



## RESOLUTION 22-17

### A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION SETTING 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 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 September, 2022.

ATTEST:



Justin Kiel  
Chairperson

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”