



RESOLUTION 21-06

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADJUSTING PAVEMENT CONDITION, BRIDGE CONDITION, AND FREIGHT PERFORMANCE MEASURE TARGETS FOR 2021

April 15, 2021

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 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 *NWI 2050 Plan* and *FY 2020-2024 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 FAST Act of 2015 requires the Commission to adopt 2-year and 4-year pavement condition, bridge condition, and freight performance measure targets; and

WHEREAS, the FAST Act of 2015 requires, within 180 days of the state department of transportation adopting or adjusting targets, metropolitan planning organizations (MPOs) to either adopt the targets of the state department of transportation or develop their own targets; and

WHEREAS, the Indiana Department of Transportation adjusted its pavement condition, bridge condition, and freight performance measure targets in October 2020, and the Commission finds that the Commission should support the Indiana Department of Transportation's targets; and

WHEREAS, the *NWI 2050 Plan* and *FY 2020-2024 Transportation Improvement Program* must be amended to reflect the adjusted pavement condition, bridge condition, and freight performance measure targets; and

WHEREAS, the changes to the *NWI 2050 Plan* and FY 2020-2024 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 2020-2024 Transportation Improvement Program.

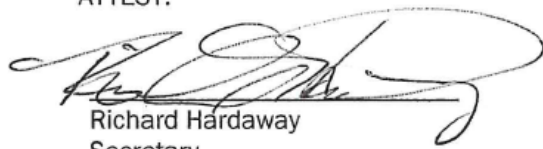
NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adjusts pavement condition, bridge condition, and freight performance measure targets for 2021 by making the following changes to the *NWI 2050 Plan* and FY 2020-2024 Transportation Improvement Program in 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 April, 2021.



George H. Topoll
Chairperson

ATTEST:


Richard Hardaway
Secretary

Changes to the *NWI 2050* Plan:

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 84.24% by 2021 (statewide targets)”	“At least 84.24% by 2019 and at least 50% by 2021 (statewide targets)”
191	Percent of non-Interstate National Highway System (NHS) pavements in good condition	“At least 78.71% by 2019 and at least 78.71% by 2021 (statewide targets)”	“At least 78.71% by 2019 and at least 40% by 2021 (statewide targets)”
192	Percent of National Highway System (NHS) bridge area in good condition	“At least 48.32% by 2019 and at least 48.32% by 2021 (statewide targets)”	“At least 48.32% by 2019 and at least 47.2% by 2021 (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 2.63% by 2021 (statewide targets)”	“No more than 2.63% by 2019 and no more than 3.1% by 2021 (statewide targets)”
215	Truck Travel Time Reliability Index (TTTRI)	“1.27 by 2019 and 1.24 by 2021 (statewide targets)”	“1.27 by 2019 and 1.30 by 2021 (statewide targets)”

Changes to the FY 2020-2024 Transportation Improvement Program:

Page Number(s)	Performance Measure	Original Target/Desired Trend	Amended Target/Desired Trend
30	Percent of Interstate pavements in good condition	“at least 84.24% in 2019 and 84.24% in 2021”	“at least 84.24% in 2019 and 50% in 2021”
30	Percent of non-Interstate NHS pavements in good condition	“at least 78.71% in 2019 and 78.71% in 2021”	“at least 78.71% in 2019 and 40% in 2021”
30-31	Percent of NHS bridge area in good condition	“at least 48.32% in 2019 and 48.32% in 2021”	“at least 48.32% in 2019 and 47.2% in 2021”
31	Percent of NHS bridge area in poor condition	“no more than 2.63% in 2019 and 2.63% in 2021”	“no more than 2.63% in 2019 and 3.1% in 2021”
32	Truck Travel Time Reliability Index (TTTRI)	“no more than 1.27 in 2019 and 1.24 in 2021”	“no more than 1.27 in 2019 and 1.30 in 2021”