



RESOLUTION 22-22

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION SETTING UPDATED PERFORMANCE MEASURE TARGETS

December 8, 2022

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 *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 Infrastructure Investment and Jobs Act of 2021 requires the Commission to set 2-year and 4-year performance measure targets for safety, pavement and bridge condition, travel time reliability, freight, and on-road mobile source emissions within 180 days of the Indiana Department of Transportation setting performance measure targets for the same measures; and

WHEREAS, staff of the Indiana Department of Transportation set 2-year and 4-year performance measure targets through a collaborative process with the Commission and sent letters informing the Commission of these targets between August and September 2023; and

WHEREAS, the *NWI 2050 Plan* and FY 2022-2026 Transportation Improvement Program must be amended to reflect the establishment of 2-year and 4-year performance measure targets; and

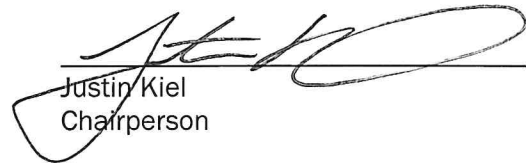
WHEREAS, the changes to the *NWI 2050 Plan* and FY 2022-2026 Transportation Improvement Program brought about by this amendment fit the criteria of a technical amendment according to the *Engage NWI plan*; and

WHEREAS, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission make these changes to the *NWI 2050 Plan* and FY 2022-2026 Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby sets updated 2-year and 4-year performance measure targets for safety, pavement and bridge condition, travel time reliability, freight, and on road mobile source emissions 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 eighth day of December, 2022.

ATTEST:



Justin Kiel
Chairperson

Changes to the *NWI 2050 Plan*:

Page Number	Performance Measure	Original Text	Amended Text
175	Number of fatalities	“102 in 2022 in order to support the state target of no more than 876.0”	“104 in 2023 in order to support the state target of no more than 894.2”
176	Rate of fatalities per 100 million vehicle miles traveled	“0.830 in 2022 in order to support the state target of no more than 1.076”	“0.839 in 2023 in order to support the state target of no more than 1.088”
176	Number of serious injuries	“347 in 2022 in order to support the state target of no more than 2,998.2”	“387 in 2023 in order to support the state target of no more than 3,348.1”
177	Rate of serious injuries per 100 million vehicle miles traveled	“3.306 in 2022 in order to support the state target of no more than 3.675”	“3.660 in 2023 in order to support the state target of no more than 4.068”
177	Non-motorized serious injuries and fatalities	“40 in 2022 in order to support the state target of no more than 344.5”	“46 in 2023 in order to support the state target of no more than 399.6”
187	Volatile Organic Compounds (VOC) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	“1,600.00 by 2019 and 2,600.00 by 2021 (statewide targets)”	“590.00 by 2023 and 600.00 by 2025 (statewide targets)”
187	Oxides of Nitrogen (NOx) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	“1,600.00 by 2019 and 2,200.00 by 2021 (statewide targets)”	“690.00 by 2023 and 725.00 by 2025 (statewide targets)”
188	Carbon Monoxide (CO) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	“200.00 by 2019 and 400.00 by 2021 (statewide targets)”	“330.00 by 2023 and 520.00 by 2025 (statewide targets)”
188	Particulate Matter less than 10 microns in diameter (PM10) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	“0.30 by 2019 and 0.50 by 2021 (statewide targets)”	“0.02 by 2023 and 0.03 by 2025 (statewide targets)”

Page Number	Performance Measure	Original Text	Amended Text
190	Percent of Interstate pavements in good condition	“At least 84.24% by 2019 and at least 50.00% by 2021 (statewide targets)”	“At least 60.00% by 2023 and at least 62.00% by 2025 (statewide targets)”
190	Percent of Interstate pavements in poor condition	“No more than 0.80% by 2019 and no more than 0.80% by 2021 (statewide targets)”	“No more than 1.00% by 2023 and no more than 1.00% by 2025 (statewide targets)”
191	Percent of non-Interstate National Highway System (NHS) pavements in good condition	“At least 78.71% by 2019 and at least 40.00% by 2021 (statewide targets)”	“At least 50.00% by 2023 and at least 48.00% by 2025 (statewide targets)”
191	Percent of non-Interstate National Highway System (NHS) pavements in poor condition	“No more than 3.10% by 2019 and no more than 3.10% by 2021 (statewide targets)”	“No more than 1.50% by 2023 and no more than 1.50% by 2025 (statewide targets)”
192	Percent of National Highway System (NHS) bridge area in good condition	“At least 48.32% by 2019 and at least 47.20% by 2021 (statewide targets)”	“At least 49.00% by 2023 and at least 47.50% by 2025 (statewide targets)”
192	Percent of National Highway System (NHS) bridge area in poor condition	“No more than 2.63% by 2019 and no more than 3.10% by 2021 (statewide targets)”	“No more than 3.00% by 2023 and no more than 3.00% by 2025 (statewide targets)”
214	Percent of person miles traveled on the Interstate that are reliable	“90.5% by 2019 and 92.8% by 2021 (statewide targets)”	“93.0% by 2023 and 93.5% by 2025 (statewide targets)”
214	Percent of person miles traveled on the non-Interstate National Highway System (NHS) that are reliable	“89.8% by 2021 (statewide target)”	“93.0% by 2023 and 93.5% by 2025 (statewide targets)”
215	Truck Travel Time Reliability Index (TTTRI)	“1.27 by 2019 and 1.30 by 2021 (statewide targets)”	“1.32 by 2023 and 1.30 by 2025 (statewide targets)”

Changes to the FY 2022-2026 Transportation Improvement Program:

Page Number(s)	Performance Measure	Original Text	Amended Text
28	Number of fatalities	“no more than 876.0 in 2022”	“no more than 894.2 in 2023”
28	Rate of fatalities per 100 million vehicle miles traveled	“no more than 1.076 in 2022”	“no more than 1.088 in 2023”
28	Number of serious injuries	“no more than 2,998.2 in 2022”	“no more than 3,348.1 in 2023”
28	Rate of serious injuries per 100 million vehicle miles traveled	“no more than 3.675 in 2022”	“no more than 4.068 in 2023”
28	Number of non-motorized serious injuries and fatalities	“no more than 344.5 in 2022”	“no more than 399.6 in 2023”
28	VOC Reduction from CMAQ Projects (kg/day)	“at least 1,600 kg/day in 2019, 2,600 kg/day in 2021”	“at least 590.00 kg/day in 2023, 600.00 kg/day in 2025”
28-29	NOx Reduction from CMAQ Projects (kg/day)	“at least 1,600 kg/day in 2019, 2,200 kg/day in 2021”	“at least 690.00 kg/day in 2023, 725.00 kg/day in 2025”
29	CO Reduction from CMAQ Projects (kg/day)	“at least 200 kg/day in 2019, 400 kg/day in 2021”	“at least 330.00 kg/day in 2023, 520.00 kg/day in 2025”
29	PM10 Reduction from CMAQ Projects (kg/day)	“at least 0.30 kg/day in 2019, 0.50 kg/day in 2021”	“at least 0.02 kg/day in 2023, 0.03 kg/day in 2025”
29	Percent of Interstate pavements in good condition	“at least 84.24% by 2019 and at least 50.00% by 2021”	“at least 60.00% by 2023 and at least 62.00% by 2025”
29	Percent of Interstate pavements in poor condition	“no more than 0.80% by 2019 and no more than 0.80% by 2021”	“no more than 1.00% by 2023 and no more than 1.00% by 2025”
29	Percent of non-Interstate NHS pavements in good condition	“at least 78.71% by 2019 and at least 40.00% by 2021”	“at least 50.00% by 2023 and at least 48.00% by 2025”
30	Percent of non-Interstate NHS pavements in poor condition	“no more than 3.10% by 2019 and no more than 3.10% by 2021”	“no more than 1.50% by 2023 and no more than 1.50% by 2025”
30	Percent of NHS bridge area in good condition	“at least 48.32% by 2019 and at least 47.20% by 2021”	“at least 49.00% by 2023 and at least 47.50% by 2025”

Page Number(s)	Performance Measure	Original Text	Amended Text
30	Percent of NHS bridge area in poor condition	“no more than 2.63% by 2019 and no more than 3.10% by 2021”	“No more than 3.00% by 2023 and no more than 3.00% by 2025”
31	Percent of person miles traveled on the Interstate that are reliable	“at least 90.5% in 2019 and 92.8% in 2021”	“at least 93.0% in 2023 and 93.5% in 2025”
32	Percent of person miles traveled on the non-Interstate National Highway System (NHS) that are reliable	“at least 89.8% in 2021”	“at least 93.0% in 2023 and 93.5% in 2025”
32	Truck Travel Time Reliability Index (TTTRI)	“no more than 1.27 by 2019 and 1.30 by 2021”	“no more than 1.32 by 2023 and 1.30 by 2025”