quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

<u>Federal</u>	<u>Local Match</u>	<u>Total</u>
\$40,000	\$10,000	\$50,000

# **ECONOMIC DEVELOPMENT**

- **Economic Development Strategy - 1021**
- **Economic Development/  
Transportation Task - 1025**
- **Council of Towns & Smaller  
Cities - 2515**

Program Subcategory: 1021 Comprehensive Economic Development Strategy (CEDS)

Objective:

NIRPC was charged in the revised 2003 State legislative changes with regional economic development planning, in addition to transportation and environmental planning. The principal objective is to provide a collaborative, regionally sealed blueprint for the public sector in the realm of public investment and infrastructure to support economic development in northwest Indiana. (This task will be redrafted for final FY2008 UPWP).

Past Work/Basis:

NIRPC has previously prepared an overall Economic Development Program with local resources in the 1980s to qualify the region for U.S. Economic Development Administration funds. Several grants were obtained for projects at the Port of Indiana. Recently, NIRPC has pursued E.D.A. funding to prepare a Comprehensive Economic Development Strategy (CEDS). To date these efforts, as well as EDA District designation, have not been successful. Currently NIRPC has dedicated local funding to prepare a targeted Regional Economic Development Strategy. Policy Analytics has been selected in a competitive consultant selection process to perform the study. The strategy is intended to provide a regional blueprint for NIRPC's role in economic development in relation to local units of government as well as private sector economic development groups, workforce development agencies, the Indiana Economic Development Corporation and the Regional Development Authority.

Currently NIRPC has formed an economic development committee that is meeting monthly and is comprised of public elected officials, private sector economic development agencies, area universities, the IEDC, the Ports of Indiana, the RDA area workforce development agencies, unions and minority business interests. The committee has examined regionally scaled economic development opportunities and has passed six resolutions of support that has been accepted by the NIRPC Policy Board. Included is the support resolution for: Chicago/Gary Regional Airport Development; Intermodal Freight Development in northwest Indiana; joint NIRPC/ Forum intermodal freight task force; sales tax increment financing in areas eligible; and preservation of eminent domain in instances where justified.

To further regional economic development, NIRPC has begun partnering with the Northwest Indiana Forum to create a joint task force on intermodal freight opportunities. Opportunities for transportation, distribution and logistics along major rail and highway corridors are being explored. Proximity to the Chicago market and its role as a national rail transfer hub is central to this effort. This effort is being coordinated with both municipal and private business initiatives.

The development of the Chicago/Gary International Airport, Port of Indiana intermodal opportunities and new manufacturing/distribution industries is being discussed and explored. Additionally, support and planning analysis is being offered to the newly formed RDA.

#### FY 2008 Work Elements:

- 1) Complete and adopt a regional economic development strategy for northwestern Indiana.
- 2) Explore federal economic development funding for planning grant.
- 3) The Economic Development Committee will discuss and explore regional economic development projects and form collaborative approaches.
- 4) NIRPC staff planning activities to provide data, technical support and regional infrastructure to assist communities' development efforts.

#### FY 2008 End Products:

- 1) Regional Economic Development strategy report.
- 2) Resolutions of support developed for regionally significant economic development projects.
- 3) Committee and staff contribution to implementing adopted economic development priorities at NIRPC.

#### Use of FY 2008 End Products/Future Direction:

- 1) Regional Economic Development strategy report will serve as the regional framework for NIRPC's role in economic development activities in coordination with the other public and private economic development agencies. This is intended to produce a synergy effort versus conflicting or duplicating roles.
- 2) The Regional Economic Development strategy will serve as the basis to apply for federal funding and as data for economic development grant opportunities as they arise.
- 3) The report and the work of the Economic Development Committee and the joint NIRPC/Forum Intermodal Task Force will contribute to exploring major regional opportunities in the TDL area, as well as contribute to a number of the commitments in the NIRPC Vision and Strategic Direction document.
- 4) The Council of Towns & Smaller Cities will bring current data and relevant information to our smaller communities as well as sharing best practices in planning and development.

#### Staffing and Program Linkages:

The economic development efforts will be closely coordinated with NIRPC's transportation and environmental programs in the area of data, infrastructure policy and resource protection, TDL facilities, airport development, brownfields, reclamation and smart growth strategies.

#### NIRPC Vision and Strategic Directions for 2005-2008

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 2: "Diversified economic opportunity exists for current and future generations."

Strategy 1: “Form strategic partnerships with Northwest Indiana Forum, economic development, workforce development agencies and the Regional Development Authority to create an economic development plan, delineate roles and funding to support the initiative.”

Strategy 2: “Develop and take advantage of our assets: transportation network (aviation, pipelines, ports, public transportation, roads), natural resources, our skilled, educated workforce, and the potential of our young people.”

Strategy 4: “Develop policies that facilitate economic development.”

Vision 4: “NIRPC is knowledge leader in planning, economic development, environment, and transportation and related areas.”

Strategy 1: “Build the expertise and capability for exceptional performance in economic development, environment, and transportation domains, and identify and develop the synergy between them.” This unified planning work program begins to do that better at the staff level.

A planning factor from SAFETEA-LU that is addressed by this task is:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 1025 Economic Development / Transportation

Objective:

The objective of this project is to assist in linking Economic Development and Transportation Infrastructure Investment, so that the two areas are mutually supportive. This is a high priority of the region and a SAFETEA-LU planning factor emphasis area. A consultant would be engaged to assist.

Past Work/Basis:

In 2003, NIRPC's planning domains were expanded in its most recent state enabling legislation to include economic development in addition to transportation and environment. NIRPC currently has a contract underway with Policy Analytics to best define NIRPC's role in economic development as the regional public sector leader and to obtain buy-in from other private, non-profit and public entities with economic development interests. These include the Indiana Economic Development Corporation (IEDC), Northwest Indiana Regional Development Authority (RDA), Northwest Indiana Forum, local economic development organizations (LEDO's), workforce development agencies, and cities, towns and counties.

FY 2008 Work Elements/Methodology:

- 1) Based on the outcome of the work of Policy Analytics, prepare a RFQ/RFP that defines the scope of consultant work to include:
  - Identify key transportation and development data that should be tracked and evaluated. Determine the best approaches to collecting the data on an on-going basis, evaluating and using the data, and presenting the data for regional decision-making.
  - Evaluate available econometric models for use in regional decision-making based on regional decision objectives, availability of data, and level of technical support that can be provided by regional institutions. Recommend a model.
  - Apply procedures developed to key infrastructure investment options and to potential development opportunities to be determined.
- 2) Engage a qualified consultant to complete items 1 and 2 by end of fiscal year 2008 (June 2008.)
- 3) Develop the long-term organizational capacity within the three-county region to support economic development data collection, modeling and other activities.

FY 2008 End Products:

- 1) A defined transportation and economic development data program.
- 2) Recommendation on model or models to be used and how they will be supported.

Staffing and Program Linkages:

Jackie Anders is the assigned staff for this project.

A portion of the NIRPC Vision and Strategic Directions for 2005-2008 is implemented by this task.

Vision 1: NIRPC has attained unmistakable effectiveness and standing.

Strategy 3: Set a standard of trust in the way we convene, partner and collaborate.

Vision 2: Diversified economic opportunity exists for current and future generations.

Strategy 1: Form strategic partnerships with Northwest Indiana Forum, economic development, workforce development agencies and the Regional Development Authority to create an economic development plan, delineate roles and funding to support the initiative.

Strategy 2: Develop and take advantage of our assets: transportation network (aviation, pipelines, ports, public transportation, roads) natural resources, our skilled, educated workforce, and the potential of our young people.

Strategy 4: Develop policies that facilitate economic development.

Vision 4: NIRPC is knowledge leader in planning, economic development,  
Strategy 1: Build the expertise and capability for exceptional performance in economic development, environmental and transportation domains, and identify and develop the synergy between them.

Strategy 4: Educate the community about regional thinking.

Planning factors from SAFETEA-LU that are addressed by this task are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system.

In the future, NIRPC intends to seek federal Economic Development Administration and State Indiana Economic Development Corporation grants for planning and implementation of the regional economic development initiative.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

Program Subcategory: 2515 Council of Towns & Small Cities

Objective:

Provide resource and referral service for rural counties and communities to access rural economic development programs available through the Indiana Rural Development Council and to provide technical assistance and support within the area

To provide a forum for municipalities within the service area to interact and share information through the Council of Towns and Smaller Cities of Northwestern Indiana

Past Work/Basis:

NIRPC was awarded a grant through the Indiana Association of Regional Councils for rural economic development. One focus will be the re-institution of the Council of Towns and Smaller Cities for the three-county region.

FY 2008 Work Elements:

- 1) Staff the Towns and Smaller Cities organization for the three-county region and host quarterly meetings.
- 2) Provide assistance and referral service for communities to access rural development initiatives through IEDC and Lt. Governor's Rural Economic initiative.

FY 2008 End Products:

- 1) Education and best practice examples to assist local governments.
- 2) Quarterly meetings of the Council of Towns and Smaller Cities.
- 3) Participation of Indiana Rural Forums telecommunication programs.
- 4) Participation in monthly meetings of the Indiana Association of Regional Councils.

Use of FY 2008 End Products/Future Direction:

The Towns and Small Cities organization will foster cooperation and mutual benefits for municipalities. Economic development initiatives will be advanced by rural development assistance.

Staffing and Program Linkages:

The assigned staff for this project is Jody Melton.

A portion of the NIRPC Vision and Strategic Directions is implemented by this task.

Vision 4: “NIRPC is knowledge leader in planning, economic development, environment, and transportation and related areas.”

Strategy 5: “Meet the demand for guidance / service to member governments and strategic partners, including a towns and small cities program.” That program began in March, 2006 and will continue with quarterly meetings/workshops.

Budget information for this program subcategory is found in Section II, Program and Budget Summary.

# **OTHER PLANNING PROJECTS**

**These are ongoing studies from FY2007, descriptions for which will be revised for the final FY2008 UPWP.**

- **Operations Planning - GPTC**
- **Westlake Environ. Assess. & Prelim. Eng. - NICTD**
- **Regional Bus Study**
- **Economic Development Corridor Plan for LaPorte**

## Program Subcategory: Gary PTC Operations Planning

### Objective:

On April 9, 2006 GPTC made changes to its service from the previous year's study related to Improvements in Transit Efficiency and Effectiveness. This project would continue those efforts. This project will evaluate the results of the changes, continue to evaluate existing and potential new routes, and continue to work with Community and Transit Oriented Development. This also includes the continual marketing of GPTC initiatives and the presentation of public documents in alternative formats.

### Past Work/Basis:

- Two buses added to the U.S. 30 Circular Monday-Friday
- 9<sup>th</sup> and Colfax reduced to one bus Monday-Friday
- Terminal locations changed on South Broadway
- Separate weekday and weekend schedules on seven routes.
- Schedules Printed In Braille
- Schedule and Route Information on Audio CD
- Website [www.gptcbus.com](http://www.gptcbus.com)
- Bus stop signs printed and delivered awaiting installation. (Two signs are posted at shelter locations in Merrillville)
- Design work underway for 5<sup>th</sup> Avenue Streetscape project.
- New Bus shelter RFP being reviewed by FTA

### FY 2007-2008 Work Elements/Methodology:

- Work with various populations and vendors to provide acceptable alternative formats – new schedules to be printed in Braille and Spanish
- Work with the City of Gary and other organizations concerning development projects
- Seek out promotional opportunities
- Continue to monitor routes
- Implement enhancement program; bike racks, bus stop signs, system maps etc.

### FY 2007-2008 End Products:

- Since the completion of new route restructuring we have already identified a need for additional service; we are continuing to monitor the system
- We are in the process of planning for the solicitation of public input for the development of a new route to provide access to grocery stores as County Market closed.
- Schedule and route information in other languages and other formats – Braille and Audio is available for the routes that were not altered. Other formats will be completed for the altered routes.
- Several Transit oriented development projects.

- The contract for the installation of bus stop signs is expected to be completed by June 16, 2007
- Renovation of Lake County/City of Gary Parking Garage attached to Adam Benjamin Metro Center soon to begin.

Use of End Products/Future Direction:

- Available alternative formats to meet FTA and Title 6 requirements.
- A schedule board is to be connected to each bus stop sign post which will allow riders to see bus schedules for the routes they are waiting for.
- Increased community development
- Increased ridership
- Improving alternative formats that are now available
- RFP released for New Bus shelters
- Shopping route development

Budget:

FTA – 5307	<u>Total</u>	<u>Federal</u>	<u>Local</u>
	\$100,000	\$80,000	\$20,000

Program Subcategory: Environmental Assessment and Preliminary Engineering Study -  
West Lake Commuter Corridor

Objective:

The purpose of this work item is the further development of work begun in 1998 on satisfying Major Investment Study requirements in the West Lake Commuter Corridor. Specifically, this work element will: 1) refine and revise demographic data and projections to further analyze the commuter transportation alternatives between northwest Indiana and downtown Chicago that were developed in the previous year; 2) determine a locally preferred alternative (LPA) from this group of alternatives; 3) submit this LPA to the Federal Transit Administration (FTA) for permission to advance the study into further stages; and if permitted by FTA, 4) conduct an environmental assessment of the LPA and 5) complete preliminary engineering on the LPA. This work shall also include a review of the 2000 Alternatives Analysis using 2000 Census data that was unavailable at that time and will also include the alternatives of bus rapid transit and transportation systems management to assure the thorough study of possible alternatives.

Past Work/Basis:

In 1988-89, NIRPC completed the West Lake County Commuter Study, which recommended the establishment of a commuter rail line running from Chicago through Hammond and down the western part of Lake County, eventually as far as Lowell. As a result of this study, the Northern Indiana Commuter Transportation District (NICTD), along with the City of Hammond and the Town of Munster, purchased from CSX Transportation five miles of rail line threatened with abandonment. This line, which stretches from downtown Hammond to the southern part of Munster and which is considered essential for the establishment of this commuter rail service, was acquired early in 1996. In 1997, NICTD began a Major Investment Study in this corridor, which in FY 1998 included a review of previous studies and the development of a rail capacity model to test rail alternatives on this corridor. This work was completed in the summer of 2000.

The work to be done as part of this Program Subcategory began in July 2005 with NICTD's selection of STV as prime contractor for this work. In FY 2007, STV developed the travel demand model to be used to determine the locally preferred alternative, refined the alternatives to be analyzed, and began initial runs of the model for each alternative. These runs revealed shortcomings of the demographic data used as inputs to the model, and so STV began a study of this demographic data to look at possible revisions of the demographic projections. This work will continue into FY 2008.

FY 2008 Work Elements/Methodology:

- Revise demographic projections and run the model for each alternative using new demographic inputs
- Determine the locally preferred alternative (LPA), its annualized capital and operating costs, and its cost benefit ratio.
- Submit the LPA in a project package to FTA for a New Start Project Rating.
- Conduct an environmental assessment once permitted by FTA.
- Complete preliminary engineering on the preferred alternative once permitted by FTA.

FY 2008 End Products/Future Directions:

- Revised demographic projections that more accurately predict population growth and change in the study area
- A Project package with a locally preferred alternative that will be submitted to the Federal Transit Administration for approval and the placement of the project on its new start priority list.
- An environmental assessment of the preferred alternative analyzing land use, wetlands, protection of endangered species, effects on neighborhoods, and environmental justice.
- A preliminary engineering study that will determine type of facilities needed, equipment needed, need for utility relocation and preliminary costs.

Budget (for FY 2008 activities):

<u>Source:</u>	<u>Total</u>	<u>Federal</u>	<u>Local</u>
FTA/5309 New start	\$ 1,700,000	\$ 750,000	\$950,000

For the year beginning July 1, 2007, NICTD has a budget of \$1,700,000 for the Westlake Environmental Assessment and Preliminary Engineering activity. This \$1,700,000 consists of \$750,000 in federal Section 5309 New Start funding (from FTA Project IN-03-0128) and \$950,000 in non-federal funding that was provided by on-line counties and communities.

Program Subcategory: Regional Bus Authority Comprehensive Transit Study

Objective:

The Northwest Indiana Regional Bus Authority requires professional assistance to implement the adopted Strategic and Operations Plan in Lake and Porter Counties and, potentially, La Porte County.

Past Work/Basis:

The significant demographic and economic changes experienced in Northwest Indiana have resulted in a shift in the travel patterns of regional workers. The substantial decrease in employment in Hammond, East Chicago and Gary and the subsequent increase in employment in south Lake County and Porter and La Porte counties during the past 20 years have reduced the effectiveness of the historically municipal transit systems. Efforts have continued to implement more regional transit services to respond to the decentralization of employment, although progress has been limited to a few transit routes extending beyond their respective municipal limits.

In December 2006, the Regional Bus Authority accepted a Strategic and Operations Plan that describes a package of routed and demand response service, offers two management options and determines the new local funding needed to implement the plan. This culminates work that over the past five years has included regional and local needs and service analyses. Municipal bus service operators, through their individual surveys and collective discussions, have identified additional access destinations outside of their respective fixed route service areas as a principle deficiency in the existing system. Additionally, the desire for more frequent bus service, expanded hours of operations (including late night and weekend service), better consumer marketing and service information and increased coordination among existing transit services represent needs to be addressed.

Users of demand response bus services have described a variety of needs related to accessing and providing demand response transit services. Improved and increased transit services for employment access as well as access to medical, social, educational and other services appear to be common themes expressed by all of the affected stakeholders. Transit users and providers alike have identified the need for improved public information and education for existing and potential transit users. Continued coordination and cooperation between transit providers to establish a more efficient regional system of transit services has consistently been cited by stakeholders as a goal for improving the efficiency and effectiveness of regional transit service in Northwest Indiana.

The elimination of federal transit operating assistance to urban areas with a population over 200,000 has emphasized the need to establish a sustainable source of local funding to cover existing operating costs. In addition, improvement and expansion efforts are stifled by the lack of a local, sustaining source of revenue. The creation of the Regional Transportation Authority (RTA) in Lake County (2001) represented an appropriate mechanism to develop and administer a region-wide, sustaining source of local revenue for transit service. The RBA was created by state legislation and is charged with the

planning and operation of a regional bus system including fixed route and demand response. For almost five years the RBA (name changed in 2005 from RTA to RBA and Porter County added) has worked with local and state officials without success to find the right mix of infrastructure dollars and organizational structures that would allow the RBA to fulfill its stated purpose of supporting the operation of a regional public transit system. What is needed is a regional or county-wide approach to transit financing and the political will and popular support to make it happen.

NIRPC provided administrative and planning support on an interim basis until the RBA received a two-year capacity building grant from the Regional Development Authority. The grant allowed the RBA to hire a project manager and an administrative assistant. NIRPC's ongoing role is to work cooperatively with the RBA to seek a dedicated local funding source and develop a long range transit plan.

#### FY 2007-08 Work Elements/Methodology:

- 1) Work with potential local funding sources including the Regional Development Authority, Lake County, Porter County and municipalities to secure an adequate and continuing source of funding.
- 2) Develop an interim implementation strategy to show that the RBA has capacity to manage funding and provide service by planning and operating demonstration ' services of interest to funding agencies
- 3) Become the local administration body for federal and state grants for bus public transportation
- 4) Develop a marketing strategy (strategies) aimed at: enhancing the image of public transit in general; provide uniform regional brand; developing service utilization and ridership for services; assessing customer satisfaction and response.
- 5) Identify how best to integrate existing bus and demand response service operations and proposed new services into a regional system.
- 6) Identify multi-year capital and operating budget of integrated regional system.
- 7) Assist RBA in establishing a sustainable long-term financial structure with reasonable assurance of continuity and growth to meet identified regional needs.
- 8) Assist RBA Board in establishing management and staffing capacity and defining relationships with existing and potential service providers and with RDA, NIRPC, INDOT, FTA and other organizations.
- 9) Assist the RBA in development of a service evaluation process, and appropriate criteria.
- 10) Assist RBA with implementing the marketing plan.
- 11) Assist RBA in negotiations with operators for consolidating and/or managing services, equipment and facilities necessary to implement the Operations Plan.

#### FY 2007-08 End Products:

- 1) Institutional and service marketing strategies
- 2) Details to recommended service delivery structure for a two or possibly three county regional public transit system.
- 3) Revisions and improvements to capital and operating budget of regional system

- 4) Detailed sustainable long-term financial structure.
- 5) RBA administrative and operations plan
- 6) RBA application and evaluation of services processes
- 7) RBA marketing plan
- 8) Implementation of organizational structure for new regional bus/demand response services

Use of FY 2007-08 End Products/Future Direction:

These activities will help to advance the implementation of expanded transit in Northwest Indiana. .

Staffing and Program Linkages:

The assigned staff for this project is Belinda Petroskey, working closely with the contracted RBA project manager, and the plan will be developed by a consultants.

Budget:

This project is a continuation of a project, financed in part, through assistance received from the Federal Transit Administration (FTA) of the U.S. Department of Transportation. The original Federal share was: \$495,000; Local share: \$125,000. 70% of the federal share is for the Lake County portion of the study, which is in a Section 5309 grant (IN-04-0006); 30% of the federal share is for the Porter and La Porte Counties portion of the study, which is in a Section 5307 grant (IN-90-X512). The remaining balance of \$200,000 -- \$160,000 federal will be expended in FY 2007-08.

Program Subcategory: Feasibility Study for a La Porte Economic Development Corridor

Objective:

The City of La Porte is arguably one of the largest communities in the State of Indiana where four state and federal highways are routed through the heart of the City's downtown. The purpose of this work item is to develop sufficient transportation and economic information to determine the feasibility of a new roadway corridor that would:

- Reduce congestion in the City of La Porte's central business district, especially be facilitating the movement of trucks
- Enhance access to La Porte's industrial and commercial locations
- Facilitate development of new sites for industrial and commercial development.

A transportation planning study will be conducted to make a determination of feasibility for a new roadway corridor that meets these goals. The study will conform to the guidelines of FHWA with respect to highway feasibility studies as well as INDOT's early Environmental Streamlining steps.

Past Work/Basis:

Over 40 years ago La Porte Mayor Tom Boyd was convinced of the need for a project that would have routed highway traffic to both the east and west sides of the City. The construction of Boyd Boulevard was the only element of that ambitious vision that was ever implemented. In the intervening years there have been various attempts to promote that concept. Among these was a study led by the Greater La Porte Chamber of Commerce into how a bypass could enhance access to the Thomas Rose Industrial Park. The Highway Improvement and Development Plan for the Cities of La Porte and Michigan City and La Porte County includes among its long-term (15 year) goals the development of a new economic development corridor including a four lane limited access highway with frontage roads and interchanges as needed. In 2004, the United States Congress passed the Fiscal Year 2005 Omnibus Spending Bill which earmarked \$250,000 for a feasibility study of such a highway.

FY 2008 Work Elements/Methodology:

- Establishment and periodic gatherings of a study Steering Committee.
- Public outreach meetings.
- Inventory of existing traffic and geometric conditions.
- Video license plate matching cordon line survey.
- Development of a La Porte Sub-area travel demand model.
- Transportation evaluation of alternative corridor scenario forecasts.

- Economic development evaluation of alternative corridor scenarios.
- Preliminary environmental evaluation of alternative corridor scenarios.
- Initial INDOT environmental streamlining activities.

FY 2008 End Products/Future Directions:

- PowerPoint presentations that will document: the purpose and need and preliminary alternatives; the analysis and screening of the alternatives; and study findings and recommendations.
- Handout materials and maps.
- Technical documentation.
- Feasibility assessment and final report documenting the study process, findings and recommendations.

Budget:

The \$50,000 carry-over in the budget is the balance of the \$250,000 federal earmark (100% federal) in FFY 2005 Omnibus Spending Bill.

## **IV. PROGRAM AGREEMENTS**

- **NIRPC, State, Transit Operators Agreement**
- **Northwest Indiana/Northeast Illinois Agreements**
- **Self-Certification**
- **Wingspread Regional Accord**
- **NIRPC-SWMC Cooperative Accord & Example List of Activities**
- **NIRPC Vision and Strategic Directions for 2005-2008**

**AGREEMENT BETWEEN THE NORTHWESTERN INDIANA REGIONAL PLANNING  
COMMISSION AND THE STATE OF INDIANA FOR THE IMPLEMENTATION  
OF THE URBAN TRANSPORTATION PLANNING PROCESS**

This agreement is to implement Section 134, title 23, U.S.C. and Section 8 of the Federal Transit Act, as amended (Title 49 U.S.C.) which requires that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that the metropolitan area has a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods. This agreement is established to reaffirm and reorganize working relationships and to identify the mutual responsibilities for the MPO, which is the Northwestern Indiana Regional Planning Commission (NIRPC), and for the Indiana Department of Transportation (INDOT), Transit Operator(s) and other transportation modes in conducting the cooperative transportation planning process.

**GENERAL PROVISIONS**

NIRPC, in cooperation with INDOT and operators of publicly owned transit systems and in coordination with local elected officials and other providers of transportation (other transit providers, sponsors of regional airports, maritime port operators, rail freight operators, trucking companies, etc.) shall be responsible for carrying out the metropolitan transportation planning process, the development of a unified transportation planning work program, a transportation plan and a transportation improvement program.

- A. As part of the overall transportation planning process, NIRPC shall develop coordinated corridor and sub-area studies and plans.
- B. NIRPC shall approve the Metropolitan Transportation Plan and its periodic updates. NIRPC and the Governor shall approve the metropolitan transportation improvement program and any amendments.
- C. In the Lake and Porter County air quality non-attainment area for ozone, NIRPC shall coordinate the development of the transportation plan with the State Implementation Plan for Air Quality (SIP) development process including the development of the transportation control measures. NIRPC shall develop or assist in developing the transportation control measures.
- D. In the two-county non-attainment area for transportation related pollutants, NIRPC shall only approve any transportation plan or TIP which conforms with the SIP, as determined in accordance with the U.S. EPA conformity regulation (40 CFR Part 51).
- E. As a transportation management area, NIRPC must comply with the special requirements applicable to such areas regarding developing a congestion management system, project selection responsibility and certification.
- F. As required by 23 CFR Part 500, the required management systems shall be developed cooperatively by the State, NIRPC and transit operators. In the NIRPC planning area, the congestion management system will be developed as part of the metropolitan transportation planning process.

- G. The MPO shall cooperatively participate in the development of the statewide transportation plan.
- H. The final, federal state-wide and metropolitan planning regulations are incorporated into this agreement by reference. The current planning regulations are those implementing provisions of the Intermodal Surface Transportation Efficiency Act of 1991 and were published in the Federal Register on October 28, 1993.

### **DEFINITION OF ROLES, ACTORS, RESPONSIBILITIES AND DUTIES**

NIRPC is a cooperative of local governments established by State statute to institute and maintain a comprehensive policy planning and programming and coordinative management process for the region. NIRPC is the designated MPO in the Transportation Management Area of northwestern Indiana. The metropolitan planning area includes the counties of Lake, Porter and LaPorte in Indiana.

The responsibilities of NIRPC, as defined below, will be undertaken in a cooperative and coordinative manner with local elected officials, INDOT, IDEM, operators of public transit, and other transportation providers. The primary mechanism of this cooperation and coordination shall be membership on and participate in NIRPC's Transportation Policy Committee and other policy committees, subcommittees and task forces, as necessary and appropriate.

A. The specific responsibilities of NIRPC, as the MPO include:

1. Preparation of a unified planning work program in keeping with local transportation needs, federal emphasis areas, and including the programming of sub-area and corridor level Major Investment Studies in keeping with the metropolitan area or State transportation plan, if it is agreed, after consultation with the affected agencies, that such studies are necessary. Consultation will also determine study responsibilities.
2. Develop or update of a Comprehensive Multimodal Transportation Plan at least every three years with at least a twenty year planning horizon.
3. Development of a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue.
4. Development of a Congestion Management System in cooperation with the development of a statewide congestion management system by INDOT.
5. Development of a 3-5 year Transportation Improvement Program and amendments. The TIP must be updated at least every three years, the frequency and cycle being compatible with the Statewide Transportation Improvement Program (STIP).
6. Collection and sharing of transportation system information within Lake, Porter and LaPorte counties to facilitate a cooperative transportation planning process, including the collection of HPMS information for INDOT.
7. Development and conduct of a proactive public involvement process.

B. Responsibilities of INDOT in cooperation with NIRPC, the Transit Operators and IDEM (when warranted).

1. Development of an Intermodal Statewide Transportation Plan that covers at least a twenty year period in cooperation with the metropolitan planning process. The State plan shall include the NIRPC transportation plan.
2. Development of a twenty year listing of planned improvements on State jurisdiction highways as necessary for NIRPC to develop a transportation plan and financial plan that demonstrates the consistency of proposed transportation investments with available and projected sources of revenue.
3. Development of statewide management systems for:
  - a) Pavement Management
  - b) Bridge Management
  - c) Congestion Management
  - d) Safety Management
  - e) Intermodal Management
  - f) Public Transportation Facilities and Equipment Management
  - g) Traffic Monitoring
4. Administration of state and federal Transportation Planning Assistance Funds to carryout the comprehensive transportation planning process.
5. Providing staff liaison support to participate in cooperative, relevant transportation planning activities.
6. Development of the Indiana STIP which includes NIRPC's TIP.
7. Estimates of available federal and state funding as necessary for the development of the financial plans demonstrating the fiscal constraint of the NIRPC Plan and TIP.
8. Collection and sharing of transportation system information within the state to facilitate a cooperative transportation planning process.
9. Development of a cooperative process to identify Major Investment Study projects.

C. Description of NIRPC, INDOT, Transit Operator, and Air Quality Agency roles and responsibilities in conducting a cooperative air quality planning process and demonstrating conformity with the State Air Quality Implementation Program (when warranted).

The Indiana Department of Environmental Management (IDEM), in cooperation with INDOT, NIRPC and transit operators is responsible for the selection of transportation control measures for inclusion in the State Implementation Plan (SIP) to attain the national ambient air quality standards. IDEM is responsible for the preparation of the overall SIP, distribution of SIPs, and SIP revisions including supporting documentation of each agency after adoption or approval.

NIRPC, in consultation with IDEM, INDOT, FHWA, FTA, EPA, and transit operators, is responsible for making the Air Quality Conformity Determination in support of the adoption or amendment of a Regional Transportation Plan or Transportation Improvement Program which adds or changes any project that is proposed to add significant carrying capacity for single occupant vehicles.

The consultation procedures, which will involve project sponsors, include the following items:

1. Evaluating events that trigger new conformity determinations. Notification of transportation plan or TIP amendments which merely add or delete exempted projects.
  2. Evaluating and choosing models and associated methods and assumptions to be used in regional emissions analyses and hot spot analyses. Consulting on the regional transportation model development by NIRPC and research and data collection efforts.
  3. Determining which minor arterials and other transportation projects should be considered "regionally significant" (in addition to principal arterial and higher classifications and fixed guideway transit) and which projects have a significant change in the design concept and scope from the transportation plan or TIP. Evaluating whether otherwise exempt projects should be treated as non-exempt. Insuring that regionally significant non-FHWA/FTA projects (including projects for which alternative locations, design concept and scope and the no-build option are still being considered) are regularly disclosed to NIRPC. This includes projects by recipients of funds from the FHWA/FTA. Assuming the location and design concept and scope of regionally significant non-FHWA/FTA projects where sponsors have not decided these features.
  4. Determining whether past obstacles to implementation of TCMs that are behind the schedule in the SIP have been identified, and overcome, and whether INDOT and local agencies with influence over approvals and funding of TCMs are giving maximum priority to TCMs. Considering whether delays in TCMs need revisions to the SIP to remove substitute TCMs for other emission reduction measures.
  5. Consulting on emissions analyses for transportation activities which cross the borders of the NIRPC planning area.
- D. Responsibilities of operators of publicly owned transit systems and other transit operators, in cooperation with NIRPC, INDOT and IDEM (when warranted).
1. Development of any operation plans, performance evaluations or route analyses in cooperation with NIRPC.
  2. Provision to NIRPC, in a timely manner, all project and financial information necessary for the development of metropolitan area plans and TIPs.
  3. Providing staff liaison support to participate in cooperative, relevant transportation planning activities.

4. Collection and sharing of transit system information with NIRPC, including ridership counts, passenger surveys, Indiana State Public Transit Report statistics, federal Section 15 data/reports and copies of FTA grant applications/amendments.

[Signature]  
Northwestern Indiana Regional  
Planning Commission

2/5/96  
Date

[Signature]  
Indiana Department of Transportation

March 21, 1996  
Date

[Signature]  
East Chicago Public Transit

2-27-96  
Date

[Signature]  
Indiana Department of Environmental  
Management

3/20/96  
Date

[Signature]  
Gary Public Transportation Corporation

12-6-95  
Date

[Signature]  
Northern Indiana Commuter  
Transportation District

12-18-95  
Date

[Signature]  
Hammond Transit System

1/3/96  
Date

[Signature]  
Municipal Coach Services  
BOARD of Public Works - South

3-7-96  
Date

[Signature]  
TransPorte

2/14/96  
Date

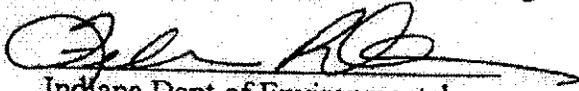
Northeastern Illinois - Northwestern Indiana  
Nonattainment Area Transportation Agreement

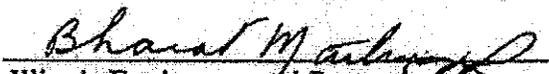
The Northeastern Illinois-Northwestern Indiana area is designated by the federal government as a nonattainment area for ozone. The area contains two metropolitan planning areas, one for which the Northwestern Indiana Regional Planning Commission is the Metropolitan Planning Organization (MPO) and one for which the Chicago Area Transportation Study is the MPO. As more than one MPO has authority within a nonattainment area, an agreement is called for by the federal Metropolitan Planning Rules, specifically 23CFR8450.310 (g).

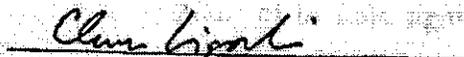
It is hereby agreed that the Northwestern Indiana Regional Planning Commission is responsible for the transportation plan for the northwestern Indiana metropolitan area and for all responsibilities of an MPO in the portion of the Northeastern Illinois-Northwestern Indiana nonattainment area which is in the state of Indiana and the Chicago Area Transportation Study is responsible for the transportation plan for the northeastern Illinois area and for all responsibilities of an MPO in the portion of the Northeastern Illinois-Northwestern Indiana nonattainment area which is in the state of Illinois. Any conflicts that may arise between the MPOs will be resolved by the executive directors of the two agencies in consultation with the other signatories to this agreement.

The MPOs, the Northwestern Indiana Regional Planning Commission and the Chicago Area Transportation Study, have an arrangement to ensure cooperation which is documented in an agreement between them.

This agreement remains in effect until any one of the signatory agencies notifies all other signatory agencies in writing that the agency no longer supports this agreement.

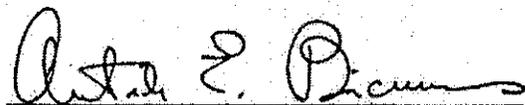
  
Indiana Dept. of Environmental  
Management

  
Illinois Environmental Protection Agency

  
Indiana Dept. of Transportation

  
Illinois Dept. of Transportation

  
Northwestern Indiana Regional  
Planning Commission

  
Chicago Area Transportation Study

6/12/97

**PLANNING ACTIVITIES AGREEMENT BETWEEN  
THE CHICAGO AREA TRANSPORTATION STUDY AND  
THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION**

The Northeastern Illinois-Northwestern Indiana area is designated by the federal government as a non-attainment area for ozone. The area contains two metropolitan planning areas, one for which the Northwestern Indiana Regional Planning Commission is the Metropolitan Planning Organization (MPO) and one for which the Chicago Area Transportation Study is the MPO. As more than one MPO has authority within a non-attainment area, an agreement is called for by the federal Metropolitan Planning Rules, specifically 23 CFR §450.310(g). Such an agreement was entered into in June, 1997 among the two MPOs and the transportation and the environmental agencies in the two states.

In accordance with the June, 1997 Agreement and in order to ensure cooperation among the MPOs, the Chicago Area Transportation Study and the Northwestern Indiana Regional Planning Commission have agreed to the planning activities to be coordinated and carried out cooperatively so that principal metropolitan area planning products reflect consistency with best practices and with broader bi-state goals. Areas of coordination, cooperation and consultation between the Chicago Area Transportation Study and the Northwestern Indiana Regional Planning Commission:

General

1. Cooperate in efforts toward achieving general consistency of plans as they relate to projects that have bi-state impacts.
2. Cooperate in public participation efforts on plans and on projects of bi-state significance.
3. Each MPO will participate in the transportation planning process of the other through technical committee memberships, and involvement in regional corridor, sub-area, major investment studies, management system development and other studies and plans of bi-state significance.

Unified Planning Work Program

1. Consult in the development of Unified Planning Work Programs (UPWP).
2. Share UPWP products.

Modeling

1. Exchange modeling information at appropriate levels of geography, attempting where possible to relate the data to the MPO's existing, respective Traffic Analysis Zone systems.
2. Share socio-economic, Census, forecast and survey data and results.
3. Share trip tables and travel demand model assumptions.
4. Consult in the development of enhanced travel demand models.

5. Share model validation data, including state line traffic volumes and traffic volumes at the external boundaries of the other agencies' models.

Transportation Plan

1. Consult in defining future scenarios, striving for general compatibility including overall strategies and major project assumptions (South Suburban Airport, South Suburban Tollway, Westlake Corridor, etc.).
2. Develop alternative networks which include appropriate bi-state strategic connectors.
3. Consider that the two agencies will not necessarily be at the same stage of plan development at the same time, and coordination will be tempered by the schedule of each agency's planning process.

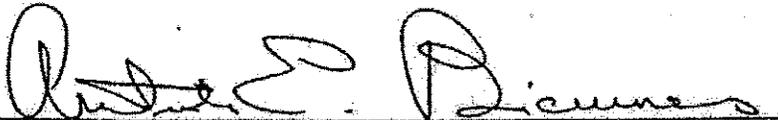
Transportation Improvement Plan

1. Consult in the development of TIPs concerning bi-state issues.
2. Share information regarding proposed construction schedules of projects and their impact across the state line.

Air Quality State Implementation Plan Conformity

1. Participate in the Lake Michigan Ozone Study by supplying information.
2. Identify the design concept and design scope of projects with bi-state significance that should be included in the regional emissions analysis.
3. Consult on the compatibility of assumptions used in the mobile emissions model in each state.

As federal or local conditions change, the planning activities may be modified and updated by mutual agreement of the MPOs in writing. Notification of any revised agreement will be made to the transportation and the environmental agencies in the two states.



Chicago Area Transportation Study



Northwestern Indiana Regional Planning Commission

8/6/97

Date

**SELF-CERTIFICATION OF THE  
METROPOLITAN TRANSPORTATION  
PLANNING PROCESS FOR  
NORTHWEST INDIANA**

**February, 2007**

This certification, signed by the Northwestern Indiana Regional Planning Commission and the Indiana Department of Transportation, certifies to the Federal Highway Administration and the Federal Transit Administration “that the metropolitan transportation planning process is carried out in accordance with all applicable requirements...” (Statewide Transportation Planning; Metropolitan Transportation Planning, Final Rule. U.S. DOT, February 14, 2007)

The certification includes the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU); the Clean Air Act, as amended; Title VI of the Civil Rights Act of 1964; the Americans With Disabilities Act of 1990; The Older Americans Act, as amended, and other requirements.

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
CERTIFICATION**

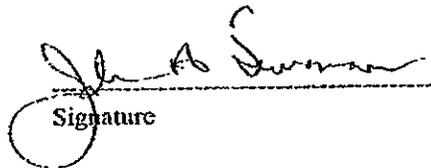
In accordance with 23 CFR 450.334(a), the Indiana Department of Transportation and the Northwestern Indiana Regional Planning Commission, (the Metropolitan Planning Organization for the Northwest Indiana three-county metropolitan planning area boundary), hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5323(k), 23 U.S.C. 135, and 23 CFR part 450.220;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State Under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21<sup>st</sup> Century (Pub.L. 105-178) regarding the involvement of disadvantaged business enterprises in FHWA and the FTA funded project (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)).

Metropolitan Planning Organization State Department of Transportation

Northwestern Indiana Regional Planning  
Commission

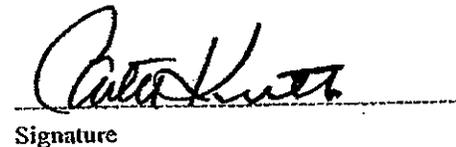
Indiana Department of Transportation

  
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Signature

Executive Director

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Title

1/2/07  
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Date

  
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Signature

Manager, Urban and MPO Section

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Title

2-23-2007  
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Date

# THE WINGSPREAD REGIONAL ACCORD

*On June 25 and 26, 2001, governing board members and staff from the Chicago Area Transportation Study (CATS), the Northeastern Illinois Planning Commission (NIPO), the Northwestern Indiana Regional Planning Commission (NIRPC), and the Southeastern Wisconsin Regional Planning Commission (SEWRPC), met at the Wingspread Conference Center in Racine, Wisconsin to discuss ways to work more effectively as a region.*

The four signatories acknowledge that our southern Lake Michigan tri-state region is characterized by socio-economic and environmental interdependence, as evidenced through shared water resources and ecosystems, interconnected transportation systems and connected employment and residential patterns.

We recognize and acknowledge that a global economy offers significant opportunity for our region. We believe that by working together, we can leverage our unique strengths and maximize our ability to benefit from national and international economic trends, in effect creating a "global heartland."

The four signatories therefore join together to make the following commitments with the goal of facilitating regional recognition and focused access in a global future that leverages the socio-economic-environmental resources and infrastructure of the region.

As a forum for local government leadership, we will engage the business, civic and institutional sectors to leverage the combined strengths of our individual states to support approved regional plans for the benefit of the region;

We will enlist federal and state governments to play key roles as partners and funders of such tri-state planning initiatives in coordination with existing agencies and activities;

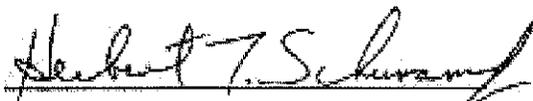
We will increase our interstate and interagency communication using a variety of techniques and technologies with the goals of sharing information more efficiently and creating new opportunities for collaboration;

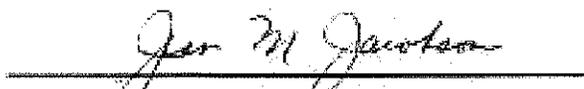
We will develop methods to improve planning efforts for the region as a whole with emphasis on border areas and interstate coordination;

We will work to coordinate approved plans, programs and projects so as to more effectively and efficiently serve our residents and visitors alike.

  
Chicago Area Transportation Study

  
Northwestern Indiana Regional Planning Commission

  
Northeastern Illinois Planning Commission

  
Southeastern Wisconsin Regional Planning Commission

**A COOPERATIVE ACCORD FOR COORDINATION OF  
LAND USE AND TRANSPORTATION PLANNING  
IN THE MICHIGAN PORTION OF THE  
MICHIGAN CITY, IN-MI URBANIZED AREA  
BETWEEN THE**

**NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION  
AND THE  
SOUTHWESTERN MICHIGAN COMMISSION**

This Cooperative Accord is made by and among the Northwestern Indiana Regional Planning Commission, hereafter referred to as "NIRPC", and the Southwestern Michigan Commission, hereafter referred to as "SWMC."

WHEREAS, NIRPC and SWMC actively coordinate land use and transportation planning and transportation project development along the border between the States of Indiana and Michigan in their respective jurisdictions; and

WHEREAS, NIRPC and SWMC coordinate planning activities and carry out such activities cooperatively so that principal metropolitan area planning products reflect consistency with best practices and with broader bi-state goals; and

WHEREAS, The Michigan City, IN-MI urbanized area (UZA) established by Census 2000 extends into Berrien County, Michigan along Lake Michigan and must be serviced by a metropolitan planning organization (MPO). The Michigan portion of the UZA is 0.89 square miles with a population of 623 (Census 2000). The UZA is also designated air quality non-attainment and must have a cooperative process (organizational and technical) to demonstrate air quality conformity; and

WHEREAS, the Michigan portion of the Michigan City, IN-MI UZA is a satellite of the SWMC MPO's Benton Harbor/St. Joseph transportation planning area (known as TwinCATS study area) for purposes of achieving coordinated land use-transportation-air quality management planning in the State of Michigan; and

WHEREAS, per 23 CFR 450.308 a metropolitan planning area boundary shall be established to service the area likely to become urbanized within the 20 year forecast period, and

WHEREAS, the existing regional transportation planning processes in both Indiana and Michigan are fully adequate to meet all of the Federal Planning requirements that may attach to the UZA.

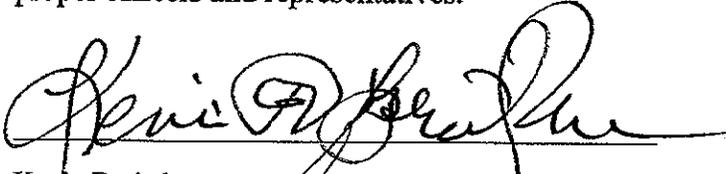
IT IS HEREBY AGREED, that NIRPC is and remains responsible for metropolitan area transportation planning within its three-county planning area boundary, including all responsibilities of an MPO; and SWMC assumes all the MPO responsibilities of the Michigan portion of the Michigan City, IN-MI UZA; and

FURTHERMORE, that NIRPC and SWMC hereby agree to continue to actively coordinate planning and related public notification and involvement activities and development of products, including annual work programs, transportation plans, air quality related information, and transportation improvement programs for their respective planning jurisdictions (keeping an example list of coordination activities on file), thereby fully meeting the Federal planning requirements for both states and the MPO planning area boundaries; and

FURTHERMORE, that NIRPC and SWMC hereby agree to provide notification to each other of any planning, project development and related events and activities that may have a significant bearing upon the outcome of land use and transportation system development in the UZA; and

FURTHERMORE, any conflicts that may arise between the MPOs will be resolved by the executive directors of the two agencies; in the event that conflicts remain unresolved, a temporary, four-member bi-state commission made up of two officers appointed by each of the chairs of the boards from both MPOs will resolve the conflict.

IN WITNESS WHEREOF, the parties hereto have caused this accord to be executed by their proper officers and representatives.

  
Kevin Breitzke  
Chairman, Northwestern Indiana Regional  
Planning Commission

2006 2006

Date

  
Tom Tanczos  
Chairman, Southwestern Michigan Commission

18 July 2006

Date

Draft 6  
June 12, 2006

## **EXAMPLES OF PLANNING ACTIVITIES BETWEEN THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION AND THE SOUTHWESTERN MICHIGAN COMMISSION**

This is relative to the July, 2006 "Cooperative Accord for Coordination of Land Use and Transportation Planning in the Michigan Portion of the Michigan City, IN-MI Urbanized Area" between the Northwestern Indiana Regional Planning Commission (NIRPC), and the Southwestern Michigan Commission (SWMC).

In order to ensure cooperation among the Metropolitan Planning Organizations, NIRPC and SWMC have hereby listed examples of planning activities to be coordinated and carried out cooperatively so that principal metropolitan area planning products reflect consistency with best practices and with broader bi-state goals. These include, but are not limited to the following:

### General

1. Cooperate in efforts toward achieving general consistency of plans as they relate to projects that have bi-state impacts.
2. Cooperate in public participation efforts on plans and on projects of bi-state significance.
3. Each MPO will be invited to participate in the transportation planning process of the other through technical committee memberships, and involvement in studies and plans of bi-state significance.

### Unified Planning Work Program

1. Consult in the development of Unified Planning Work Programs (UPWP).
2. Share relevant UPWP products.

### Modeling

1. Exchange modeling information at appropriate levels of geography, attempting where possible to relate the data to the MPO's existing, respective traffic analysis zone systems.
2. Share socio-economic, census, forecast data.
3. Share trip tables and travel demand model assumptions.
4. Consult in the development of enhanced travel demand models.
5. Share model validation data, including state line traffic volumes and traffic volumes at the external boundaries of the other agencies' models.

### Transportation Plan

1. Consult in defining future scenarios, striving for general compatibility.
2. Develop alternative networks which include appropriate bi-state strategic connectors.

3. Consider that the two agencies will not necessarily be at the same stage of plan development at the same time, and coordination will be tempered by the schedule of each agency's planning process.

#### Transportation Improvement Program (TIP)

1. Consult in the development of TIPs concerning bi-state issues.
2. Share information regarding proposed construction schedules of projects and any bi-state impacts.

#### Air Quality State Implementation Plan Conformity

1. Participate in the Lake Michigan Ozone Study by supplying information.
2. Identify the design concept and design scope of projects with bi-state significance that should be included in the regional emissions analysis.
3. Consult on the compatibility of assumptions used in the mobile emissions model in each state.

As federal, state or local conditions change, the example list of planning activities may be modified and updated by mutual agreement of the MPOs.

7-17-06

## NIRPC VISION AND STRATEGIC DIRECTIONS

In November 2004, the Northwestern Indiana Regional Planning Commission (NIRPC) embarked upon a new strategic development process for the organization. This process proceeded from the change to NIRPC's enabling legislation to make it a council of governments representing the 41 municipalities and three counties of the region, and to charge the Commission with the responsibility for transportation, economic development and environmental planning for northwest Indiana. The organizational and strategic planning was initiated shortly after NIRPC's new executive director was hired.

Lead by consultant Lynn Monte Associates, NIRPC developed and adopted a Vision and Strategic Directions for 2005-2008 in mid-2005. Though a lot has already been accomplished to implement the vision and its strategies, much still needs to be done, and this UPWP will assist toward that quest. This first, overall agency UPWP will continue to put the vision and its strategies into action. For example, partnerships, regional cooperation and teamwork are guiding principles that this UPWP embraces. The list of guiding principles is as follows:

- N - New Leadership / New Direction
- I - Initiative
- R - Respectful Relationships
- P - Partnerships
- C - Cooperation Regionally
- S - Success
- Q - Quality
- U - Understanding
- E - Ethics / Integrity
- S - Service
- T - Teamwork

The NIRPC Vision for 2008 is:

- NIRPC has attained unmistakable effectiveness and standing.
- Diversified economic opportunity exists for current and future generations.
- Northwest Indiana's positive image is a true reflection of its character.
- NIRPC is knowledge leader in planning, economic development, environment, transportation & related areas.
- NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.

The agency organizational and strategic planning continue, with the same consultant under contract for work to be accomplished during calendar year 2006. A complete list of visions and strategies is found in section IV. Included in the description of each task is a list of the Vision and Strategic Directions being implemented by that task.

## **NIRPC's Vision and Strategic Directions for 2005-2008**

### Strategies for Vision (or Strategic Goal) Attainment

*Vision 1: NIRPC has attained unmistakable effectiveness and standing.*

Strategy 1: Exhibit empowered, strategic, high-performance Board behavior, a manifestation of our extraordinary leadership and commitment to regional planning.

Strategy 2: Develop a strong, unified Northwest Indiana Legislative voice.

Strategy 3: Set a standard of trust in the way we convene, partner and collaborate.

Strategy 4: Establish sufficient, sustainable Agency funding, demonstrating our value to the Region and the State.

*Vision 2: Diversified economic opportunity exists for current and future generations.*

Strategy 1: Form strategic partnerships with Northwest Indiana Forum, economic development, workforce development agencies and the Regional Development Authority to create an economic development plan, delineate roles and funding to support the initiative.

Strategy 2: Develop and take advantage of our assets: transportation network (aviation, pipelines, ports, public transportation, roads) natural resources, our skilled, educated workforce, and the potential of our young people.

Strategy 3: Commit to support educational qualities and opportunities, and cultural amenities.

Strategy 4: Develop policies that facilitate economic development.

*Vision 3: Northwest Indiana's positive image is a true reflection of its character.*

Strategy 1: Strengthen and grow Northwest Indiana's self image, starting with the Commission and its strategic partners.

Strategy 2: Create opportunities for people of diverse backgrounds to meet, dialogue, and work together; widen the circle of involvement.

Strategy 3: Set and practice a standard of respect and value of all individuals.

Strategy 4: Create a strong, safe, clean and high-quality environment in which to live, work, and play.

Strategy 5: Develop a marketing plan to promote the region; expand media engagement in the effort.

*Vision 4: NIRPC is knowledge leader in planning, economic development, environment, transportation, and related areas.*

Strategy 1: Build the expertise and capability for exceptional performance in economic development, environmental and transportation domains, and identify and develop the synergy between them.

Strategy 2: Recruit and cultivate quality staff.

**Strategy 3: Publicize NIRPC expertise and capability.**

**Strategy 4: Educate the community about regional thinking.**

**Strategy 5: Meet the demand for guidance/service to member governments and strategic partners, including a towns and small cities program.**

*Vision 5: NIRPC undertakes bold planning initiatives, in a comprehensive planning framework, that positively impact the region's future.*

**Strategy 1: Champion new regional assets by creating a climate of support and readiness, and by cultivating and attracting resources and legislative support.**

**Strategy 2: Support development and use of the Gary/Chicago International Airport.**

**Strategy 3: Develop an effective multimodal transportation network.**

**Strategy 4: Advance implementation of the Marquette Plan, expanded to include all of Indiana's shoreline, and provide planning and technical assistance to the shoreline communities.**

**Strategy 5: Advance implementation of new regional public mass transportation.**

