

**Surface Transportation Committee (STC) Meeting**  
**Thursday, November 8, 2018, 9:00 AM**  
**NIRPC Lake Michigan Room, 6100 Southport Road, Portage, IN**  
**Annotated Agenda**

- 1.0 Welcome and Introductions (Chair)**
- 2.0 Public Comment (Chair)**
- 3.0 Approval of October 2, 2018 Minutes p. 1 (Chair)**  
ACTION REQUESTED: Approval
- 4.0 Federal Highway Administration Performance Targets – Scott Weber**  
NIRPC staff will present on the staff recommended Federal Highway Administration Transportation Performance Measure Targets. Targets for these measures have already been established for the State of Indiana, and NIRPC must either adopt the state targets or set our own for the NIRPC region.
  - 4.1 Safety Performance Measure Targets (Resolution 18-19) pp. 2-4
  - 4.2 Pavement Condition and Bridge Condition Performance Measure Targets (Resolution 18-20) pp. 5-7
  - 4.3 System Reliability, Freight, and Congestion Mitigation Air Quality (CMAQ) Performance Measure Targets (Resolution 18-21) pp. 8-10  
ACTION REQUESTED: Recommendation to Technical Planning Committee for Approval
- 5.0 2020-2024 TIP Programmatic Approach & Scoring – Mitch Barloga**  
NIRPC staff will present the final project type & criteria scoring which will be used to recommend allocations of funding to the Technical Planning Committee. Pp. 11-14  
ACTION REQUESTED: Discussion
- 6.0 NIRPC Staff Updates (Staff)**
  - 6.1 Creation of Regional Rail Task Force Update
  - 6.2 2018 Household Travel Survey Update
  - 6.3 Congestion Management Process (CMP) Update
- 7.0 Other Business (Chair)**
- 8.0 Next Meeting**  
The next Surface Transportation Committee meeting is scheduled for Tuesday, December 4, 2018 at 9 a.m. in the Lake Michigan Room at the NIRPC office.
- 9.0 Adjourn (Chair)**

Surface Transportation Committee Meeting  
NIRPC Lake Michigan Room  
October 2, 2018

Christine Cid called the meeting to order at 9:00 a.m. with the Pledge of Allegiance and self-introductions. Present were Christine Cid, Lake County Council; George Topoll, Union Township Trustee; Jeff Huet, Town of Schererville; Mark Gordish, City of Hammond; David Wright, Gary Public Transportation Corp.; Denny Cobb, First Group Engineering; Jake Dammarell, Butler, Fairman & Seufert; and Vince Epps, Metric Environmental.

NIRPC staff present were Mitch Barloga, Scott Weber, Dominique Edwards, Peter Kimball, and Mary Thorne.

There was no public comment.

On a motion by George Topoll, seconded by Mark Gordish, the September 4, 2018 minutes were approved as presented.

Presentation – Dominique Edwards presented on the 2050 Plan drivers and influences of Northwest Indiana's future. Summer pop-up events concluded September 1. Feedback was received from over 900 people ranging in age from 5 to 75. The fall series of pop up events begins this week and goes through October 20. Visit [www.nirpc.org](http://www.nirpc.org) for more information.

Presentation - Mitch Barloga presented on the draft 2050 Plan and TIP Programmatic Approach Program Scoring revisions based on committee input. Program scoring was reviewed by the Committee and points were changed live as needed based on consensus of the group. Ten sets of project criteria were examined. At the November meeting, project sizes and funding mechanisms will be examined. The NOFA will be out in late November. Submissions are due in January.

George Topoll took over as Chair as Christine Cid had to leave.

Scott Weber gave updates as follows:

- There was a discrepancy in the CMAQ performance measures. The amended plan will go to the Technical Planning Committee for recommendation to the Board for approval.
- The 2018 Household Travel Survey was sent out and digital travel time collection is being performed. The survey will be released in December.

The next Surface Transportation Committee meeting will be held at 9 a.m. on November 6, 2018.

Hearing no other business, George Topoll adjourned the meeting at 11:30 a.m.

## RESOLUTION 18-19

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING SAFETY PERFORMANCE MEASURE TARGETS FOR 2019

November 15, 2018

**WHEREAS:** Northwest Indiana's citizens require a safe, efficient, 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 (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 FAST Act of 2015 requires the implementation of performance-based planning, including the adoption of annual safety targets by state departments of transportation for the performance measures of number of fatalities, rate of fatalities per 100 million vehicle miles traveled, number of serious injuries, rate of serious injuries per 100 million vehicle miles traveled, and number of non-motorized fatalities and non-motorized serious injuries; and

**WHEREAS:** The FAST Act of 2015 requires metropolitan planning organizations (MPOs) to annually adopt the targets of the state department of transportation or develop their own; and

**WHEREAS:** The Technical Planning Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission adopt these safety targets for the year 2019;

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby adopts the safety targets chosen by the Indiana Department of Transportation (INDOT) and will support these targets by planning and programming projects so that they contribute to the attainment of the targets for the performance measures as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 15th day of November 2018.

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Geof R. Benson  
Chairperson

ATTEST:

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Karen Freeman-Wilson  
Secretary

**Safety Performance Measure Targets:**

<b>Performance Measure</b>	<b>2018 Target</b>	<b>2019 Target</b>
Number of fatalities	814.9	889.6
Rate of fatalities per 100 million vehicle miles traveled	1.036	1.087
Number of serious injuries	3,479.8	3,501.9
Rate of serious injuries per 100 million vehicle miles traveled	4.347	4.234
Number of non-motorized fatalities and non-motorized serious injuries	417.0	393.6

## **RESOLUTION 18-20**

### **A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING PAVEMENT CONDITION AND BRIDGE CONDITION PERFORMANCE MEASURE TARGETS FOR 2019 AND 2021**

**November 15, 2018**

**WHEREAS:** Northwest Indiana’s citizens require a safe, efficient, 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 (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 FAST Act of 2015 requires the implementation of performance-based planning, including the adoption of 2-year and 4-year pavement condition and bridge condition targets by state departments of transportation for the performance measures of percentage of Interstate pavements in Good condition, percentage of Interstate pavements in Poor condition, percentage of non-Interstate National Highway System pavements in Good condition, percentage of non-Interstate National Highway System pavements in Poor condition, percentage of National Highway System bridges in Good condition, and percentage of National Highway System bridges in Poor condition; 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 Technical Planning Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission adopt these pavement condition and bridge condition targets for the years 2019 and 2021;

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby adopts the pavement condition and bridge condition targets chosen by the Indiana Department of Transportation (INDOT) and will support these targets by planning and programming projects so that they contribute to the attainment of the targets for the performance measures as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 15th day of November 2018.

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Geof R. Benson  
Chairperson

ATTEST:

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Karen Freeman-Wilson  
Secretary

**Pavement Condition and Bridge Condition Performance Measure Targets:**

<b>Performance Measure</b>	<b>2019 Target</b>	<b>2021 Target</b>
Percentage of Interstate pavements in Good condition	84.24%	84.24%
Percentage of Interstate pavements in Poor condition	0.80%	0.80%
Percentage of non-Interstate National Highway System pavements in Good condition	78.71%	78.71%
Percentage of non-Interstate National Highway System pavements in Poor condition	3.10%	3.10%
Percentage of National Highway System bridges in Good condition	48.32%	48.32%
Percentage of National Highway System bridges in Poor condition	2.63%	2.63%



## RESOLUTION 18-21

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION AIR QUALITY PERFORMANCE MEASURE TARGETS FOR 2019 AND 2021

November 15, 2018

**WHEREAS:** Northwest Indiana's citizens require a safe, efficient, 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 (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 FAST Act of 2015 requires the implementation of performance-based planning, including the adoption of 2-year and 4-year system performance, freight, and Congestion Mitigation Air Quality targets by state departments of transportation for the performance measures of the percent of person-miles traveled on the Interstates that are reliable, the percent of person-miles traveled on the non-Interstate National Highway System that are reliable, Truck Travel Time Reliability Index on the Interstates, annual peak hours of excessive delay per capita on the National Highway System in the Chicago, IL--IN Urbanized Area, percent of non-single occupancy vehicle travel in the Chicago, IL--IN Urbanized Area, and emissions reductions of applicable criteria pollutants and precursors from Congestion Mitigation Air Quality Program-funded projects; and

**WHEREAS:** The FAST Act of 2015 requires, for the system performance, freight, and emissions reduction performance measures, 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 FAST Act of 2015 requires, for the peak hours of excessive delay per capita and the percent of non-single occupancy vehicle travel performance measures, all metropolitan planning organizations (MPOs) and state departments of transportation to adopt unified targets for the applicable Urbanized Area; and

**WHEREAS:** The Technical Planning Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission adopt these system performance, freight, and Congestion Mitigation Air Quality targets for the years 2019 and 2021;

**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby adopts the system performance, freight, and Congestion Mitigation Air Quality targets chosen by the Indiana Department of Transportation (INDOT) and will support these targets by planning and programming projects so that they contribute to the attainment of the targets for the performance measures as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 15th day of November 2018.

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Geof R. Benson  
Chairperson

ATTEST:

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Karen Freeman-Wilson  
Secretary

**System Performance, Freight, and Congestion Mitigation Air Quality Performance Measure Targets:**

<b>Performance Measure</b>	<b>2019 Target</b>	<b>2021 Target</b>
Percent of person-miles traveled on the Interstates that are reliable	90.5%	92.8%
Percent of person-miles traveled on the non-Interstate National Highway System that are reliable	Not Applicable	89.8%
Truck Travel Time Reliability Index on the Interstates	1.27	1.24
Annual peak hours of excessive delay per capita on the National Highway System in the Chicago, IL--IN Urbanized Area	Not Applicable	15.4*
Percent non-single occupancy vehicle travel in the Chicago, IL--IN Urbanized Area	31.4%*	31.9%*
PM10 reduced (kg/day) from Congestion Mitigation Air Quality Program projects	0.30	0.50
NOx reduced (kg/day) from Congestion Mitigation Air Quality Program projects	1,600.00	2,200.00
VOC reduced (kg/day) from Congestion Mitigation Air Quality Program projects	1,600.00	2,600.00
CO reduced (kg/day) from Congestion Mitigation Air Quality Program projects	200.00	400.00

\* Unified target between the Northwestern Indiana Regional Planning Commission, the Chicago Metropolitan Agency for Planning, the Indiana Department of Transportation, and the Illinois Department of Transportation already committed to before May 20, 2018





**TIP 2020-2024 Program Scoring Sheet**

COMMITTEE: STC  
PROGRAM: New Roadways

Criteria	Access & Connections	Economic Generation	Environmental Benefits	Local Plan & Policy Support	Regional Plan & Policy Support	Partnerships	Project Readiness	Safety	Social Equity	MAX SCORE								
1)	<b>Average trip time (all purposes) for households within 1 mile of project</b>	<b>10</b>	<b>10</b>	<b>Vehicle Hours Traveled (VHT) Reduction</b>	<b>5</b>	<b>Local Plan Adherence</b>	<b>10</b>	<b>Regional Plan Adherence</b>	<b>10</b>	<b>Planning or funding agreements with either:</b>	<b>10</b>	<b>Overmatch</b>	<b>5</b>	<b>Crash Rate in project area</b>	<b>5</b>	<b>Location of project in Environmental Justice area</b>	<b>5</b>	
	22 or more minutes	10	400 or more people employed within 1 mile of project area	10	1,000 daily VHT or more reduced compared to no-build scenario as a result of new roadway according to NIRPC Travel Demand Model (Under Review)	5	Citation in local comprehensive or master plan, thoroughfare plan, capital improvements program, traffic impact fee plan, or other local plan/study	10	Cited in current long-range plan, Creating Livable Communities, or other published plan for the region that includes at least all of Lake, Porter, and LaPorte Counties	5	INDOT / Other jurisdictions / Other Transportation Owners or Operators / Railroads / Businesses / Advocacy Groups / Foundations	10	> 30% local match	5	# crashes per 100 million vehicle miles traveled (VMT) within 1 mile of project area	5	50% or more of project is within EJ area (map)	5
	19-21.9 minutes	8	200-399 people employed within 1 mile of project area	5	500-999 daily VHT reduced (Under Review)	3			Cited in Regional Corridors Study	5			25 to 29% local match	3			< 49% in EJ area (map)	3
	16-18.9 minutes	5					Cited in at least 2 of the above	10			Two or more partnerships	10	21 to 24% local match	1	200 or more crashes per 100 million VMT	5		
							Cited in 1 of the above	5			One partnership	5			150 - 199 crashes per 100 million VMT	3		
2)	<b>Residential density within 1 mile of project</b>	<b>5</b>		<b>Green Infrastructure Standards*</b>	<b>5</b>			<b>Congestion Management Process (CMP) Adherence</b>	<b>5</b>			<b>Right-of-way owned completely by LPA</b>	<b>5</b>					
	5 or more residential dwelling units per acre	5		> 70%	5			Connects to or serves within 1 mile of a corridor with Level of Service (LOS) E or F (map)	5									
		3		30%-69%	3			Connects to or serves within 1 mile of a corridor with Level of Service (LOS) D (map)	3									
	2-4.99 dwelling units per acre 1-1.99 dwelling units per acre	1		<30%	1													
3)	<b>Transit access within 1/2 mile of project</b>	<b>5</b>																
	More than one stop 1 stop	5 3																
4)	<b>Network Connectivity</b>	<b>5</b>																
	Connects to Other Principal Arterials (OPAs) or Higher Functional Classification on both sides	5																
	Connects to an Other Principal Arterial (OPA) or Higher Functional Classification on one side Connects to a Minor Arterial (MA)	3 1																
<b>MAX Criteria Score</b>	<b>25</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>100</b>							

\* Stormwater management- Rain garden- Air quality- Biodiversity- Land conservation- Bioswales- Vegetation in the road rights-of-way- Permeable pavement in right-of-ways- bioretention curb extension - infiltration trench - wildlife crossing

**TIP 2020-2024 Program Scoring Sheet**

COMMITTEE: STC  
PROGRAM: Roadway Improvements

Criteria	Access & Connections	Economic Generation	Environmental Benefits	Local Plan & Policy Support	Regional Plan & Policy Support	Partnerships	Project Readiness	Safety	Social Equity	MAX SCORE								
1)	<b>Average trip time (all purposes) for households within 1 mile of project</b>	5	<b>Access to job commuters</b>	10	<b>Emission reduction</b>	5	<b>Local Plan Adherence</b>	10	<b>Regional Plan Adherence</b>	5	<b>Planning or funding agreements with either:</b>	10	<b>Overmatch</b>	5	<b>Location on high priority corridors</b>	5	<b>Location of project in Environmental Justice area</b>	5
	22 or more minutes	5	400 or more people employed within 1 mile of project area	10	Cost per ton < \$1,000,000 (Under Review)	5	Citation in local comprehensive or master plan, thoroughfare plan, capital improvements program, traffic impact fee plan, asset management plan, or other local plan/study		Cited in Creating Livable Communities, At-Grade Crossings Study or other published plan for the region that includes at least all of Lake, Porter, and LaPorte Counties	5	INDOT / Other jurisdictions / Other Transportation Owners or Operators / Railroads / Businesses / Advocacy Groups / Foundations		> 30% local match	5	Project located in one of top crash corridors in NIRPC 2040 Update Companion	5	50% or more of project is within EJ area (map)	5
	19-21.9 minutes	3	200-399 people employed within 1 mile of project area	5	Cost per ton between \$1M and \$2M (Under Review)	3							25 to 29% local match	3			< 49% in EJ area (map)	3
	16-18.9 minutes	1					Cited in at least 2 of the above	10	Cited in at least 2 of the above plans	5	Two or more partnerships	10	21 to 24% local match	1				
							Cited in at least 1 of the above	5	Cited in 1 of the above plans	3	One partnership	5						
2)	<b>Residential density within 1 mile of project</b>	5			<b>Green Infrastructure Standards*</b>	5			<b>Congestion Management Process (CMP) Adherence</b>	3			<b>Right-of-way owned completely by LPA</b>	5	<b>Crash Rate in project area</b>	5	<b>Progress toward ADA transition plans</b>	5
	5 or more residential dwelling units per acre	5			> 70%	5			Located on a corridor with Level of Service (LOS) E or F	2				# crashes per 100 million vehicle miles traveled (VMT) within 1 mile of project area				
		3			30%-69%	3			Located on a corridor with Level of Service (LOS) D	1				200 or more crashes per 100 million VMT	5			
	2-4.99 dwelling units per acre	1			<30%	1								150 - 199 crashes per 100 million VMT	3			
	1-1.99 dwelling units per acre																	
3)	<b>Transit access within 1/2 mile of project</b>	5							<b>Improvements to pavement quality</b>	2								
	More than one stop	5																
	1 stop	3																
4)	<b>Network Connectivity</b>	5																
	Connects to Other Principal Arterials (OPAs) or Higher Functional Classification on both sides	5																
	Connects to an Other Principal Arterial (OPA) or Higher Functional Classification on one side	3																
	Connects to a Minor Arterial (MA)	1																
<b>MAX Criteria Score</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>100</b>	

\* Stormwater management- Rain garden- Air quality- Biodiversity- Land conservation- Bioswales- Vegetation in the road rights-of-way- Permeable pavement in right-of-ways- bioretention curb extension - infiltration trench - wildlife crossing