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Surface Transportation Committee (STC) Meeting
Tuesday, August 23, 2022 at 9:00 a.m.
Dune Room
Annotated Agenda

- 1.0 Call to Order by Chairman and Pledge of Allegiance**
- 2.0 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 in advance with the Chair or NIRPC staff.
- 3.0 Minutes of May 24, 2022 (pp. 1-2)**
Action Requested: Approval
- 4.0 Resolution 22-17: Establishing Congestion Mitigation Air Quality Traffic Congestion Performance Measure Targets (pp. 3-5)**
Action Requested: Vote to Recommend to the Technical Planning Committee.
- 5.0 Staff Updates**
This is an opportunity for NIRPC staff to provide relevant updates.
 - 5.1 Safety Update for 2nd Quarter 2022 Crashes**
 - 5.2 Travel Time Reliability, Truck Travel Time Reliability, and Congestion Performance Measures Update for 2nd Quarter 2022**
 - 5.3 Railroad Crossing Elimination Grant Opportunity Update**
 - 5.4 Notice of Funding Availability (NOFA) for New Projects Update**
- 6.0 Other Business**
- 7.0 Adjournment**
The next STC meeting is scheduled for Tuesday, November 15, 2022 at 9:00 a.m. at the NIRPC building.

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Surface Transportation Committee
NIRPC – Virtual Meeting
May 24, 2022
Minutes

Tom Schmitt called the meeting to order at 9:02 a.m. with the Pledge of Allegiance and introductions.

In attendance were Tom Schmitt, Jeff Huet (Schererville), Gerald Swets (St. John), and Dean Button (Hammond).

NIRPC staff present were Kevin Polette, Peter Kimball, and Flor Baum.

On motion by Dean Button and second by Gerald Swets, the committee voted to approve the February 22, 2022 meeting minutes.

There were no public comments.

Safety Update for 1st Quarter 2022 Crashes

Peter Kimball presented on the Transportation Asset Management (AM) Draft Survey where feedback was requested. The purpose of the survey is to collect information and see what organization may need assistance in the future. The survey asks the organization/department if they have an asset management plan (AMP). If so, what classes of assets are included in the organizations AMP and what is it used for. The survey also asks the organization what kind of software programs are used for AM. If the organization answered no, what are the reasons. The committee reviewed the survey and made suggestions. Question number three should have clerical errors corrected to say, “Does your organization have an asset management plan (if no, skip to #7)?” The committee also suggested to add a line that references giving assistance to those organizations that answered no.

Staff updates were announced. Peter Kimball spoke on the 1st Quarter 2022 Crash Update & Travel Time Reliability, Truck Travel Time Reliability, and Congestion Update (January – March). The data collected for Lake, LaPorte, and Porter County totaled 6343 reported collisions, of which 863 were injuries, and 22 were fatalities.

Lake County reported 4355 total collisions, of which 3779 collisions resulted in property damage, 563 collisions resulted in injury, and 13 collisions resulted in fatality. Of the 13 fatality collision reports, 15 fatalities were reported. 730 total injuries were reported for Lake County.

LaPorte County reported 821 total collisions, of which 682 collisions resulted in property damage, 135 collisions resulted in injury, and 4 collisions resulted in fatality. 177 total injuries were reported for LaPorte County.

Porter County reported 1164 total collisions, of which 995 collisions resulted in property damage, 164 collisions resulted in injury, and 5 collisions resulted in fatality. 218 total injuries were reported.

Locations of where the crashes occurred show that 33.5% were within 50 feet of an intersection. 33% of accidents occurred on poor performing segments. 39.8% of crashes wither within an Environmental Justice (EJ) area.

For more information, please contact Peter Kimball at pkimball@nirpc.org.

Travel Time Reliability, Truck Travel Time Reliability, and Congestion Performance Measures Update

Peter presented on Travel Time Reliability (TTR), Truck Travel Time Reliability (TTTR), and Congestion Update for the first quarter of 2022. NIRPC is being provided with data through INDOT. The TTR on Interstate Systems (IS) is at 92.1%. At least 92.8% of the system should have a LOTTR less than 1.50. NIRPC is .7% below the 2022 target. The TTR on Non-Interstate (NIS) is at 98.9%. At least 89.8% of the system should have a LOTTR less than 1.5. NIRPC is 9.1% above the 2022 target. The TTTR on IS is at 1.39%. The system should have a TTTR less than 1.30%. NIRPC is .09% over the 2022 target.

Peter presented on the congestion in the Chicago area for 2014 – 2021 and looking ahead at the 2026 target. The peak hour excessive delay in 2021 dropped to 6.9. The drop was affiliated to COVID. The target will be moving from 15.4% to 15.9% for 2026.

Peter presented on the percent of work trips from non-single occupancy vehicle modes. 30.6% of trips to work were via non-SOV modes in 2015. There was an increase in 2018 at 31.2% and 2020 with 31.9%. The percent of trips to work via non-SOV modes is expected to rise to 32.7% by 2026.

For more information, please contact Scott at Sweber@nirpc.org.

Gary E-commerce Subarea Plan Update

Peter spoke on the Gary E-commerce subarea plan. Consultants continue to work on the plan that is between Colfax Ave and Grant St., and 25th Ave. to Ridge Rd. This project is to help the City of Gary proactively position itself to meet the transportation and planning needs of a 500K sq. ft. distribution facility.

State Fiscal Years 2023-2024 Unified Planning Work Program Updates

NIRPC has received a 2023 full-year allocation of PL in 5303 funds totaling \$1.8M. NIRPC is estimating several hundred dollars of PL in 5303 funding are being carried over from FY 21-22. NIRPC is required to provide non-federal matching funds. Based on the amount of federal funds program in the draft *UPWP*, NIRPC will need \$751,875 in non-federal funds for FY 23, and \$477,500 for FY-24. The biggest change being proposed with the draft *UPWP* is the expansion in providing PL 5303 federal planning dollars to our local partners who we ask to provide the non-federal matching funds. NIRPC will work with local partners to identify corridors to provide federal money in developing Complete Streets plans, area plans, and potentially City Comprehensive plans. More information will be provided in the coming months.

Travel Demand Model Update Progress Report

The consultant is on pace to finish the 2019 base-year model by June. Work has been done on the 2050 future year and interim models.

Metropolitan Transportation Plan (MTP) Updates

NIRPC is in the first phase of the project-planning, data collection, and public outreach with the consultant. NIRPC staff is reaching out to steering committees. The steering committees are slated to meet quarterly.

Hearing no further business, the meeting adjourned at 9:30 a.m. The next STC meeting is scheduled for Tuesday, August 23, 2022 at 9:00 a.m. in the NIRPC building.



RESOLUTION 22-17

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ESTABLISHING CONGESTION MITIGATION AIR QUALITY TRAFFIC CONGESTION PERFORMANCE MEASURE TARGETS

September 15, 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 in conjunction with the Chicago Metropolitan Agency for Planning, the Illinois Department of Transportation, and the Indiana Department of Transportation to adopt unified 2-year and 4-year Congestion Mitigation Air Quality Traffic Congestion performance measure targets for the entire U.S. Census Bureau-designated Chicago Urbanized Area; and

WHEREAS, staff of the Commission, the Chicago Metropolitan Agency for Planning, the Illinois Department of Transportation, and the Indiana Department of Transportation agreed on unified 2-year and 4-year Congestion Mitigation Air Quality Traffic Congestion performance measures through a collaborative process between March 2022 and August 2022; 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 Congestion Mitigation Air Quality Traffic Congestion 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 establishes 2-year and 4-year Congestion Mitigation Air Quality Traffic Congestion performance measure targets 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 fifteenth day of September, 2022.

Justin Kiel
Chairperson

ATTEST:

Changes to the *NWI 2050* Plan:

Page Number	Performance Measure	Original Text	Amended Text
178	Percent of non-single occupancy vehicle travel in the Chicago, IL-IN urbanized area	“31.4% by 2019 and 31.9% by 2021”	“31.4% by 2019, 31.9% by 2021, 32.4% by 2023, and 32.6% by 2025 (unified targets for the entire Chicago, IL-IN Urbanized Area)”
215	Peak hours of excessive delay per capita in the Chicago, IL-IN Urbanized Area	“No more than 15.4 by 2021 (unified target for the entire Chicago, IL-IN Urbanized Area)”	“No more than 15.4 by 2021, 15.6 by 2023, and 15.9 by 2025 (unified targets for the entire Chicago, IL-IN Urbanized Area)”

Changes to the FY 2022-2026 Transportation Improvement Program:

Page Number(s)	Performance Measure	Original Target/Desired Trend	Amended Target/Desired Trend
28	Percent of non-single occupancy vehicle travel in the Chicago, IL-IN urbanized area	“at least 31.4% in 2019 and 31.9% in 2021”	“at least 31.4% in 2019, 31.9% in 2021, 32.4% in 2023, and 32.6% in 2025”
32	Peak hours of excessive delay per capita in the Chicago, IL-IN Urbanized Area	“no more than 15.4 in 2021”	“no more than 15.4 in 2021, 15.6 in 2023, and 15.9 in 2025”