

Technical Planning Committee

NIRPC Lake Michigan Room

YouTube Recording:

<https://www.youtube.com/watch?v=OXzie6hBTLM&t=1692s>

November 15, 2022

Minutes

Kevin Breitzke called the meeting to order at 10:04 a.m. with the Pledge of Allegiance.

In attendance were Kevin Breitzke, George Topoll (Union Township), Mark O'Dell (Chesterton), Kay Nelson (Forum), David Wright (GPTC), and AJ Bitner. NIRPC staff present were Mitch Barloga, Charles Bradsky, Eman Ibrahim, Scott Weber, Thomas Dow, Jennifer Birchfield, Kevin Polette, Candice Eklund, and Flor Baum.

On motion by George Topoll, second by Mark O'Dell, the Technical Planning Committee (TPC) approved the minutes of October 4, 2022.

There were no public comments.

Planning

Mitch Barloga and Eman Ibrahim gave an informational presentation on the NWI 2050+ Update for the Active Transportation Element (ATE) and the Land Use Element (LUE). Developed by the RDG (consulting firm), the ATE supplements the Greenways+Blueways Plan and the NWI 2050 Plan, building on municipal plans, mapping key destinations, and analyzing road typologies in the Region. The ATE also has a focus with on-street infrastructure and public engagement. The basis of the LUE is with existing land use patterns, population trends, housing trends, policy areas, focus corridors, and past plans. Additionally, the LUE concentrates on major open spaces and natural preserves, various commercial configurations, the Northwest Industrial area, and exurban development issues. The draft technical reports for ATE, LUE, Freight Element, and the Transit Element were made available on the NIRPC web. <https://nirpc.org/event/technical-planning-committee-24/>

Scott Weber presented on Resolution 22-22, the Adoption of Updated Performance Measure Targets (PM or PMTs). The Infrastructure Investment and Jobs Act of 2021 requires NIRPC to set two-year and four-year PMTs 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 (INDOT) setting PMTs for the same measures. The changes to the NWI 2050 Plan were provided in the meeting packet and presented as the following: PM for the number of fatalities has been amended to, "104 in 2023 in order to support the state target of no more than 894.2." PM for the rate of fatalities per 100 million vehicle miles traveled has been amended to, "0.839 in 2023 in order to support the state target of no more than 1.088." PM for the number of serious injuries has been amended to, "387 in 2023 in order to support the state target of no more than 3,348.1." PM for the rate of serious injuries per 100 million vehicle miles traveled has been amended to, "3.660 in 2023 in order to support the state target of no more than 4.068." PM for non-motorized serious injuries and fatalities has been amended to, "46 in 2023 in order to support the state target of no more than 399.6."

The following amendments are also statewide targets: PM for Volatile Organic Compounds (VOC) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day) has been amended to, "590.00 by 2023 and 600.00 by 2025." PM for oxides of Nitrogen (NOx) reduction from CMAQ-funded projects (kg/day) has been amended to, "690.00 by 2023 and 725.00 by 2025." PM for

carbon Monoxide (CO) reduction from CMAQ-funded projects (kg/day) has been amended to, "330.00 by 2023 and 520.00 by 2025." PM for particulate Matter less than 10 microns in diameter (PM10) reduction from CMAQ-funded projects (kg/day) has been amended to, "0.02 by 2023 and 0.03 by 2025." PM for the percent of Interstate pavements in good condition has been amended to, "At least 60.00% by 2023 and at least 62.00% by 2025." PM for the percent of Interstate pavements in poor condition has been amended to, "No more than 1.00% by 2023 and no more than 1.00% by 2025." PM for the percent of non-Interstate National Highway System (NHS) pavements in good condition has been amended to, "At least 50.00% by 2023 and at least 48.00% by 2025." PM for the percent of non-Interstate NHS pavements in poor condition has been amended to, "No more than 1.50% by 2023 and no more than 1.50% by 2025." PM for the percent of NHS bridge area in good condition has been amended to, "At least 49.00% by 2023 and at least 47.50% by 2025." PM for the percent of NHS bridge area in poor condition has been amended to, "No more than 3.00% by 2023 and no more than 3.00% by 2025." PM for the percent of person miles traveled on the Interstate that are reliable has been amended to, "93.0% by 2023 and 93.5% by 2025." PM for the percent of person miles traveled on the non-Interstate NHS that are reliable has been amended to, "93.0% by 2023 and 93.5% by 2025." PM for the Truck Travel Time Reliability Index (TTTRI) has been amended to, "1.32 by 2023 and 1.30 by 2025."

Changes to the FY 2022-2023 TIP were presented as the following: PM for the number of fatalities has been amended to, "No more than 894.2 in 2023." PM for the Rate of fatalities per 100 million vehicle miles traveled has been amended to, "No more than 1.088 in 2023." PM for the number of serious injuries has been amended to, "No more than 3,348.1 in 2023." PM for the rate of serious injuries per 100 million vehicle miles traveled has been amended to, "No more than 4.068 in 2023." PM for the number of nonmotorized serious injuries and fatalities has been amended to, "No more than 399.6 in 2023." PM for VOC Reduction from CMAQ Projects (kg/day) has been amended to, "At least 590.00 kg/day in 2023, 600.00 kg/day in 2025." PM for NOx Reduction from CMAQ Projects (kg/day) has been amended to, "At least 690.00 kg/day in 2023, 725.00 kg/day in 2025." PM for CO Reduction from CMAQ Projects (kg/day) has been amended to, "At least 330.00 kg/day in 2023, 520.00 kg/day in 2025." PM for PM10 Reduction from CMAQ Projects (kg/day) has been amended to, "At least 0.02 kg/day in 2023, 0.03 kg/day in 2025." PM for the percent of Interstate pavements in good condition has been amended to, "At least 60.00% by 2023 and at least 62.00% by 2025." PM for the percent of Interstate pavements in poor condition has been amended to, "No more than 1.00% by 2023 and no more than 1.00% by 2025." PM for the percent of non-Interstate NHS pavements in good condition has been amended to, "At least 50.00% by 2023 and at least 48.00% by 2025." PM for the percent of non-Interstate NHS pavements in poor condition has been amended to, "No more than 1.50% by 2023 and no more than 1.50% by 2025." PM for the percent of NHS bridge area in good condition has been amended to, "At least 49.00% by 2023 and at least 47.50% by 2025." PM for the percent of NHS bridge area in poor condition has been amended to, "No more than 3.00% 2023 and no more than 3.00% by 2025." PM for the percent of person miles traveled on the Interstate that are reliable has been amended to, "At least 93.0 % in 20 93.5% in 2025." PM for the percent of person miles traveled on the non-Interstate NHS that are reliable has been amended to, "at least 93.0 % in 2023 and 93.5% in 2025." PM for TTRI has been amended to, "No more than 1.32 by 2023 and 1.3 by 2025."

On motion by Kay Nelson and second by George Topoll, the TPC approved to recommend Res. 22-22 to the Commission for approval.

Programming

Charles Bradsky gave an information presentation on the Notice of Funding Availability (NOFA). Applications are due November 18. NIRPC staff will review the applications and have

communication with the communities if any further information is needed. For more information, please contact Charles at cbradsky@nirpc.org.

Topical Committee Reports

TROC Lake and Porter County is holding a special meeting on November 29 to discuss the budget for 2023 – 2026.

Reports from Planning Partners

Nothing to report.

Adjournment

Hearing no further business, the meeting adjourned at 11:11 a.m.

The next TPC meeting will be on January 10, 2023 at 10:00 a.m. in the NIRPC building.