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Technical Planning Committee

Tuesday, November 15, 2022 at 10:00 A.M.

Lake Michigan Room

YouTube Live Stream (viewing only)

<https://www.youtube.com/user/NIRPCPlanning>

Agenda

1. Call to Order by Chairman

- 1.1. Pledge of Allegiance
- 1.2. Minutes of the October 4, 2022 meeting (pp. 1 - 2)
ACTION REQUESTED: APPROVAL

2. Public Comment on Agenda Items

This is an opportunity for comments from members of the audience. The amount of time available to speak will be limited to 3 minutes. Commenters must indicate their wish to comment on the sign in sheet.

3. Planning

- 3.1. Resolution 22-22: Adoption of updated performance measure targets (Scott Weber) (pp. 3 - 8)
ACTION REQUEST: RECOMMEND
- 3.2. NWI2050+ Update: Draft Technical Reports. Use link to view reports:
<https://nirpc.org/event/technical-planning-committee-24/>
ACTION REQUEST: INFORMATIONAL

4. Programming

- 4.1. Notice of Funding Availability (NOFA)
ACTION REQUEST: INFORMATIONAL

5. Topical Committee Reports

Various committees are invited to report on their meetings.

6. Reports from Planning Partners

- 6.1. Drive Clean Indiana

7. Other Business, Staff Announcements and Upcoming Meeting

- 7.1. Finance and Personnel Committee – December 8th @ 8:00 a.m.
- 7.2. NIRPC Full Commission Meeting – December 8th @ 9:00 a.m.
- 7.3. TROC Lake and Porter Meeting – November 29th @ 9:00 am
- 7.4. EMPC Meeting – January 5, 2023 @ 9:00 a.m.
- 7.5. STC Meeting – January 10, 2023 @ 1:00 p.m.
- 7.6. LUC Meeting – January 11, 2023 @ 10:00 a.m.
- 7.7. 3PC Meeting – January 12, 2023 @ 1:30 p.m.

8. Next Meeting

The next Technical Planning Committee meeting is scheduled for Tuesday, January 10, 2023 at 10:00 a.m. in the NIRPC offices.

Natural Hazards Resiliency Needs Assessment Workshop TODAY – 11:30 to 2PM. (p. 9)

Please reserve to Jen Birchfield at jbirchfield@nirpc.org.

Technical Planning Committee

NIRPC Lake Michigan Room

YouTube Recording:

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

October 4, 2022

Minutes

Kevin Breitzke called the meeting to order at 10:03 a.m. with the Pledge of Allegiance.

In attendance were Kevin Breitzke, George Topoll (Union Township), Mark O'Dell (Chesterton), Mary Tanis (Dyer), Lisa Shrader (INDOT). Also in attendance were Deb Backhus, Jeff Huet (Schererville), Ryan Lisek (DCI), and Courtney Anderson (Ciorba). Thomas Dow was present via telephone.

NIRPC staff present were Mitch Barloga, Charles Bradsky, Eman Ibrahim, Meredith Stilwell, Candice Eklund, and Flor Baum.

On motion by George Topoll, second by Mark O'Dell, the Technical Planning Committee (TPC) approved the minutes of August 30, 2022.

There were no public comments.

Planning

Eman Ibrahim presented on Resolution 22-19, Adopting NIRPC Transit-Oriented Development (TOD) Funding Program Eligibility, Supporting Report, and Scoring Criteria. NIRPC promotes a TOD with sustainable and safe operations of transportation for walking, rolling, biking, and transit use. The program aims to establish investment guideline, criteria, and project eligibility, as well as bring vitality and livability to transit station areas and corridors. Funding will be provided to 18 identified TOD areas, including the NICTD existing South Shore and future Westlake stations. Five bus stations in Gary, Merrillville, East Chicago, and Valparaiso will also be included. The TOD report was not presented. On motion by George Topoll, second by Mark O'Dell, the TPC voted to recommend Res 22-19 to the Commission for approval.

Programming

Charles Bradsky presented on Resolution 22-20, TIP Amendment 22-07. Res 22-20; Amendment 22-07 was released for a 21-day public comment that began on September 12, 2022 and ended on October 3, 2022. NIRPC did not receive any comments from the public or the Interagency Consultation Group (ICG). Documentation of the projects in amendment 22-07 were presented. There were five INDOT projects, one environmental mitigation project, two traffic management system projects, one trail project was added ROW (Michigan City), addition of PE funds (E. Porter County and LaPorte County), one new roadway safety project. Additionally, NIRPC had three projects on the Marquette Greenway Trail. Portage had CN funding move out a year, and the Town of Porter had a project added to The Dunes Learning Center. On motion by George Topoll, second my Mark O'Dell, the TPC voted to recommend Res. 22-20 to the Commission for approval.

Thomas Dow and Mitch Barloga presented on Resolution 22-21: FY 2023-2024 UPWP Amendment 1. The two changes to the UPWP are as follows:

- \$55K will be shifted to cover the cost of TIP software.

- \$50K will be shifted to cover the cost of GIS services.

On motion by George Topoll and second by Mark O'Dell, the TPC approved to recommend Res. 22-21 to the Commission.

Topical Committee Reports

The Next Order of Funding Availability (NOFA) workshop will be held on Wednesday, October 26 from 9 – 11:00 a.m. at the NIRPC building. Application deadline is November 18.

Reports from Planning Partners

Ryan Lisek (DCI) reported on reported on upcoming events and programs within NWI. Please visit www.drivecleanindiana.org for more information.

Adjournment

Hearing no further business, the meeting adjourned at 10:48 a.m.

The next TPC meeting will be on November 15, 2022 at 10:00 a.m. in the NIRPC building.



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.

Justin Kiel
Chairperson

ATTEST:

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”

Natural Hazards Resiliency Needs Assessment Workshop

A self-assessment tool for Indiana's coastal watershed communities to evaluate vulnerability to natural hazards and increase resilience

Tuesday, November 15, 2022, 11:30 -2 pm Central
NIRPC (6100 Southport Rd, Portage, IN) – Lake Michigan Room



Left: Coastal storm on Lake Michigan (Joe Exl); Center: River flooding (John Lucito); Right: Fluvial erosion (Indiana Geological and Water Survey)

Join NIRPC and IDNR Coastal Program staff for a working lunch with assistance completing the new Natural Hazards Resiliency Needs Assessment!

Please bring a bagged lunch or cash to order Jimmy John's.

Workshop agenda

- Working lunch (Please bring a bagged lunch or cash to order Jimmy John's)
- Purpose and overview of the Resiliency Self-assessment
- Question/ answer and assistance completing the Resiliency Self-assessment

Why should my local government complete this self-assessment?

Completing the self-assessment will help your local government **evaluate potential impacts of natural hazards and consider actions to increase resilience**. Resilience, in this assessment, is the ability to respond to, withstand, and adapt to the impacts of natural hazards, including coastal and riverine flooding, coastal and fluvial erosion, lake level change, and coastal storms. The assessment will also help your local government **prepare to utilize certain funding opportunities**.

Who should attend the webinar?

Local government (municipal and county) staff and decision-makers should complete the assessment. Interdepartmental coordination is an important aspect of community resilience and is vital for ensuring your local government is prepared for potential natural hazard events. LMCP and NIRPC recommend that your local government convene a team of staff, elected officials, and board or commission members with diverse knowledge about local conditions, plans, policies, and operations and complete one assessment together.

Download the assessment tool at nirpc.org/natural-hazards-resiliency-needs-assessment/.

Please RSVP to Jen Birchfield at jbirchfield@nirpc.org so we can prepare enough materials.