



RESOLUTION 26-13

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING THE FEDERAL FISCAL YEARS 2022 TO 2025 CONGESTION MITIGATION AIR QUALITY FULL PERFORMANCE REPORT AND THE FEDERAL FISCAL YEARS 2026 to 2029 CONGESTION MITIGATION AIR QUALITY BASELINE PERFORMANCE PLAN

September 17, 2026

WHEREAS, Northwest Indiana's citizens require a safe, efficient, effective, resource-conserving regional transportation system that maintains and enhances regional mobility and contributes to improving the quality of life in Northwest Indiana; and

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "the Commission", being designated the Metropolitan Planning Organization (MPO) for the Lake, Porter and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the unified planning work program, a transportation plan, and a transportation improvement program to facilitate federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to regional transportation interests; and

WHEREAS, the Commission performs the above activities to satisfy requirements of the Infrastructure Investment and Jobs Act of 2021 (PL 117-58), applicable portions of all prior federal transportation program authorizing legislation, as well as other federal, state, and local laws mandating or authorizing transportation planning activities; and

WHEREAS, the U.S. Department of Transportation requires in Title 23 Part 490 Subpart A of the Code of Federal Regulations that a Metropolitan Planning Organization serving a U.S. Census designated Urban Area with a population greater than 200,000 and containing at least one U.S. Environmental Protection Agency designated nonattainment or maintenance area produce biennial Congestion Mitigation Air Quality performance plans; and

WHEREAS, the Commission serves a U.S. Census designated Urban Area with a population greater than 200,000 and contains at least one U.S. Environmental Protection Agency designated nonattainment or maintenance area; and

WHEREAS, the *Federal Fiscal Years 2022 to 2025 Congestion Mitigation Air Quality Full Performance Report and the Federal Fiscal Years 2026 to 2029 Congestion Mitigation Air Quality Baseline Performance Plan* fit the criteria of technical documents required to fulfill federal requirements according to the *Engage NWI* public participation plan;

NOW THEREFORE BE IT RESOLVED, that the Northwestern Indiana Regional Planning Commission hereby adopts the *Federal Fiscal Years 2022 to 2025 Congestion Mitigation Air Quality Full Performance Report and the Federal Fiscal Years 2026 to 2029 Congestion Mitigation Air Quality Baseline Performance Plan* as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 17th day of September 2026.



Austin Bonta
Chairperson

ATTEST:



David Phelps
Secretary

**Congestion Mitigation Air Quality (CMAQ)
Federal Fiscal Years (FFY) 2022-2025 Performance Period Full Period Performance
Report and FFY 2026-2029 Baseline Performance Plan
October 2026**

Metropolitan Planning Organization (MPO) Name:

Northwestern Indiana Regional Planning Commission (NIRPC)

Urbanized Area (UZA) and States:

Chicago, IL--IN

Background:

This CMAQ Performance Plan is attached to the Indiana Department of Transportation (INDOT) Full Period Performance report for the 2022 to 2025 performance period (calendar years for the traffic congestion measures, federal fiscal years for the on-road mobile source emissions measures). NIRPC, the MPO with a Metropolitan Planning Area (MPA) of Lake, Porter, and La Porte Counties in Indiana, is part of the Chicago, IL--IN UZA, which is designated as a Transportation Management Area (TMA) with a population greater than 200,000. For the purposes of 23 CFR 490.703, NIRPC is an MPO serving a UZA with a population over 1 million, subjecting NIRPC to the requirements of developing this CMAQ Performance Plan. This CMAQ Performance Plan satisfies these requirements by describing the full period condition/performance for the traffic congestion and on-road mobile source measures, reporting the 2-year and 4-year targets for these measures, describing the CMAQ-funded projects in the performance period, assessing progress toward targets, describing the projects expected in the subsequent 2026-2029 performance period, and establishing 2-year and 4-year targets for the subsequent 2026-2029 performance period.

2-Year and 4-Year Condition/Performance:

2-Year Condition/Performance for Traffic Congestion Measures (Calendar Year 2023, UZA):

Peak Hours of Excessive Delay Per Capita (PHED): 11.6

Percent Non-Single Occupancy Vehicle Travel (Non-SOV): 36.3%

4-Year Condition/Performance for Traffic Congestion Measures (Calendar Year 2025, UZA):

Peak Hours of Excessive Delay Per Capita (PHED): 13.9

Percent Non-Single Occupancy Vehicle Travel (Non-SOV): 37.7%

SOURCE: National Performance Measure Research Data Set, US Census Bureau

2-Year Condition/Performance for On-Road Mobile Source Emissions Measures (Federal Fiscal Years 2022-2023, MPA):

24-hour PM₁₀ Benefit (kg/day): 0.00

Ozone Precursors:

NO_x Emissions Benefit (kg/day): 0.00

VOC Emissions Benefit (kg/day): 0.00

CO Benefit (kg/day): 0.00

4-Year Condition/Performance for On-Road Mobile Source Emissions Measures (Federal Fiscal Years 2022-2025, MPA):

24-hour PM10 Benefit (kg/day): 0.021

Ozone Precursors:

NOx Emissions Benefit (kg/day): 664.888

VOC Emissions Benefit (kg/day): 8.671

CO Benefit (kg/day): 11.847

SOURCES: INDOT CMAQ Annual Report, FHWA CMAQ Public Access System, https://fhwaapps.fhwa.dot.gov/cmaq_pub/

2-year and 4-year Targets:

Targets for Traffic Congestion Measures (UZA):

Peak Hours of Excessive Delay Per Capita (PHED):

2-Year Target: 15.6

4-Year Target: 15.9

Percent Non-Single Occupancy Vehicle Travel (Non-SOV):

2-Year Target: 32.4%

4-Year Target: 32.7%

Targets for On-Road Mobile Source Emissions Measures (MPA):

24-hour PM10 Benefit (kg/day):

2-Year Target: 0.02 (Adopt Indiana State Target)

4-Year Target: 0.03 (Adopt Indiana State Target)

Ozone Precursors:

NOx Emissions Benefit (kg/day):

2-Year Target: 690.00 (Adopt Indiana State Target)

4-Year Target: 725.00 (Adopt Indiana State Target)

VOC Emissions Benefit (kg/day):

2-Year Target: 590.00 (Adopt Indiana State Target)

4-Year Target: 600.00 (Adopt Indiana State Target)

CO Benefit (kg/day):

2-Year Target: 330.00 (Adopt Indiana State Target)

4-Year Target: 520.00 (Adopt Indiana State Target)

Description of Projects:

INDOT submits an annual report of CMAQ project obligations in Indiana to the FHWA in March of every year. The FHWA uses these yearly submissions to maintain an active database of CMAQ investments and air quality benefits called the CMAQ Public Access System. The CMAQ Public Access System is the required data source for calculating the Total Emissions Reduction measure. This information for the NIRPC region is shown in the table below.

Table 1: List of NIRPC TIP Projects obligated in Federal Fiscal Years 2022 through 2025 included in the CMAQ Public Access System (only new projects are reported as having air quality benefit, not projects with any federal funding obligation prior to the year in the table)

CMAQ PROJECT ID	State Project ID	YEAR	CONTINUING PROJECT ?	Is this a de-obligating project?	PROJECT TYPE	PROJECT TITLE	PROJECT DESCRIPTION	VOC (kg/day)	CO (kg/day)	NOx (kg/day)	PM10 (Kg/Day)	PM2.5 (Kg/Day)	Is congestion reduction project?
IN20100024	900080	2023	Yes	N	Congestion Reduction and Traffic Flow Improvements	Willowcreek Rd/Central Ave Intersection Imp	Traffic Flow Project - Other - Intersection Improvements						N
IN20170052	1382601	2023	Yes	N	Congestion Reduction and Traffic Flow Improvements	Roundabout at Silhavy Rd and LaPorte Ave	Congestion Reduction, Roundabouts						Y
IN20040017	9945(017)	2024	Yes	N	Congestion Reduction and Traffic Flow Improvements	Lake Cty: Signage 61st Ave	Traffic Flow Project - Other						N
IN20170029	1601151	2024	Yes	Y	Alternative Fuels and Vehicles	Purchase Alternative Fuel (E85) - Crown Point	Alternate fuel purchase						N
IN20170044	1601845	2024	Yes	Y	Alternative Fuels and Vehicles	Hobart CNG Fuel Purchase	Alternate fuel purchase						N
IN20190025	1601146	2024	Yes	N	Bicycle and Pedestrian Facilities and Programs	Extend Marquette Greenway from Indianapolis Blvd (US-20) to Kennedy Ave.	Facilities, Other-- Description, Extend Trail 1.2 miles east						N
IN20240027	1902707	2024	No	N	Congestion Reduction and Traffic Flow Improvements	Construct Roundabout at 61st Ave and Marcella Blvd	Congestion Reduction, Roundabouts	0.057	0.639	0.128	0.01	0.082	Y
IN20240030	2400023	2024	No	N	Other	NIRPC MPO UPWP PL for FY 2025-2026 - AQ Public Education & Green Fleets Program	Other	5.87	8.7	339.6		1.468	N
IN20240040	2101110	2024	No	N	Bicycle and Pedestrian Facilities and Programs	Construct sidewalk on Lake Shore Dr and Morse St from Cline Ave to Constitution Ave	Bicycle and Pedestrian Facilities and Programs	0.14	1.76	0.14	0.011	0.004	N
IN20200021	2001100	2025	Yes	N	STP/CMAQ	NIRPC UPWP for FY21-22	Description, NIRPC MPO UPWP PL FY 2021-2022 in LaPorte County	2.5		323.8		0.1093	N
IN20250039	1601147	2025	No	N	Bicycle and Pedestrian Facilities and Programs	Marquette Greenway Trail from SR-149 to Babcock Rd in Porter County	Bicycle and Pedestrian Facilities and Programs	0.061		0.22		0.0081	N
IN20250048	2301054	2025	No	N	Alternative Fuels and Vehicles	Purchase of CNG vehicles and fueling infrastructure for Portage	Alternative Fuels and Vehicles, Electric and Natural Gas Vehicles and Infrastructure	0.0434	0.7477	1		0.0089	N
					Total Emission Benefits			8.671	11.847	664.888	0.021	1.680	

Assessment of Progress Towards Achieving the 2-year and 4-year Targets

The traffic congestion targets, which include peak hours of excessive delay (PHED) per capita and percent non-single occupancy vehicle commute (% non-SOV), were met in the Chicago, IL-IN Urbanized Area. Both the 2-year and 4-year PHED per capita targets were met in the Chicago, IL-IN Urbanized Area. The 2-year value of 11.6 PHED per capita was below the 15.6 target, and the 4-year value of 13.9 PHED per capita was below the 15.9 target, demonstrating target achievement. Both the 2-year and 4-year % non-SOV targets were also met in the Chicago, IL-IN Urbanized Area. The 2-year value of 36.3% of non-SOV commute was above the 32.6% target and the 4-year value of 37.7% non-SOV commute was above the 32.9% target, demonstrating target achievement.

Even though from Table 1 above it appears that none of the on-road mobile source emissions targets were met in the northwestern Indiana region, it is important to consider that NIRPC adopted the Indiana statewide targets, so the emissions reductions in the northwestern Indiana region were not anticipated to match the statewide targets. Given that the rest of the state performed much better, the emissions reductions in the northwestern Indiana region have not unduly prevented the state from achieving its on-road mobile sources emissions reductions targets.

Programmed CMAQ Projects in the Federal Fiscal Years (FFY) 2026-2029 Performance Period and Their Forecasted Emissions Reductions Benefits

NIRPC has adopted the [Invest NWI: 2026-2030 Transportation Improvement Program](#) (FY 2026-2030 TIP) which includes CMAQ-funded projects in the FFY 2026-2029 performance period. All project sponsors applying for CMAQ funding consideration as part of the FY 2026-2030 TIP were required to submit emissions reductions calculations. Projects that NIRPC tentatively selected for CMAQ funding in the FY 2026-2030 TIP were then submitted to INDOT for a final eligibility determination, and projects that met eligibility were included in the TIP.

Table 2: Description of NIRPC TIP Projects, 2026-2029 (only new projects are reported, not projects with any federal funding obligation prior to the year in the table)

SPONSOR	DES	Project Description	Year Anticipated for CMAQ Obligation	NOx Benefit (kg/day)	VOC Benefit (kg/day)	CO Benefit (kg/day)	PM ₁₀ Benefit (kg/day)	PHED Benefit	Non-SOV Benefit
East Chicago	2301104	Clean Fuel Equipment (2026) CNG Recycling truck and 2 CNG Trucks	2026	0.00	0.01	0.05	0.00		
Gary Public Transportation Corporation	NIR-25-013	Transit Expansion - Hobart Yrs 1-3	2026	0.00	0.00	0.00	0.00	X	X
Gary Public Transportation Corporation	NIRPC2700657	Microtransit in Westlake or Hobart Areas	2026	0.00	0.00	0.00	0.00	X	X
Hobart	2301203	HD CNG Trucks & Infrastructure	2026	0.43	0.02	0.22	0.00		
Michigan City	2301256	Michigan City Sanitary District - CNG Truck Replacement	2026	2.81	0.30	0.35	0.00		

Portage	2301054	3 recycling trucks , 1 sewer cleaner, 1 street sweeper and GP truck-2026, 2028	2026, 2028	2.12	0.03	0.37	0.00		
Valparaiso	2101133	Roundabout at SR 130 & CR 400N	2026	0.112	0.029	0.246	0.01	X	
Winfield	2101168	Roundabout at Randolph St & 117th Ave	2026	0.04	0.01	0.08	0.00	X	
NIRPC	2101675	CMAQ Air Quality Education	2027	339.60	3.87	8.70	0.00		
NIRPC	2101675	CMAQ Air Quality Education	2029	339.60	3.87	8.70	0.00		
	2026-2027 Total			345.11	4.27	10.02	0.01		
	2026-2029 Total			684.71	8.14	18.72	0.01		

2-year and 4-year Targets for FFY 2026-2029 Performance Period

NIRPC collaborated with INDOT, the Chicago Metropolitan Agency for Planning (CMAP), and the Illinois Department of Transportation (IDOT) to set 2-year and 4-year traffic congestion targets covering the Chicago, IL-IN Urbanized Area (UZA) for the upcoming FFY 2026-2029 performance period as described below.

Targets for Traffic Congestion Measures (UZA):

Peak Hours of Excessive Delay Per Capita (PHED):

2-Year Target: 12.0

4-Year Target: 12.0

Percent Non-Single Occupancy Vehicle Travel (Non-SOV):

2-Year Target: 37.7%

4-Year Target: 37.7%

Additionally, NIRPC is required to set its own 2-year and 4-year targets covering the Metropolitan Planning Area of Lake, Porter, and La Porte Counties for the on-road mobile source emissions measures derived from Table 2 above and described below.

Targets for On-Road Mobile Source Emissions Measures (MPA):

24-hour PM10 Benefit (kg/day):

2-Year Target: 0.01

4-Year Target: 0.01

Ozone Precursors:

NOx Emissions Benefit (kg/day):

2-Year Target: 345.11

4-Year Target: 684.71

VOC Emissions Benefit (kg/day):

2-Year Target: 4.27

4-Year Target: 8.14

CO Benefit (kg/day):

2-Year Target: 10.02

4-Year Target: 18.72