

Surface Transportation Committee

NIRPC – Virtual Meeting

February 22, 2022

Minutes

This meeting was convened as an electronic meeting, pursuant to Governor Holcomb's extended Executive Order 22-01. All persons were meeting remotely on a Zoom platform that allowed for real time interaction and supported the public's ability to observe and record the proceedings. When the agenda item was provided for public comment, this was supported as well. A roll call was taken to motion and approve the agenda items. The recorded meeting can be viewed at <https://youtu.be/i49qiRca-y0>.

Tom Schmitt called the meeting to order at 9:02 a.m. with the Pledge of Allegiance and roll call.

In attendance were Tom Schmitt, Jeff Huet (Schererville), Bob Thompson (Porter County), Michael Jabo (Valparaiso), David Wright (GPTC), Don Oliphant (Cedar Lake), Eric Wolverson (StructurePoint), George Topoll (Union Township), Mike Hadt, Dennis Cobb, David Peeler (Hebron), and Matt Gavelek (Porter County).

NIRPC staff present were Scott Weber, Candice Eklund, Kevin Polette, Thomas Dow, Peter Kimball, and Flor Baum.

On motion by Mike Jabo and second by David Wright, the committee voted to approve the November 2, 2021 meeting minutes.

There were no public comments.

Scott Weber presented on Resolution 22-08: Recommending Roadway Functional Classification Changes. The *NWI 2050 Plan* contains a regional map of the Roadway Functional Classification found on page 38. NIRPC is responsible for submitting requests for Roadway Functional Classification changes to the Indiana Department of Transportation (INDOT). NIRPC has received requests for Roadway Functional Classification changes by Local Public Agencies (LPA) with jurisdiction over the requested road segments. The LPA has provided documentation for the reason of the Roadway Functional Classification change requests to INDOT. The change requests are in line with the criteria of a technical amendment according to the *Engage NWI Plan*. The two changes on page 38 are as follow:

- The original map description states, "In the Town of St. John, Cline Ave between 93rd Ave and 101st Ave blank to indicate a non-existent and unplanned road segment," has been amended to state, "In the Town of St. John, Cline Ave between 93rd Ave and 101st Ave colored green to indicate a future planned Minor Arterial."
- The original map description states, "In Porter County and the City of Valparaiso, 250 W between SR 130 and US 30 colored gray to indicate a Local Road," has been amended to state, "In Porter County and the City of Valparaiso, 250 W between SR 130 and US 30 colored green to indicate a Minor Arterial."

On motion by Mike Jabo and second by David Peeler, the Surface Transportation Committee approved to recommend Resolution 21-06 to The Technical Planning Committee.

Staff updates were announced. Peter Kimball spoke on the 2021 fourth quarter crash data report (October – December). The data collected for Lake, LaPorte, and Porter County totaled 6818

reported crashes, of which 1081 were injuries, 29 were fatalities. Lake County reported 4622 total collisions, of which 3887 collisions resulted in property damage, 713 collisions resulted in injury, and 22 collisions resulted in fatality. Of the 22 fatality collision reports, 25 fatalities were reported. 954 total injuries were reported for Lake County. LaPorte County reported 924 total collisions, of which 761 collisions resulted in property damage, 158 collisions resulted in injury, and 5 collisions resulted in fatality. 221 total injuries were reported for LaPorte County. Porter County reported 1325 total collisions, of which 1117 collisions resulted in property damage, 205 collisions resulted in injury, and 3 collisions resulted in fatality. 267 total injuries were reported. Locations of where the crashes occurred show that 32% were within 50 feet of an intersection. 69.1% of accidents occurred on poor performing segments. 36.8% of crashes wither within an Environmental Justice (EJ) area. The data was collected from police reports valued at \$1K or more. Local and INDOT roads are included. Peter spoke on the current bridge condition in Northwest Indiana. Broken down to national highway and NIRPC Region bridges. 37% of the national highway bridges are in good condition. 62% are in fair condition and 1% are in poor condition. Of the bridges in the Region, 35% are in good condition, 60% are in fair condition, and 5% are in poor condition. The percentage of good-condition bridges has steadily increased from 31.6% (2017) to 39.2% (2021). However, the statewide 47.2% target has not been met. The percentage of bridges in poor condition has decrease from 4.2% (2017) to 1% (2021). The statewide 3.1% target for poor-condition bridges has been met. For more information, please contact Peter Kimball at pkimball@nirpc.org.

Scott presented on Travel Time Reliability (TTR), Truck Travel Time Reliability (TTTR), and Congestion Update for 2021. On February 17, 2017, the USDOT published a final rulemaking that requires measuring performance for the Level of TTR on the Interstate System (IS) and the Non-Interstate National Highway System (NHS), TTTR Index (TTTRI) on the IS, and congestion during peak periods on the NHS. The performance measures were from 2018 to 2021, with a 2017 data baseline. In May 2018, INDOT and NIRPC set statewide targets. NIRPC agreed to support INDOT's statewide targets. In October 2020, INDOT adjusted the four-year target for TTTRI from 1.24 to 1.30 and NIRPC agreed to support the adjusted target. In December 31, 2021, the four-year performance period ended for all performance measures. In 2022, the four-year cycle begins again with a 2022-2025 period, using 2021 baseline data. The level of TTR performance measures increased NIS from 95.1% to 98.5% within the four-year target. IS fluctuated within the four-year target but ended with a higher percentage of 87.2% in comparison to 83.9% in 2017. The TTTRI showed improvements from 1.54% in 2017 to 1.34 in 2021. Congestion data on peak hours of excessive delay per capita shows a decline on IS and NIS. For more information, please contact Scott at Sweber@nirpc.org.

Scott spoke on updates for Asset Management Planning. NIRPC is seeing more opportunities to give technical assistant support to local municipalities with their street and highway departments for pavement management systems. NIRPC will assist to beta test the LTAP system for pavement management. Please contact Scott for more information.

Scott spoke on the Fiscal Years 2023-2024 *Unified Planning Work Program (UPWP)* development update. The *UPWP* is a federally required document that NIRPC is required to update bi-annually. NIRPC staff is currently drafting the update. Some additional funding in the next *UPWP* will be for STC related items within the *UPWP* that include performance-based planning dashboard metrics, hiring a consultant, asset management planning, intern support, and additional staff time for technical assistance to communities.

Hearing no further business, the meeting adjourned at 9:34 a.m. The next STC meeting is scheduled for Tuesday, May 24, 2022, at 9:00 a.m. in the NIRPC building.