COMPLETING THE VISION

FY 2019 BUILD Application Narrative

As submitted by

NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION

July 15, 2019

BUILD Grants
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program
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I. Project Description

Completing the Vision: The Marquette Greenway is an ambitious project to finish a regional, non-motorized facility which will span 58-miles in length along the “South Shore” region of Lake Michigan from Calumet Park in Chicago, Illinois, eastward through the heart of Northwest Indiana, and into downtown New Buffalo, Michigan.

Residents of the South Shore region have long desired to have an uninterrupted trail connecting these three states, providing access to a wide variety of destinations along the lakefront. The enormous work of planning this corridor has been a collaborative effort for over a decade. In 2005, the Greenway became a focal point in the landmark Marquette Plan: Indiana’s Lakeshore Reinvestment Strategy document and has carried forward as a top priority today. The route was further identified and promoted with the Marquette Greenway Poster Plan in 2009, and again identified as a priority in the Marquette Action Plan in 2017.

The Marquette Greenway will represent an unparalleled multi-use trail experience, traversing through a geographically and socio-economically diverse landscape. It will connect a population of 192,600 residents within a mile and a half of the trail (including 60,000 who are employed within the corridor), to recreational facilities, scenic landscapes, and economic opportunities.

However, connections to the Marquette Greenway are not simply local in nature. Connections to the trail are extensive and cross multiple state boundaries, linking with the 530-mile Grand Illinois Trail from the west; the Burnham Greenway, Erie-Lackawanna Trail, and Dunes-Kankakee Trail from the south; and the Harbor Country Trail network from the east. Taken together, these additional connections link to a population base of well over 9 million people.

Today, twenty-nine (29) miles of the Marquette Greenway has either already been built or has received funding. The remaining twenty-nine (29) miles – the subject of this application - exist in the cities of Chicago (IL), Hammond, Gary, Portage, Michigan City (IN), and New Buffalo (MI); the Town of Ogden Dunes, and counties of Porter, LaPorte (IN), and Berrien (MI). This BUILD grant application has been proposed to complete these remaining miles with a total federal request of $22.2 million.

II. Project Location

This Marquette Greenway BUILD project proposal combines twenty-nine (29) miles of trail gaps that will link together a number of existing segments either already constructed or funded for imminent development. These gaps are spread over the 58-mile breadth of the trail corridor in all three states involved. The diversity of the corridor, both geographic and socio-economic, presents an outstanding opportunity to provide new energy in a region still recovering from the decline of the steel industry. The route seeks to maximize access to recreation areas, such as the Indiana Dunes National Park, as well as serve as a major regional link to numerous economic destinations of employment and retail. The proximity of the proposed route of the Marquette Greenway will
also allow direct connections to all major industries along the lake, supplying living-wage jobs to thousands of residents.

**Completed/Funded Segments**

Over the last decade, since the release of the *Marquette Plan*, a number of trail segments have been either built already or funded for imminent development. Please see project webpage for technical plans and studies at: [http://www.nirpc.org/2040-plan/transportation/build](http://www.nirpc.org/2040-plan/transportation/build). The segments include the following from west to east:

**City of Hammond**

**Total trail built: 5.85 miles; total funded: 0.2 miles**

Of the 12 municipal entities traversed by the Marquette Greenway, the City of Hammond has the most miles complete. Of those segments completed, about a half mile starts at the Illinois state line and proceeds east to the current termini at the Hammond Bird Sanctuary. From here the route follows close to Lake Michigan where it enters Whiting. The route comes back into Hammond at Indianapolis Boulevard, winds around George Lake, accesses Wolf Lake via a bike and pedestrian bridge, and proceeds south near the Indiana Toll Road corridor where it stops at 150th St. The City will extend the trail south a quarter mile to provide a link to East Chicago under the Toll Road.

**City of Whiting**

**Total trail built: 1.96 miles**

The City of Whiting has successfully completed their share of the Marquette Greenway and remains the only community that has done so. The City’s segment starts at the lakefront at Whihala Beach, and connects east into Whiting Lakefront Park, which has recently been renovated thanks to a $20 million investment by the Northwest Indiana Regional Development Authority (RDA). The trail leaves the park, traversing adjacent to the Whiting BP Refinery, and eventually to a landmark bicycle and pedestrian bridge at New York Ave. and Indianapolis Blvd. This bridge was also funded by the RDA with a $3 million grant.
**City of East Chicago**  
Total trail funded: **1.90 miles**

From Hammond, the trail is planned to enter the City of East Chicago under the Toll Road, and along an abandoned rail corridor east to Indianapolis Blvd. The trail runs adjacent to Kosciuszko Park, the largest park in the city, which was recently upgraded. The trail will continue along Indianapolis Blvd. via wide sidewalk and cross over to the east, where it will wind just north of the Indiana Toll Road to an access road under the Toll Road. From here the trail extends to the start of a bridge which crosses over an active railroad line. This is where Hammond’s BUILD segment will commence. To date, the city has funded the trail through two federal grants – one from NIRPC, the other from the Indiana Department of Natural Resources.

**City of Gary**  
Total trail built: **1.51 miles**; total trail funded: **0.54 miles**

In the City of Gary, an isolated segment of the trail is in development. Part of this includes a mile and half of completed trail, which winds through a dense urban residential area just west of the downtown. Locally named the “Gary GreenLink,” another half mile has recently been let for completion linking this isolated segment to the downtown.

**Indiana Dunes National Park**  
Total trail built: **1.60 miles**; total trail in BUILD for restoration: **2.10 miles**

One of the most critical elements of the Marquette Greenway remains the non-motorized connection of both the east and west landholdings of the Indiana Dunes National Park, one of the most visited in the country. To date, there are two segments complete, although one is currently limestone and in need of repair. This BUILD application seeks funds to pave this 2-mile link, which will provide direct connections of hundreds of residents to the lakeshore (see Project 7). The other completed segment runs north along Howe Road as a shared facility (low traffic), crosses US 12 via a separated bridge, and links to a paved trail which winds north to the start of the Calumet Trail.

**Town of Burns Harbor**  
Total trail funded: **2.88 miles**

The Town of Burns Harbor represents one of the smallest communities along the Marquette Greenway route with a population of approximately 1,800. Even so, town leadership has recognized the importance of the Marquette Greenway to their future plans to attract new residents and businesses. To this end Burns Harbor as secured all funding for the trail, with the help of donated property from

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1. CMAQ funded; INDOT Des. #1601146 - federal award $271,841 AND RTP funded; INDOT Des #1702276 – federal award $200,000
2. Over three million visits per year (Indiana Dunes National Park & State Park figures)
neighboring Arcelor Mittal Steel\textsuperscript{3}. The planned route will continue east from Portage and will traverse through their new community center. The Marquette Greenway will serve as the catalyst for this development. Heading west, the trail will cross under an active Norfolk Southern rail line at an existing bridge and eventually link up to the Town of Porter at the National Park boundary.

**Porter County Parks Department – Calumet Trail**
Total trail funded: 5 miles
The Calumet Trail represents the oldest regional facility in Northwest Indiana. Built in 1972, this 9-mile trail was originally paved in slag, and then repaved in 2002 with a limestone surface. Unfortunately, the base for the trail quickly eroded due to improper engineering and soon the stone surface washed away, leaving mud and puddles for over half of its length. In 2010, the Porter County Parks Department successfully applied for a grant to properly engineer and pave the trail as a 12’ wide asphalt surface with significant drainage enhancements. To date two phases have been federally funded, with BUILD funding being applied herein to finish the remaining 4 miles\textsuperscript{4} (see Project 17). Once completed, this segment will provide a vital link to many access points within the Indiana Dunes State Park and National Park.

**City of Michigan City – Singing Sands Trail**
Total trail built: 0.70 miles; total trail funded: 3.25 miles
The City of Michigan City has been working on the development of their segment of the Marquette Greenway – the Singing Sands Trail – for well over a decade. The project has been broken down into three phases, with the first two fully funded with federal monies, and partial funding on phase III\textsuperscript{5}. The remainder of phase III has been applied for as part of this BUILD request. The funded route will connect the Calumet Trail segment at the LaPorte County line east into the city, accessing the downtown and Washington Park on the lakefront. The path will wind south and link to a three-quarter mile finished segment of trail which includes a bridge over Trail Creek. From here phase II will wind through city-owned property and link up with phase III at Liberty Trail Road.

**LaPorte County**
Total trail funded: 1 mile
Between the Singing Sands Trail, Phase III and the State of Michigan exists a funded one-mile segment of trail being managed by LaPorte County\textsuperscript{6}. This link is being proposed to wind north of the Amtrak railroad and US 12 along Grand Beach Road until it meets up in Michigan.

\textsuperscript{3} CMAQ funded; INDOT Des. #1601147 - federal award $997,934; RTP Funded; INDOT Des #180757 – federal award $128,000; AND DNR Next Level Trails Funding – state award $1,738,800

\textsuperscript{4} TE funding; INDOT Des. #1173594 - federal award $1,495,560

\textsuperscript{5} TE funding; INDOT Des. #031165 (Phs. I) - federal award $2,258,000 & STBG Group II funding; INDOT Des. #1500324 (Phs. 2) - federal award $1,284,462 & #1601869 (Phs. 3) - federal award $811,809

\textsuperscript{6} STBG Group II funding; INDOT Des. #1592335 - federal funding $765,398
BUILD Components
The remainder of the Marquette Greenway, approximately twenty-nine (29) miles, is the subject of this BUILD grant application (see Figure 1). These 29 miles are divided into twenty (19) separate construction projects which include off-road trail, bridges and concrete boardwalks. Together these involve nine (9) municipal entities, and the Indiana Dunes National Park. (For more detailed information, please see project webpage for technical plans and studies at: http://www.nirpc.org/2040-plan/transportation/build.) The segments include the following from west to east:

Project 1: City of Chicago
0.6 miles trail; BUILD Request $388,500
The western terminus of the Marquette Greenway begins at East 100th Street in the City of Chicago. This location represents one of the main entrances into Calumet Park, a 199-acre facility which features two gymnasiums, a fitness center, woodshop, and multi-purpose rooms. In addition, the park offers a beach, boat launch, picnic groves, playground and numerous athletic fields. Calumet Park has been a mainstay of the Eastside community since 1903 and remains a popular destination for the diverse neighborhood which surrounds it.

At E. 100th St. a 12-foot trail will be built alongside South Access Road to the Indiana State Line, maintaining an eight (8) foot grass buffer throughout. This trail will meet up with the already funded segment being developed by the City of Hammond. At the state line, the trail will traverse through two iconic structures, an archway to a now-razed power plant, and a concrete obelisk signifying the state line. Both of these historic structures will serve as symbolic gateway between the two states.
Completing the Vision: The Marquette Greenway

Figure 1: Marquette Greenway Overview Map
Project 2: City of Hammond
1.65 miles trail; BUILD request $979,350
The Marquette Greenway will proceed off the Michigan Street bridge, cross an access road, and proceed underneath the Toll Road along Kennedy Avenue. Property within this corridor is divided between the Indiana Toll Road, and two environmental not-for-profits – Shirley Heinze Land Trust and The Nature Conservancy. NIRPC is in partnership with these entities and in continued dialogue about the trail. Their letters of support for the application can be found in Appendix A.

Project 3: Cities of East Chicago & Hammond
0.22 mile barricade on bridge; BUILD Request $61,200
The East Chicago funded segment of the Marquette Greenway takes the trail to the base of the existing road bridge over Kennedy Avenue and the Indiana Harbor Belt (IHB) active railroad. This project will involve the installation of a concrete barricade on the north side of the bridge to divide trail users from vehicular traffic. The proposed width of the protected trail will be 10’, where ample room exists on the bridge for this modification.

Project 4: City of Gary
3.9 miles trail; BUILD request $2,220,000
Probably the most challenging section of the corridor, and as such it has been split into three potential alternatives. Alternative 1, being the most expensive option, has been budgeted as part of this application.

- **Alternative 1 (Preferred Route):** At Cline Avenue, the Marquette Greenway will traverse under an existing bridge adjacent to the Toll Road, and utilizing Toll Road property, the trail will eventually arrive at an active north-south railroad owned by the EJ&E. Here the trail will tunnel under these tracks (detailed in the next component), and traverse under the Cline Avenue ramps to the Toll Road. Eventually the trail will arrive on the south side of the Toll Road and continue eastward to Clark Street utilizing Northern Indiana Transportation Commuter District (NITCD) property. The trail will continue across Clark St. and under 4th Avenue and continue along NITCD property to West 3rd Avenue. The trail will then run under the NITCD bridge along 3rd Ave. to West 4th Avenue, where INDOT will provide crosswalks for trail users, and proceed down Airport Rd to 5th Avenue. From here the Marquette Greenway will become a wide sidewalk east to Bridge Street and continues as a wide sidewalk where it will meet up with built and funded segments of the trail.
• Alternative 2: This route begins a half-mile east of Indianapolis Blvd to a service road, where the trail would cross under the Toll Road to the south side. Proceeding east, the trail would share a bridge on Michigan Avenue over the EJ&E tracks and Kennedy Avenue, jog north into NIPSCO property, and under Cline Avenue. From here the trail would utilize the south side of the NICTD right-of-way until it meets up with Blaine Street, and utilizes this right-of-way south to US 12 or 5th Avenue. The trail would proceed east along US 12 to Bridge Street, paralleling the route which concludes Alternative 1.

• Alternative 2A: Instead of heading down Blaine St, the trail will proceed east to the EJ&E tracks, and head south along the railroad right-of-way to US 12, where it parallels Alternative 2.

• Alternative 2B: Here the trail comes off US 12 east of Hobart Street and proceeds down a roadway and through a neighborhood. This route would take the trail off of US 20, which would allow for a better measure of protection for users.

As part of the BUILD application process, NIRPC has begun to engage all stakeholders in this area on determining the safest, and most implementable route. It is expected a final agreement will be settled before the BUILD award, with Alternative 1 being most preferred.

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**Project 5: City of Gary**

90’ tunnel under active railroad; BUILD request $105,000

Just east of Cline Avenue the trail encounters an existing active railroad bridge, which is adjacent to the Grand Calumet River. This bridge is owned by the EJ&E railroad, and currently a small 4’ clearance is available under which it can pass. Using BUILD funds, the city would excavate and build retaining walls to provide 10’ of vertical clearance for trail users.

**Projects 6 & 7: Indiana Dunes National Park**

5.9 miles trail; BUILD combined request $4,726,500

At Broadway in Gary, the Marquette Greenway will head north under the Toll Road and then head east in between the raised railroads of the EJ&E and Norfolk Southern. This is the location of the former Union Station, and the trail is planned to run along the south side. It is hoped this historic facility will be restored and serve one day as an important stop along the Greenway. The trail at this point enters National Park property and will follow a corridor until

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**EJ&E Bridge Underpass**
it meets with an abandoned segment of the IHB heading east. The trail will encounter bridge abutments from a former span across the Norfolk Southern line (detailed in next component). This will be rebuilt, and the trail will continue through Miller Woods to Lake Street, and abutments from another former bridge (detailed in next component). The Marquette Greenway continues east to Grand Blvd., where it crosses an existing bridge. From here the trail connects to the existing limestone Marquette Trail facility, which is planned to be repaved as part of this BUILD grant (detailed in following). From here the trail will run from County Line Road through West Beach and the Town of Ogden Dunes, where it will meet up with the Portage segment. The last National Park segment will traverse approximately three-quarters of a mile from the Burns Harbor jurisdiction to Howe Road. This segment will align at points with the existing Little Calumet River Trail through an established prairie setting.

**Projects 8 & 9: Indiana Dunes National Park**
280’ and 65’ bridges with new abutments; BUILD combined request $530,775
Both of these bridges will be constructed using abutments left over from the existing railroad trestles. Both planned bridges will be pre-fabricated.

**Projects 10 & 11: City of Portage**
2 miles trail; BUILD combined request $1,268,775
After leaving Ogden Dunes, the Marquette Greenway will continue into Portage, and providing direct access to their Lakefront and Riverwalk. The trail will cross an entrance canal leading to a marina with a new bridge (detailed in next component), and the trail will continue to follow along Midwest Highway, utilizing a wide bridge for a separate bike and pedestrian lane. The trail will then connect along State Road 249 to a historic bridge on Crisman Road (detailed in following). After crossing this bridge, the Marquette Greenway connects with existing segment.

**Project 12: City of Portage**
230’ bridge and abutments; BUILD request $386,400
A half-mile south of the Portage Lakefront and Riverwalk, a new pre-fabricated bike and pedestrian bridge has been planned to span the canal entrance to the Portage Marina. This new bridge is critical in affording safe non-motorized access to a popular lakefront destination.
**Project 13: City of Portage**

Old Crisman Road historic bridge restoration; BUILD request $171,250

The route of the Marquette Greenway plans to utilize the long-defunct Crisman Road vehicle bridge. This historic truss span bridge will be restored and used as a non-motorized facility crossing the Little Calumet River.

**Project 14: City of Portage**

0.78 mi trail; 79’ bridge; BUILD request $2,546,250

Leaving the Ameriplex development and heading east into Burns Harbor, the Marquette Greenway will need to cross Salt Creek. This involves not only a new bridge, but also elevated concrete boardwalks leading up to it due to the wet soils in the area.

**Project 15: Town of Porter**

0.97 mi trail; BUILD request $1,721,250

Entering National Park property, the Marquette Greenway will roughly follow the existing Little Calumet River Trail path, which is naturalized, to Howe Road and continue north along a shared roadway which serves as part of the overall route.
Project 16: Porter County
4 miles trail; BUILD request $2,392,500
This segment will provide completion to the already funded segments for the Calumet Trail restoration. Details of this project can be found on page 3.
**Project 17: City of Michigan City**

4.8 miles trail; BUILD request $3,371,100

As detailed on page 4, Michigan City has already fully funded the first two phases of the Singing Sands Trail, which is a component of the Marquette Greenway. BUILD funds are being requested for phase III, which will begin where phase II left off at Liberty Trail. From here the trail enters Friendship Botanical Gardens, which has agreed to let the Marquette Greenway pass through their property. It exits the Gardens and proceeds to wind through a series of private properties, which have been funded through an existing grant7. The trail eventually arrives at Eastwood Road, and will run alongside to a signal at US 12 and cross over the Amtrak line. INDOT will provide crosswalks. The final length starts on property of Notre Dame Catholic School and connects to Grand Beach Road. The trail will run along the south side of Grand Beach Rd. to the city’s jurisdiction line at Meer Road to connect to LaPorte’s funded segment.

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7 STBG Group II; INDOT Des #1601869; federal award $811,809
**Project 18: New Buffalo Township**

2.5 miles trail and 720’ concrete boardwalk; BUILD request $1,424,250

Entering the State of Michigan, the Marquette Greenway will continue along Grand Beach Road for nearly 2 miles where it will connect to private development. Utilizing frontage roads, the trail will emerge from the development and into land with wet soils, necessitating a concrete boardwalk. The trail will then utilize land just outside the Amtrak corridor into the City of New Buffalo.

**Project 19: City of New Buffalo**

0.44 miles trail and 510’ concrete boardwalk; BUILD request $1,264,125

The Marquette Greenway enters New Buffalo utilizing a concrete boardwalk and connects to lightly traveled city streets where the route becomes a shared roadway. Signage and sharrows will guide trail users approximately a half-mile to the downtown district of New Buffalo at Whitaker Street. Plans are to continue the trail northward from this location to South Haven, a distance of 50 miles.
Connections to Existing & Planned Infrastructure
Along the 58-mile Marquette Greenway corridor are a number of connections linking together millions of residents via non-motorized and transit infrastructure. The trail serves as a critical fulcrum project between large regional efforts in both Illinois and Michigan, and in turn provides bountiful opportunities for local residents and visitors alike to access employment, retail and recreation destinations along the lakefront. The following provides an overview of these connections:

Multi-Use Trails
The western termini exists in close proximity to the Burnham Greenway (0.2 miles) which extends 3 miles south to William Powers Preserve on Wolf Lake. Funding has been secured to connect the Burnham Greenway another 3 miles south to its remaining segment, in turn completing the 530-mile Grand Illinois Trail8. Heading north, the trail connects through Calumet Park and to bike lanes on various roadways for approximately 3.5 miles, until it links with the 20-mile Chicago Lakefront Trail - one of the top non-motorized facilities in the world.

Connections from the south include a direct link to the five-mile Wolf Lake Loop, which was part of a $24 million restoration of the vicinity by the Northwest Indiana Regional Development Authority. In Hammond, another major link has been funded from the termini of the Erie-Lackawanna Trail, located downtown, heading 2 miles east along an abandoned rail corridor to connect to the Marquette Greenway at 150th St. The Erie-Lackawanna represents the longest and most popular trail in Northwest Indiana at 17 miles, traversing through six communities.

In Porter County, the Dunes-Kankakee (DK) Trail9 intersects the Marquette Greenway at the National Park and connects to the Prairie-Duneland (PD) Trail through the Town of Porter. The PD is an 11-mile trail which connects west to the 9-mile Oak Savannah Trail. The DK Trail is a planned facility from the Indiana Dunes to the Kankakee River – a distance of 32 miles.

In New Buffalo, the Marquette Greenway termini in downtown New Buffalo will link up with efforts to connect a trail from South Haven – a distance of approximately 50 miles. In New Buffalo, bicyclists can take full advantage of the Harbor Country Trails network which is a shared system of 36 miles of signed roadway throughout Southwest Michigan.

Transit
Located in close proximity of Chicago, the project area is replete with both bus and commuter rail station access. A number of agencies provide transit options which include the following:

- The South Shore Line represents the last inter-urban electric rail line in the United States, and

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8 For more information, please visit www.dnr.illinois.gov/recreation/greenwaysandtrails
9 For more information, please visit http://www.indianadunes.com/indiana-dunes-tourism/community-and-regional-projects/dunes-kankakee-trail
provides commuter service from downtown Chicago to South Bend, IN. There are nine stations located within a half-mile of the Marquette Greenway, with five located directly adjacent to the trail. Of these, only two, East Chicago and Dune Park, currently have the high platforms necessary for bicycle access. The Northern Indiana Commuter Transportation District (NICTD), the operator, plans to build high-level platforms at an additional station along the trail by 2020. Annual ridership is 3.6 million.

- The Gary Public Transportation Corporation (GPTC) provides six designated transit routes serving the Marquette Greenway project area including the following services: Lakeshore Connection, Horace Mann/Village via Taft, Burr St. and Lake Ridge, West 6th/Tolleston, University Park, East 35th Ave./Marshalltown and Oak/Co. Line Road via Aetna. All busses have bicycle racks. Annual ridership is 786,361.

- East Chicago Bus Transit has all three of their fixed bus routes in the Marquette Greenway project area including: Crosstown, Griffith Plaza and West Calumet Services. All busses have bicycle racks. Annual ridership is 151,150.

- Michigan City Transit has all four of their fixed bus routes service the Marquette Greenway project area at the downtown stops. Annual ridership is 173,871.

- Amtrak provides three stops along its daily Wolverine route from Chicago to Detroit. These are located in Hammond, Michigan City and New Buffalo, MI. All are adjacent to the Marquette Greenway. Annual ridership is 412,000.

- The Chicago Transit Authority (CTA) services the Marquette Greenway project area with bus route 30, which is a stop at Calumet Park. Annual route ridership is 1 million.

- Metra commuter rail has a station at 93rd Avenue as part of their Electric line service, approximately 1 mile from Calumet Park. Annual line ridership is 8.6 million.

**Bike Share**

In July of 2017, the Miller Neighborhood Spotlight group opened a bicycle sharing program with four stations throughout the Miller section of Gary. All four stations are within convenient access of the Marquette Greenway and offer users an opportunity to access nearby Marquette Park, the Miller retail district and other popular destinations. Michigan City and the Indiana Dunes State Park are also exploring bike share programs.
**Demographics of the Marquette Corridor**

Within 1.5 miles of the portions of the Marquette Corridor proposed in this application is a population of roughly 192,581. While the entirety of the population of Northwestern Indiana is very economically and socially diverse, the population that will be the most affected by this proposed project are largely low-income minority groups, in great need of investment within their communities. Unlike other communities along the Marquette Corridor, these communities have the fewest resources to invest in trail infrastructure improvements and are the most likely to be marginalized. Table 1 indicates how the proposed BUILD project area has a greater concentration of minority populations than both the overall NIRPC Region and the broader total 5-county region.

<table>
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<th>BUILD Project Area</th>
<th>NIRPC Region</th>
<th>Total Area 5-County Region</th>
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<tr>
<td>Non-Minority</td>
<td>55.0%</td>
<td>71.5%</td>
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<tr>
<td>Hispanic or Latino Origin</td>
<td>24.5%</td>
<td>14.2%</td>
<td>22.9%</td>
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*Table 1: Minority Population*

Of the minority population, the largest ethnicity present in both the proposed BUILD project area and the total 5-county region are African American. In total 35% of the 192,581 people within the BUILD project area are African American. This is significantly higher than the concentration of African Americans in the broader 5-county region and the NIRPC planning region. Hispanic or Latino populations were also significant at 24.5% of the BUILD Project area and 22.9% of the 5-County Region, demonstrated on Table 2.

<table>
<thead>
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<th>BUILD Project Area</th>
<th>NIRPC Region</th>
<th>Total Area 5-County Region</th>
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<td>Black or African American</td>
<td>35.0%</td>
<td>18.2%</td>
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<td>White</td>
<td>55.0%</td>
<td>71.5%</td>
<td>59.2%</td>
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<td>Asian</td>
<td>0.6%</td>
<td>1.3%</td>
<td>6.0%</td>
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<tr>
<td>Two or More Races</td>
<td>2.5%</td>
<td>2.5%</td>
<td>2.3%</td>
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<tr>
<td>Other</td>
<td>7.0%</td>
<td>6.6%</td>
<td>9.5%</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>24.5%</td>
<td>14.2%</td>
<td>22.9%</td>
</tr>
</tbody>
</table>

*Table 2: Race and Ethnicity*

In terms of income, individuals living in the BUILD project area are nearly twice as likely to be living in poverty than the NIRPC Planning Region or the total 5-county region. Currently 22.9% of all the population within the proposed improvements of the Marquette Corridor are in poverty. The overall household income is $10,000 less than their Indiana peers and nearly $20,000 less than their peers in the planning area. Additionally, 13.6% of this population is without access to a vehicle.

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10 5 counties are Cook (IL), Lake, Porter and LaPorte (IN), and Berrien (MI).
Project Parties

The Northwestern Indiana Regional Planning Commission (NIRPC) is a regional council of local governments serving the citizens of Lake, Porter, and LaPorte counties in Northwest Indiana. The region is part of the U.S. Census Bureau’s Chicago Metropolitan Statistical Area. NIRPC provides a forum that enables the citizens of Northwest Indiana to address regional issues relating to transportation, the environment and community, and economic development. NIRPC represents a population of 771,815 (2010 Census), which consists of 41 municipalities, and three counties.

NIRPC has been on the forefront of planning and developing the region’s burgeoning off-road trail network. Since 1994, when NIRPC released its first trails plan, over 120 miles of new trail have been built with a total investment of approximately $40 million in federal monies. NIRPC has strengthened planning efforts over the years to expand the overall non-motorized network, and actively works with member communities, and neighboring stakeholders, on developing additional trail miles. To this end, the Marquette Greenway has represented a prime initiative of NIRPC, with over $12 million spent on existing trail, and another $7.1 million in federal monies programmed by NIRPC over the last decade.

NIRPC will serve as the lead agency in executing the Completing the Vision: The Marquette Greenway project. Support has been secured from all municipal entities involved with the local match obligation. Additional support has been secured from non-member entities such as the City of Chicago, the Indiana Dunes National Park, New Buffalo Township and the City of New Buffalo. Additional stakeholders include the NWI Regional Development Authority (RDA), and the Northern Indiana Commuter Transportation District (NICTD). Private sector landowner support comes from NISOURCE, the region’s electric and gas utility provider, ArcelorMittal Steel, The Nature Conservancy and the Shirley Heinze Land Trust.

Merit Criteria

Primary Selection Criteria

Safety

Connecting the Marquette Greenway will afford a significant measure of safety for bicyclists and pedestrians. Long gaps exist currently between built segments of the Greenway, affording merely local access at best. Also, heavy truck and industrial traffic is present in the Marquette Greenway project corridor, further exasperating non-motorized movements.

According to NIRPC’s 2040 Comprehensive Regional Plan Update Companion, there were a total of 2,046 non-motorized crashes between 2010 and 2014 (see Figure 6). This represented 1.7% of all crashes in the region. In the Marquette Greenway project area, the Benefit Cost Analysis calculated a 7% reduction in non-motorized crashes (See Appendix B). A major explanation for these crashes remains the dense location of highways clustered together due to industrial sites and the geography of Lake Michigan.
Figures 2-5: Income & Minority Concentrations in NW Indiana
State of Good Repair
Consistency with Long-Term Transportation Plans

The Marquette Greenway has represented a top planning priority in a number of regional plans over the last decade. The first mention of a tri-state trail proposal appeared in the 2005 Marquette Plan: A Lakefront Reinvestment Strategy, and the follow-up 2008 Marquette Plan II, which expanded this vision to the Michigan border. These documents promoted expanded lakefront access and highlighted a tri-state trail making these connections possible.

In 2006, the Indiana Department of National Resources released the Indiana State Trails Plan, which proposed this tri-state trail as a visionary corridor. In 2009, the Marquette Greenway was formally launched via a poster plan that was created as part of the Daniel Burnham Centennial Celebration (see Figure 18). Since then the Marquette Greenway corridor has existed as a Visionary Corridor on NIRPC’s Regional Priority Trail Corridors Map (see Figure 7), which is the highest designation assigned. Thus, all new proposals within this trail corridor are assigned the most points when ranked with other applications.
NIRPC has made non-motorized transportation, including the Marquette Greenway, a top priority in its 2040 Regional Comprehensive Plan\(^\text{11}\). This was further enhanced in the 2015 Marquette Plan update. It remains a Visionary Corridor in NIRPC’s Greenways+Blueways 2020 Plan\(^\text{12}\). Local plans have incorporated the Marquette Greenway route, such as the Gary Green Link Plan (2005)\(^\text{13}\) and Michigan City Bike and Pedestrian Plan. The route is also mentioned as a regional priority connection in the 2011 Southwest Michigan Non-Motorized Transportation Plan\(^\text{14}\).

![Figure 7: Regional Priority Trail Corridor Map](image)

The Marquette Greenway is also compatible with the Chicago Metropolitan Area Planning (CMAP) GO TO 2040\(^\text{15}\) plan which emphasizes the prioritization of trails. The Chicago Streets for Cycling Plan 2020\(^\text{16}\) proposes a connection to Indiana within the Marquette Greenway corridor.

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\(^{11}\) Recipient of the American Planning Association’s Daniel Burnham Award, 2011

\(^{12}\) Approved in March of 2018. To review the document, please visit www.nirpc.org/2040-plan/transportation/non-motorized/greenways-blueways/greenways-blueways-2020-plan

\(^{13}\) For more information, please visit http://www.gary.in.us/planning/developing_9.asp

\(^{14}\) For more information, please visit http://www.swmpc.org/downloads/final_plan_1.pdf

\(^{15}\) For more information, please visit http://www.cmap.illinois.gov/about/2040/livable-communities/open-space

\(^{16}\) For more information, please visit

Mobility Threats Today
Although the Marquette Greenway has enjoyed a number of successful project completions, it still remains extremely disconnected. Much of the non-motorized infrastructure in the project area is in poor condition, if any exist at all. Industrial and transportation systems have sliced up the geography to such an extent that traversing the planned Marquette Greenway route today is a hazardous undertaking. This lends to a large number of crashes that occur in the project area (see Figure 19), since many residential areas exist where the trail is planned, but with a lack of safe infrastructure.

Sustainability Measures
The entire 58-mile planned corridor for the Marquette Greenway will be maintained and operated by all municipal jurisdictions along the route. In addition, the Indiana Dunes National Park will be responsible for the trail within their park boundary. All participating entities have planned to accommodate regular upkeep of the trail within their maintenance budgets. NIRPC strongly emphasizes maintenance planning when selecting new trail projects into the Transportation Improvement Program (TIP). To date, over 150 miles of new trail have been built in Northwest Indiana since 1990, and many older trails have undergone milling and resurfacing of the asphalt surface over the last 3 years.

Economic Competitiveness
The Marquette Greenway is a transformative project connecting a direct population of nearly 200,000 to popular destinations of employment, shopping and recreation. On the local level, the trail will access a number of schools and transit stations, providing a critical lift to the quality of life and economic value of the region. Trails are proven economic generators, and the Marquette Greenway represents a powerful injection.

Decreasing Costs & Improving Access
Based on the 2015 Longitudinal Employer-Household Dynamics (LEHD) data, the number of those employed within a mile of the proposed trail is 61,793. When compared to the average one-way bicycle work commute distance of 3.54 miles\(^\text{17}\), improving access to these jobs becomes critical – especially in lower income areas where many are not able to afford reliable transportation. The Marquette Greenway would also serve as a critical link in the “last-mile” connection to transit stops.

An extremely diversified cross-section of land uses is located within the Marquette Greenway project corridor. Establishing the trail will link these together, providing access to jobs throughout the corridor length. Table 4 below outlines the major employers within a half-mile of the trail:

<table>
<thead>
<tr>
<th>Company</th>
<th>Type</th>
<th># of employees(^\text{18})</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ports of Indiana</td>
<td>Maritime Industry</td>
<td>9,600</td>
</tr>
<tr>
<td>United States Steel (Gary)</td>
<td>Steel Mill</td>
<td>5,000</td>
</tr>
<tr>
<td>ArcelorMittal – East Chicago</td>
<td>Steel Mill</td>
<td>4,850</td>
</tr>
<tr>
<td>ArcelorMittal – Burns Harbor</td>
<td>Steel Mill</td>
<td>3,395</td>
</tr>
<tr>
<td>Horseshoe Casino</td>
<td>Entertainment</td>
<td>2,200</td>
</tr>
<tr>
<td>Methodist Hospital - Gary</td>
<td>Health Care</td>
<td>1,600</td>
</tr>
<tr>
<td>Lighthouse Place Outlets</td>
<td>Retail/Shopping</td>
<td>1,100</td>
</tr>
<tr>
<td>Blue Chip Casino</td>
<td>Entertainment</td>
<td>1,200</td>
</tr>
<tr>
<td>Cargill</td>
<td>Agriculture Products</td>
<td>260</td>
</tr>
<tr>
<td>Unilever</td>
<td>Care Products</td>
<td>252</td>
</tr>
</tbody>
</table>

Table 4: Major Employers in Trail Corridor

\(^{17}\)“Travel Profile of the United States,” 2009 National Household Travel Survey, nhts.ornl.gov/publications.shtml

\(^{18}\)All numbers provided by employers.
• For workers earning $1,250 or less per month, Accommodation and Food Services (21.8%), Retail Trade (16.7%), and Health Care and Social Assistance (11.4%)
• For workers earning between $1,251 and $3,333 per month, Health Care and Social Assistance (14.8%), Manufacturing (13.0%), and Arts, Entertainment, and Recreation (11.7%)
• For workers earning more than $3,333 per month, Manufacturing (46.0%), Construction (10.9%), and Transportation and Warehousing (7.8%)

Improving Long-term Transportation
The Northwest Indiana region contains over 5,800 miles of maintained roadway\textsuperscript{19}, mainly due to the geographic proximity of Chicago and Lake Michigan. This has funneled all eastbound traffic through the region, resulting in severe congestion. Much of this traffic has negatively impacted roadways in the Marquette Greenway project area, limiting efficient access for residents and visitors to the region. It has also caused long commute times to places of employment, with a 2015 Brookings report citing Chicago as averaging 10 miles per commute, one of the highest in the US\textsuperscript{20}.

With the Marquette Greenway in place, an affordable option would be available for those looking to minimize travel costs either by bicycling or walking to work. This in turn would attract new residential construction, as well as companies who are riding the new wave of walkable urban places, or

\textsuperscript{20} Elizabeth Kneebone & Natalie Homes, “The Growing Distance Between People and Jobs in Metropolitan America,” Metropolitan Policy Program at Brookings, 2016, p. 20.
“WalkUPs.” These are centers of both economic vitality and social inclusion. The Marquette Greenway project area is over-ripe with land for redevelopment to take advantage of this emerging economic dynamic, in turn promoting sound infill opportunities where support infrastructure is available.

**Increasing Economic Opportunities**

Four Indiana cities included in the Marquette Greenway project area are Gary, Hammond, East Chicago, and Michigan City. The collective population of these cities stood at 222,121 in 2010, a sharp decline from the 1960 US Census figure of 384,340 – or a 42% population loss. The main reason for this sharp decline is the loss of steel making jobs during the 1970’s and 80’s, placing the Northwest Indiana region squarely in the “Rust Belt” part of the country.

Concurrent with the decline in population has been an increase in the towns and smaller cities that surround these - “core urban” - communities. This in turn has induced development “sprawl,” where 20% of open space and forested land decreased between 1992-2006.

NIRPC’s plans over the last 30 years have strongly emphasized infill redevelopment strategies in our urban core communities. The Marquette Greenway would serve as a magnet for new residential, commercial and light industrial growth. Home values on average have shown to increase near a trail facility, and Trail-Oriented Development, or TrOD policies have enormous potential to retain and attract new businesses to the Marquette Greenway corridor. These policies include zoning and tax incentives to encourage interest.

Another major economic opportunity of the Marquette Greenway would be direct access to major park destinations along Lake Michigan. The Indiana Dunes National Park and State Park attract over 3 million visitors per year, with many accessing the lake from neighboring communities. Tourism is yet another attraction of the trail to businesses and residents alike with additional access locations at Chicago’s Calumet Park, Whiting Lakefront Park, Gary’s Marquette Park, Portage’s Lakefront and Riverwalk, Michigan City’s Washington Park and New Buffalo Beach. In addition, United States Bicycle Route (USBR) 36 would be re-located on the Marquette Greenway, furthering visitor access.

**Environmental Sustainability**

Lake and Porter County together currently have a National Ambient Air Quality Attainment Status (NAAQS) of non-attainment for ozone. This fact drives many planning initiatives at NIRPC to help improve the air quality. Primary of these includes promoting policies that foster safe and accessible non-motorized transportation. The Marquette Greenway will offer the cleanest travel options available through bicycle and pedestrian usage.

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22 US Census Bureau website
Based on NIRPC’s conformity calculations within the Marquette Greenway project area, a reduction of pollutants is expected through the projected addition of 6,847 daily bicycle users utilizing the trail. The pollutants reduced include: 5,410 kg of VOC, 137 kg PM2.5, and 6,777 kg NOx.\(^{27}\)

The establishment of the Marquette Greenway will aid in reducing the nearly 500 active cleanup sites on brownfield properties in the NIRPC region\(^{28}\). A majority of these sites are located in the urban core communities, and to a lesser extent, the Marquette Greenway project area. The location of the trail will serve as a catalyst for new development interest, which would include investment in remediating these properties. A map of these sites is shown in Figure 8.

![Figure 8: Remediation Site Density, NIRPC Analysis, 2015](image)

**Quality of Life**

The completion of the Marquette Greenway will afford those in the project area tremendous benefits in the areas of alternate transportation, economic opportunity and access to areas of recreational enjoyment. With this combination of benefits, the Marquette Greenway offers unparalleled experiences and offers hope to urban core areas beleaguered by years of disinvestment and population loss.

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\(^{27}\) EPA MOVES 2014 using NIRPC Travel Demand Model outputs from the National Cooperative Highway Research Program and Minnesota DOT’s Benefit-Cost Analysis of Bicycle Facilities tool.

Creating Livable Centers Program
In 2013 NIRPC produced an in-depth report entitled *Creating Livable Communities*, which identified a number of community centers, at various sizes, that employ the following characteristics:

1. Livable Centers support existing communities, leveraging public investment to encourage an efficient pattern of population and employment growth.
2. Livable Centers promote non-motorized transportation options.
3. Livable Centers provide a mix of land uses.
4. Livable Centers promote connectivity between other centers.
5. Livable Centers endorse planning for transit access.

A Livable Center was mapped for 40 of 41 municipalities in the NIRPC three-county region. The Marquette Greenway project area connects 13 of these Livable Centers within NW Indiana. In 2014 NIRPC created a Creating Livable Centers funding program using Surface Transportation Program dollars. Seven communities received funding grants to develop plans within their Livable Centers. Two of these grants, in Gary and East Chicago, involved the Marquette Greenway project area.

An Abundance of Destinations
The Marquette Greenway proposal stretches 58 miles across three states and connects with a number of critical destinations along the route. There are 17 parks the Marquette Greenway either bisects or is within half-mile of, including:

- **Local Parks**: Whihala Park, George Lake, Irving Park, Kosciusko Park, Ambridge Mann Park, Jackson Park, International Friendship Gardens, New Buffalo Beach

All of these park facilities offer recreation fields, with the regional parks providing restrooms, water fountains, beaches, concession stands and boat launches. The Indiana Dunes State Park offers 10 hiking trails totaling 16 miles, with spectacular views of Lake Michigan. Another benefit of the Marquette Greenway will be congestion relief, since all beaches along Lake Michigan become overcrowded during the summer season, and parking is difficult.

Health
The Marquette Greenway will substantially aid with improving the health of those living near the corridor. According to county health rankings, Northwest Indiana tended to be less healthy than the rest of Indiana, and below national benchmarks between 2010 and 2014. Studies also have found that proximity to trails are a major indicator of usage.

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Secondary Selection Criteria

Innovation

The Marquette Greenway project represents a unique model of a trail that knits together several distinct regional cultures. On the west end, the trail connects with a highly-urbanized, low-to-moderate income residential area. Proceeding east the Marquette Greenway takes advantage of significant shoreline reinvestments in Hammond and Whiting, including a five-mile loop trail network around Wolf Lake. In East Chicago and Gary, the trail provides enhanced opportunities for new housing starts, job creation and robust transit access.

From the City of Gary to the east, the Marquette Greenway establishes the long-awaited link between the east and west landholding of the Indiana Dunes National Park. Entering Michigan City, the Marquette Greenway once again provides low-to-moderate income residents a valuable transportation and economic development asset. From there the trail winds through private parkland, and runs along several high-income, beachfront communities. The eastern termini in New Buffalo presents another unique experience in Harbor Country, and a wealth of tourist destinations.

Partnerships

Encompassing three states, five counties, twelve cities and touching a Great Lake, the Marquette Greenway has established a partnership unlike any trail project ever proposed. Since 2005, NIRPC has worked closely with all entities along the corridor and has established a solid rapport with numerous public stakeholders. This includes regular contact with sister Metropolitan Planning Organizations (MPOs) in both Northeast Illinois and Southwest Michigan, state Departments of Transportation and Departments of Natural Resources and the Indiana Dunes National Park.

Due in large measure to previous planning efforts - most especially the Marquette Greenway Poster Plan - substantial funding from the Regional Development Authority (RDA) has been invested in existing trail projects. Since 2009, the RDA has invested $75 million in projects which include Marquette Greenway elements at the Hammond Marina, Whiting Lakefront Park, and Wolf Lake.

Today the RDA is working with NIRPC on providing financial assistance to eligible communities along the route to aide in their local match obligation. On this note, Arcelor-Mittal Steel is also considering financial assistance to the Town of Burns Harbor, where one of their major operations is located.

In Michigan, the Pokagon Fund, a private foundation of the Four Winds Casino, has pledged $300,000 to SW Michigan entities to aide with the construction of the Marquette Greenway. This is in addition to $10,000 committed by the Friends of Harbor Country Trails, Inc. and $8,000 from the Berrien Community Foundation.

Both private and public support letters can be found in Appendix A.

Results of Benefit-Cost Analysis (BCA)

A detailed BCA was performed on the Marquette Greenway project. The report and supporting spreadsheet are available in Appendix B and on the project webpage. The summary of the ratio calculations is shown in Table 5.
The analysis estimates the economic value that the proposed project will create from the following benefits:

- **Recreation**: An estimated 18,028 residents will gain access to recreation opportunities
- **Mobility**: Proximity of trail will attract more bicycle commuters
- **Health**: Physically active population equates to lower health costs
- **Decreased Auto Use**: High potential for growth in bicycle commuting
- **Safety**: Separated trail equates to less conflict (crashes) with automobiles

Of these benefits, the most significant is access to recreation, largely due to the proximity of the Indiana Dunes National Park and associated properties. The projects are also expected to accumulate hard to estimate benefits in tourism and increased property values.

**Project Readiness**

All remaining segments of the Marquette Greenway are fully supported financially by all partners. A contingency factor of 10% has been factored in on all construction costs. (Please see project webpage for technical plans and studies at [http://www.nirpc.org/2040-plan/transportation/build](http://www.nirpc.org/2040-plan/transportation/build).)

**Design**:

- All project segments have been approved in concept by local entities. The only outstanding issue is the segment between Hammond and Gary, which is described in detail on page 7.
- A unified environmental planning process for all 20 construction items is anticipated, most likely under a separate consulting contract. Based on the corridor terrain, it is likely that a Categorical Exclusion Level 4, or an Environmental Assessment-FONSI, will be required by the state DOT’s reviewing the project. This application has assumed the latter, and thus a longer timeline is scheduled.
- Preliminary engineering has commenced on BUILD proposed phases in Burns Harbor and Michigan City.

**Right of Way**:

- Municipal ownership of the Marquette Greenway right-of-way is publicly owned on approximately 23 of the 30 miles in the BUILD request.
- Of the remaining 7 miles outside municipal control, 5 miles are divided between six landowners who are committed to work with NIRPC on allowing the trail to be constructed with no land costs accrued to the municipal sponsor. These include NISOURCE, Northern Indiana Commuter Transportation District, ArcelorMittal, Shirley Heinze Land Trust, The Nature Conservancy and Friendship Botanical Gardens.
- All property acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements.
Sponsor Experience:
- NIRPC serves as the Northwestern Indiana Metropolitan Planning Organization (MPO) and has successfully partnered with its member communities on building a regional trail network of approximately 150 miles and providing a federal investment of over $40 million towards network development since 1993.
- NIRPC maintains strong lines of communication with neighboring MPO’s in Illinois and Michigan, and who have committed to aiding with the project.
- NIRPC operates as the chief planning agency for regional trail development and communicates regularly with all member municipalities on network expansion, including education on facility operations and maintenance.

Project Costs & Schedule
The Marquette Greenway project will involve local match contributions from all 11 governmental entities involved in the 30 miles proposed for construction. Table 5 provides a detailed breakdown of the costs associated with all 20 project segments. The combined local match obligation would be 27%.

### Table 5: Detailed Project Budget

<table>
<thead>
<tr>
<th>Entity</th>
<th>Segment Detail</th>
<th>Design/Engineering</th>
<th>Right-of-Way</th>
<th>Construction (plus 10% Contingency)</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Chicago</td>
<td>0.6 mi trail along roadway</td>
<td>$32,000</td>
<td>$436,000</td>
<td>$518,000</td>
<td></td>
</tr>
<tr>
<td>2 Hammond</td>
<td>1.65 mi trail along roadway</td>
<td>$197,000</td>
<td>$1,108,800</td>
<td>$1,305,800</td>
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<tr>
<td>3 East Chicago/ Hammond</td>
<td>0.22 mile barricade on road bridge</td>
<td>$12,700</td>
<td>$68,900</td>
<td>$81,600</td>
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<tr>
<td>4 Gary</td>
<td>3.0 mi open, 0.9 mi 10' sidepath</td>
<td>$460,000</td>
<td>$2,500,000</td>
<td>$2,960,000</td>
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</tr>
<tr>
<td>5 Gary</td>
<td>90' tunnel under active RR</td>
<td>$20,000</td>
<td>$120,000</td>
<td>$140,000</td>
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<td>6 National Lakeshore</td>
<td>5.9 mi trail along aban. RR</td>
<td>$732,000</td>
<td>$3,910,000</td>
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<td>7 National Lakeshore</td>
<td>2.1 mi pave existing stone trail</td>
<td>$250,000</td>
<td>$1,410,000</td>
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<td>8 National Lakeshore</td>
<td>280' bridge (exist. abut.)</td>
<td>$52,000</td>
<td>$528,700</td>
<td>$580,700</td>
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</tr>
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<td>9 National Lakeshore</td>
<td>65' bridge (exist. abut.)</td>
<td>$12,000</td>
<td>$115,000</td>
<td>$127,000</td>
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<tr>
<td>10 Portage</td>
<td>0.6 mi trail along aban. RR</td>
<td>$84,000</td>
<td>$405,000</td>
<td>$489,000</td>
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<tr>
<td>11 Portage</td>
<td>1.4 mi trail open</td>
<td>$179,000</td>
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<td>12 Portage</td>
<td>230' bridge &amp; abut. (3)</td>
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<td>13 Portage</td>
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<td>14 Portage</td>
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<tr>
<td>15 Porter</td>
<td>0.97 mi trail</td>
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<td>16 Porter County</td>
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<td>17 Michigan City**</td>
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<tr>
<td>18 New Buffalo Twsp***</td>
<td>2.5 mi trail + boardwalk</td>
<td>$149,000</td>
<td>$250,000</td>
<td>$1,500,000</td>
<td>$1,899,000</td>
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<tr>
<td>19 City of New Buffalo</td>
<td>0.44 mi trail + boardwalk</td>
<td>$130,500</td>
<td>$200,000</td>
<td>$1,355,000</td>
<td>$1,685,500</td>
</tr>
</tbody>
</table>

| ALL PHASES              | Environmental                   | $300,000           |             | $300,000                            |              |

| 29.1 mi total           | Project Totals                  | $4,860,200         | $768,800     | $26,537,300                         | $32,166,300  |

* Includes CMAQ + Local award of $1,262,400 ($252,500 local @ 20%) (INDOT Des #1601147)
** Includes STGB Group II + Local award of $1,014,800 ($202,300 local @ 20%) (INDOT Des #1601869)
*** Includes $318,000 in private donations towards construction

Less Award + Local (6% of total) $2,595,200
Total BUILD Project $29,571,100
25% Local Match of BUILD Project $7,392,775
BUILD REQUEST (69% of total) $22,178,325
Award+Local (31% of total) $9,987,975
Table 6 below details the schedule of completion for the entire Marquette Greenway project. It is expected that each entity will be responsible for their engineering consultant selection, and each state DOT for letting procedures. It has been assumed in Table 6 that all work will be conducted concurrently.

<table>
<thead>
<tr>
<th>Marquette Greenway</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
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<td>3 Contract and Approval</td>
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<td>4 NTP to Consultant</td>
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<td>5 PE - Utility Coordination</td>
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<td>6 PE - Survey</td>
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</tr>
<tr>
<td>7 PE - Design Stage 1 &amp; Submittal</td>
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<td></td>
<td></td>
<td></td>
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<td>8 PE - Design Field Check</td>
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**Table 6: Project Schedule**

**Public Engagement**
The Marquette Greenway concept has been actively pursued by a number of governmental and not-for-profit entities over the last decade. In 2009, as The Marquette Greenway Poster Plan was released as part of the Burnham Centennial celebration. As part of the plan’s development, NIRPC hosted several public forums throughout the trail corridor gauging interest in the concept from both private and public stakeholders alike. Results to build the facility were overwhelmingly positive, and the project has been sustained as a priority status in subsequent regional plans, including NIRPC’s 2040 CRP, and the Greenways+Blueways 2020 Plan.

**Government Approvals**
All local approvals have been secured for the development of the 20 proposed BUILD projects. These are reflected by letters of support by all top local executives in Appendix A. Furthermore, a number of United States and state legislators have offered their support to the project. The number of support letters in Appendix A clearly demonstrates the excitement of all entities involved, and their recognition of the transformative impacts the trail will bring to the three-state region.
In addition, the three Metropolitan Planning Organizations involved in this grant, NIRPC, the Chicago Metropolitan Agency for Planning, and the Southwest Michigan Commission have maintained a cooperative agreement between each agency and work together regularly.

Assessment of Project Risks & Mitigation Strategies
NIRPC has a long and successful record of working with member communities, as well as other public and private entities, in Northwest Indiana and our neighboring regions. These engagements have included policy preparation, plan development and project management. NIRPC engages regularly with federal FHWA and FTA funding as administered through INDOT and is uniquely qualified to assist all entities involved with the Marquette Greenway project. NIRPC plans to partner closely with neighboring MPO entities on financial distributions and project updates for segments in Illinois and Michigan. Please refer to our webpage for a listing of collaborative plans and projects at: http://www.nirpc.org/2040-plan/transportation/build.

List of Appendices

Appendix A: Letters of Support & Commitment

Appendix B: Benefit-Cost Analysis

Appendix C: List of Additional Materials on Project Website
July 15, 2019

The Honorable Elaine L. Chao  
Office of the Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Federal Wage Rate Certification: Northwestern Indiana Regional Planning Commission  
Completing the Vision: The Marquette Greenway  
FY 19 Better Utilizing Investments to Leverage Development (BUILD) Program

Dear Secretary Chao:

The Northwestern Indiana Regional Planning Commission hereby certifies that it will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2019 Appropriations Act.

Thank you in advance for your consideration of this project. Should you have any questions, please contact me at 219-763-6060 or twarner@nirpc.org.

Sincerely,

Tyson Warner, AICP  
Executive Director