

IGNITE THE REGION IMPLEMENTATION MATRIX

Notes	
3. INFRASTRUCTURE: Ensure that Northwest Indiana’s infrastructure meets the needs of a 21st-century economy.	
3.1. Work with private landowners and communities in the region to expand real estate product available for industrial and commercial use.	
3.1.1. Consider the use of land banks to stimulate the reuse of tax-delinquent or abandoned industry properties that require some level of environmental remediation.	The Lake County Land Bank initiative is working to finalize their documents. HB 1370 opens an opportunity for RDAs and/or MPOs (NIRPC) to create Land Banks - this is a new tool.
3.1.2. Enhance the availability and utilization of New Market Tax Credits in the marketing of industrial/commercial properties in the region.	<i>New Market Tax Credits committee in place. Progress is being made determining options and next steps. Work continues on Opportunity Zones and funding options based upon lessons learned at the EPA Brownfield Conference.</i>
3.1.3. Support the efforts of the Port of Indiana–Burns Harbor to increase port capacity for rail and multimodal traffic.	\$20M in grants awarded, work has been initiated for the Ports projects. 5 projects are scheduled for completion by 2022. New rail yards begin in 2020 - June start date for east side, December start date for west side. New (2nd) bridge consisting of 2 lanes is to be constructed west of existing bridge. Contract will be let in 2021 with 1 year construction schedule.
3.1.4. Implement regional mapping process to identify at a minimum, transportation corridors supportive of industrial and commercial property development in conjunction with long range transportation planning and funding.	NIRPC has initiated a project meeting with individual municipalities to determine available properties potential use for Logistics related development to coordinate with Transportation planning.
3.2. Accelerate brownfield redevelopment and recover lands for reuse.	
3.2.1. Build a university network to determine strengths, weaknesses and opportunities to identify student/research based brownfield redevelopment activities.	NIRPC has selected the consultant who will be integral to the Grant assessment work. A future educational event will be in late April or early May.
3.2.2. Build a pipeline of regional brownfield projects eligible for inclusion at U.S. Environmental Protection Agency National Brownfield Conference	
3.2.3. Identify top 3, at a minimum, properties located within diverse incentivized zones for regional mapping initiative.	
3.3. Develop the market potential of the Gary/Chicago International Airport (GYG) as a corporate/general aviation, air cargo, and industrial asset for the region.	
3.3.1. GYG should strengthen its relationship with the Chicago general aviation and corporate business market to generate new business development opportunities.	NO UPDATE HAS BEEN RECEIVED. Airport representatives will be presenting a PowerPoint at the September Forum Managing Board meeting. Identification of additional venues will be developed. Presentation dates will be scheduled. PPT presentation would be approximately 20 minutes in length plus Q&A sessions. Brief document on cargo opportunities is under development.

3.3.2. Over the long term, GYY and regional partners should explore the potential of GYY as an industrial/cargo asset.

Airport Infrastructure Improvements are complete and ongoing; we are completing "punch list" items for:

- Runway 12-30 Rehab (4,300 ft. completed in 2018 and 3,100 ft. completed in 2019)
- Phase I-III of the Apron Rehab complete (punch list items)
- ARFF Rehab ongoing (Aircraft Rescue and Firefighting Facility)
- Landscaping upgrades ongoing
- Airport Road Rehab (Clark Road to Cline Ave)
- Navigation Aid upgrade (MALSR: Medium Intensity Approach Lighting System with Runway Alignment Indicator)
- Air Traffic Control Tower (upgrades ongoing)

3.3.3 GYY partner with regional mapping initiative to expand air side(within airport footprint) and land side (external airport boundaries) sites available for development opportunities of e-commerce and general warehouse locations based on airport cargo

Capital Improvement Plan (FAA Discretionary funding for various projects FISCAL YEARS 2019 - 2023):

- Taxiway Alpha Rehabilitation (design and construct)
- Rehabilitate HIRL – Runway "12-30" (High Intensity Runway Lighting)
- Construct Electrical Vault
- Snow Equipment replacement (Truck/Plow and Broom)
- Taxiway Bravo Rehabilitation (design and construct)
- Construct East Deicing Apron
- Install Runway Incursion Lights
- Rehabilitate Runway "2-20" & Taxiway Bravo North
- SRE Building Expansion (snow removal equipment)

New Development

- U.S. Customs and Border Patrol Facility now open since Oct. 2018 (over 50 international flights from 14 different countries)
- New East Corporate Hanger (in use)

<p>3.3.4 Foreign Trade Zone - update and maintain; provide educational outreach on use/value to regional leaders</p>	<p>Master Plan</p> <ul style="list-style-type: none"> • Technical Advisory Committee (reviewing and assessment of alternatives ongoing) • Runway Length Justification (RWY "2-20") • RPZ Analysis (runway projection zone) • Public Hearings (Fall 2019) • FAA final review (Fall 2019) <p>Airport Infrastructure Improvements are complete and ongoing; we are completing "punch list" items for:</p> <ul style="list-style-type: none"> • Runway 12-30 Rehab (4,300 ft. completed in 2018 and 3,100 ft. completed in 2019) • Phase I-III of the Apron Rehab complete (punch list items) • ARFF Rehab ongoing (Aircraft Rescue and Firefighting Facility) • Landscaping upgrades ongoing • Airport Road Rehab (Clark Road to Cline Ave) • Navigation Aid upgrade (MALSR: Medium Intensity Approach Lighting System with Runway Alignment Indicator) • Air Traffic Control Tower (upgrades ongoing) <p>New Development</p> <ul style="list-style-type: none"> • U.S. Customs and Border Patrol Facility now open since Oct. 2018 (over 50 international flights from 14 different countries) • New East Corporate Hanger (in use) <p>Capital Improvement Plan (FAA Discretionary funding for various projects FISCAL YEARS 2019 - 2023):</p> <ul style="list-style-type: none"> • Taxiway Alpha Rehabilitation (design and construct) • Rehabilitate HIRL – Runway "12-30" (High Intensity Runway Lighting) • Construct Electrical Vault • Snow Equipment replacement (Truck/Plow and Broom) • Taxiway Bravo Rehabilitation (design and construct) • Construct East Deicing Apron • Install Runway Incursion Lights • Rehabilitate Runway "2-20" & Taxiway Bravo North • SRF Building Expansion (snow removal equipment)
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3.4. Enhance the region’s multimodal infrastructure by expanding connections among rails, highways, ports, and airports.

<p>3.4.1. Demonstrate current and future industrial needs and the impact on the state’s tax base to make the case for greater state infrastructure investment in the region.</p>	<p>Port has provided Maritime economic study for review.</p>
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3.5. Broaden inclusion to multiple jurisdictional economic development links within regional marketing venues

	<p>This project was interrupted during 1st quarter of 2019. Additional new focus is working with all communities to apply for Broadband Readiness certification.</p>
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3.6. Strengthen collective efforts to improve and expand the region’s transportation and mobility infrastructure.

<p>3.6.1. Regional and local economic development partners should support and participate in the region’s long-term comprehensive planning projects.</p>	<p>NO UPDATE HAS BEEN RECEIVED. NIRPC 2050 plan was adopted in May 2019.</p>
<p>3.6.2. Expand commuter rail and public transportation options in the region.</p>	<p>NIRPC NOFA for regional transit study has been submitted but not yet funded. NIRPC moving forward with Scoping Phase in preparation.</p>

3.6.3. The two regional planning commissions (NIRPC and K-IRPC) should work in partnership to leverage state and federal funding for transportation infrastructure-related improvements, including public transit and connecting highways systems.	KIRPC & NIRPC's next NOFA applications will be 2020.
3.6.4. Northwest Indiana communities should support the planning for and development of local and regional bicycle and trail networks.	Need to engage Mitch Barloga.
3.6.5. Monitor and support initiatives to expand and improve transportation and freight connectivity with neighboring	NIRPC held the first meeting of the Rail Crossings Task Force in May.
3.6.6. Expand and implement alternative fuel technologies use and distribution network opportunities	KIRPC & NIRPC's next NOFA applications will be 2020.
3.7. Explore the adoption and testing of emerging “smart” technologies into the region’s transportation infrastructure.	
3.7.1. Identify opportunities to demonstrate smart city technologies through pilot projects in the corridor.	NIRPC held the first meeting of the Rail Crossings Task Force in May.
3.7.2. Expand the concept and adoption of innovative technologies to improve other critical infrastructure needs in the region, such as energy, water/wastewater, and broadband/digital.	2019 Legislation was successful and will provide additional \$20M state funding for the Revolving Loan Fund for water/wastewater projects.
3.8. Develop a regional broadband strategy.	
3.8.1. Assess the findings of the study and determine how to apply the data and recommendations to extending broadband coverage to rural areas of the region.	2019 Legislation was successful and will provide additional \$20M state funding for the Revolving Loan Fund for water/wastewater projects.
3.8.2. Pursue funding grants from the state of Indiana to enhance the region’s rural broadband infrastructure.	Successful 2019 legislation to address rural broadband infrastructure operational costs & incentives.
3.8.3. Communities in the region should consider utilizing the IEDC Broadband Ready Communities Development Center, which serves as an information resource and certifies local communities as broadband ready.	Study underway for regional status.
3.9. Preserve and enhance the region’s agricultural infrastructure.	
3.9.1 Identify and map prime agricultural land in urbanized areas, environmental justice areas, as well as access to fresh, local foods.	
3.9.2 Design a unified conservation land map delineating natural resources and agriculture focus for the Northwest Indiana counties	
3.9.3 Develop a virtual local food hub for 7 counties	
3.9.4 Establish a Good Food Purchasing Program, or equivalent program	
3.10 Maximize the Economic Development Districts Tools	
3.10.1 Seek Economic Development Administration funds for public works and infrastructure projects to retain or create high quality jobs and to diversify the economy	
3.10.2 Develop and Economic Resiliency Plan to address short-term and long-term economic development impacts and to serve as a regional guide to prepare for future pandemics and disasters and to aid in economic recovery	
3.10.3 Establish a Revolving Loan Fund for Lake, Porter, and LaPorte Counties as a tool to provide gap financing for businesses.	

3.10.4 Maintain and update on quarterly basis the Comprehensive Economic Development Study(CEDS)

