



## RESOLUTION 21-19

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING SAFETY PERFORMANCE MEASURE TARGETS FOR 2022

November 18, 2021

**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 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 *NWI 2050 Plan* and FY 2022-2026 Transportation Improvement Program are products of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors; and

**WHEREAS**, the FAST Act of 2015 requires the Commission to adopt annual safety performance measure targets; and

**WHEREAS**, the FAST Act of 2015 requires, within 180 days of the state department of transportation adopting targets, metropolitan planning organizations (MPOs) to either adopt the targets of the state department of transportation or develop their own targets; and


**WHEREAS**, the Indiana Department of Transportation adopted its safety performance measure targets on August 31, 2021, and the Commission finds that the Commission should support the Indiana Department of Transportation's targets; and

**WHEREAS**, the *NWI 2050 Plan* and FY 2022-2026 Transportation Improvement Program must be amended to reflect the updated safety performance measure targets; and


WHEREAS, the changes to the *NWI 2050 Plan* and *FY 2022-2026 Transportation Improvement Program* brought about by this amendment fit the criteria of a technical amendment according to the *Engage NWI* plan; and

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby adopts safety performance measure targets for 2022 by making the following changes to the *NWI 2050 Plan* and *FY 2022-2026 Transportation Improvement Program* in a manner consistent with the definitions of a technical amendment as defined in *Engage NWI* and as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this eighteenth day of November, 2021.

  
George Topoll  
Chairperson

ATTEST:

  
Richard Hardaway  
Secretary

**Changes to the NWI 2050 Plan:**

<b>Page Number</b>	<b>Performance Measure</b>	<b>Original Text</b>	<b>Amended Text</b>
175	Number of fatalities	“90 in 2021 in order to support the state target of no more than 817.3”	“102 in 2022 in order to support the state target of no more than 876.0”
176	Rate of fatalities per 100 million vehicle miles traveled	“0.776 in 2021 in order to support the state target of no more than 1.006”	“0.830 in 2022 in order to support the state target of no more than 1.076”
176	Number of serious injuries	“421 in 2021 in order to support the state target of no more than 3,311.4”	“347 in 2022 in order to support the state target of no more than 2,998.2”
177	Rate of serious injuries per 100 million vehicle miles traveled	“3.677 in 2021 in order to support the state target of no more than 4.088”	“3.306 in 2022 in order to support the state target of no more than 3.675”
177	Non-motorized serious injuries and fatalities	“58 in 2021 in order to support the state target of no more than 393.6”	“40 in 2022 in order to support the state target of no more than 344.5”

**Changes to the FY 2022-2026 Transportation Improvement Program:**

<b>Page Number</b>	<b>Performance Measure</b>	<b>Original Target/Desired Trend</b>	<b>Amended Target/Desired Trend</b>
28	Number of fatalities	“no more than 817.3 in 2021”	“no more than 876.0 in 2022”
28	Rate of fatalities per 100 million vehicle miles traveled	“no more than 1.006 in 2021”	“no more than 1.076 in 2022”
28	Number of serious injuries	“no more than 3,311.4 in 2021”	“no more than 2,998.2 in 2022”
28	Rate of serious injuries per 100 million vehicle miles traveled	“no more than 4.088 in 2021”	“no more than 3.675 in 2022”
28	Non-motorized serious injuries and fatalities	“no more than 393.6 in 2021”	“no more than 344.5 in 2022”