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RESOLUTION 19-23

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION DESIGNATING WILLOWCREEK ROAD/CRISMAN ROAD AS A CRITICAL URBAN FREIGHT CORRIDOR FROM U.S. HIGHWAY 20 TO THE ENTRANCE RAMP OF THE INDIANA TOLL ROAD.

August 15, 2019

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

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "the Commission", being designated the Metropolitan Planning (MPO) for the Lake, Porter, and LaPorte County area, has established a regional, comprehensive, cooperative, and continuing (3-C) 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 Fixing America's Surface Transportation (FAST) Act of 2015 (PL 114-94), 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 FAST Act of 2015 authorizes MPOs over 500,000 persons to designate Critical Urban Freight Corridors, a pre-requisite to be eligible for freight funding under the National Highway Freight Program; and

WHEREAS, the FAST Act of 2015 specifically authorizes only 97.13 miles for Critical Urban Freight Corridors across the State of Indiana;

WHEREAS, Northwestern Indiana's proportional share of urban roadway allows for 16.38 of the 97.13 miles to be designated by NIRPC;

WHEREAS, Willowcreek Road/Crisman Road in the City of Portage: connects an intermodal facility to the PHFS and the Interstate System, is located within a corridor of a route on the Primary Highway Freight System (PHFS) and provides an alternative highway option important to goods movement, and is important to the movement of freight within the region, as determined by the MPO or the State; and

