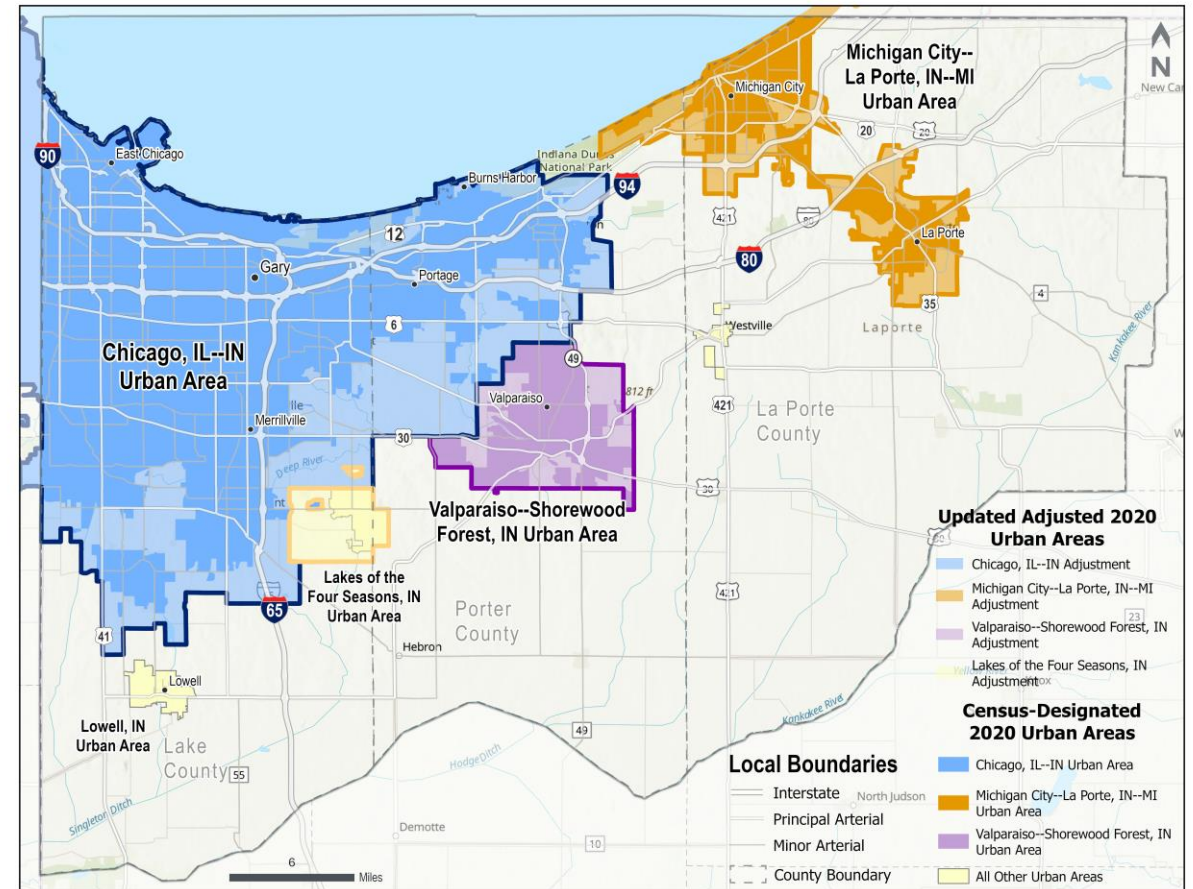


Draft CMAQ 2nd Performance Period Mid-Point Performance Plan

September 19, 2024

Background

- The Moving Ahead for Progress in the 21st Century Act (MAP-21) and its successor acts require tracking of performance measures for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.
- 23 CFR Part 490 Parts G and H require that MPOs with an MPA that includes urbanized areas with a population over 1 million, that are, in all or part, designated as nonattainment or maintenance areas for National Ambient Air Quality Standards (NAAQS) to prepare and submit a CMAQ Performance Plan.
- NIRPC, as the MPO for Lake, Porter, and La Porte Counties in Indiana, is part of the Chicago, IL--IN UZA, which is designated as a Transportation Management Area (TMA) and has a population greater than 1 million, is subject to this requirement.
- NIRPC prepares its plan in coordination with INDOT, CMAP, and IDOT.



Background

- The Performance Plan documents targets for the federally required traffic congestion and on-road mobile source performance measures:
 - Peak Hours of Excessive Delay Per Capita (PHED)
 - Percent Non-Single Occupancy Vehicle Travel (Non-SOV)
 - 24-hour PM10 Benefit (kg/day)
 - Ozone Precursors:
 - NOx Emissions Benefit (kg/day)
 - VOC Emissions Benefit (kg/day)
 - CO Benefit (kg/day)
- A plan with targets is adopted every four years. Targets may be adjusted every two years.
- A plan update/performance report is filed every two years. There is no penalty for not meeting targets.
- NIRPC adopted its first 2-year and 4-year targets for the 1st Performance Period in 2018. New 2-year and 4-year targets for the 2nd Performance Period were adopted in 2022.

2nd Performance Period Mid-Point Performance

Targets for Traffic Congestion Measures (UZA):

Peak Hours of Excessive Delay Per Capita (PHED):
Baseline: 14.8
2-Year Target: 15.6
2-Year Performance: 11.6
4-Year Target: 15.9
Percent Non-Single Occupancy Vehicle Travel (Non-SOV):
Baseline: 30.6%
2-Year Target: 32.4%
2-Year Performance: 36.3%
4-Year Target: 32.7%

Targets set in coordination with CMAP, IDOT, and INDOT

2nd Performance Period Mid-Point Performance

Targets for On-Road Mobile Source Emissions Measures (MPA):

24-hour PM10 Benefit (kg/day):

2-Year Target: 0.02 (Adopt Indiana State Target)

4-Year Target: 0.03 (Adopt Indiana State Target)

Ozone Precursors:

NOx Emissions Benefit (kg/day):

2-Year Target: 690.00 (Adopt Indiana State Target)

4-Year Target: 725.00 (Adopt Indiana State Target)

VOC Emissions Benefit (kg/day):

2-Year Target: 590.00 (Adopt Indiana State Target)

4-Year Target: 600.00 (Adopt Indiana State Target)

CO Benefit (kg/day):

2-Year Target: 330.00 (Adopt Indiana State Target)

4-Year Target: 520.00 (Adopt Indiana State Target)

NOTES:

NIRPC adopted the Indiana statewide targets, so the emissions reductions in the Northwestern Indiana Region are not meant to meet statewide targets.

Emissions reductions are only counted at the time of initial obligation.

It is expected that currently programmed projects will have positive air quality impacts.

2-Year Performance: 0.0

<i>Contact Name</i>	Tom Vander Woude
<i>Email</i>	tvanderwoude@nirpc.org
<i>Website</i>	www.nirpc.org
<i>Facebook</i>	facebook.com/nirpcmpo
<i>Instagram</i>	instagram.com/regionmpo
<i>LinkedIn</i>	linkedin.com/company/nirpc
<i>Twitter</i>	twitter.com/NIRPC
<i>YouTube</i>	youtube.com/NIRPCplanning
<i>Phone</i>	(219) 763-6060
<i>Address</i>	6100 Southport Rd Portage, IN 46368