

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.



Geof R. Benson
Chairperson

ATTEST:



Karen Freeman-Wilson
Secretary

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

Performance Measure	2019 Target	2021 Target
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