



RESOLUTION 24-13

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTING SAFETY PERFORMANCE MEASURE TARGETS FOR 2025, AMENDING THE TARGETS INTO *NWI 2050+* AND THE FY 2024-2028 TIP, AND REORGANIZING THE PERFORMANCE MEASURE TARGET SECTION OF *NWI 2050+*

December 5, 2024

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, *NWI 2050+* and the FY 2024-2028 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 to set annual performance measure targets for safety within 180 days of the Indiana Department of Transportation setting performance measure targets for the same measures; and

WHEREAS, staff of the Indiana Department of Transportation set safety performance measure targets for 2025 through a collaborative process with the Commission in August 2024; and

WHEREAS, *NWI 2050+* and the FY 2024-2028 Transportation Improvement Program must be amended to reflect the establishment of annual safety performance measure targets; and

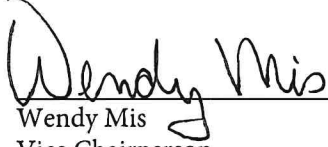
WHEREAS, the changes to *NWI 2050+* and the FY 2024-2028 Transportation Improvement Program brought about by this amendment fit the criteria of a technical amendment according to the *Engage NWI* plan; and

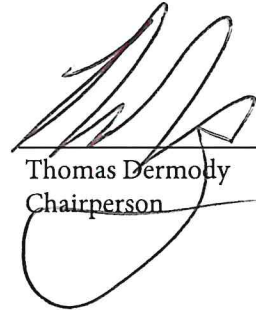
WHEREAS, the Technical Policy Committee (TPC) has recommended that the Northwestern Indiana Regional Planning Commission make these changes to *NWI 2050+* and the FY 2024-2028 Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts updated safety performance measure targets for 2025 by making the following changes to *NWI 2050+* and the FY 2024-2028 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 fifth day of December 2024.

ATTEST:


Wendy Mis
Vice Chairperson


Thomas Dermody
Chairperson

Changes to NWI 2050+:

Amend the following table as shown below, delete from page 14, and move to a new section *Technical Appendix 1: Adopted Performance Measure Targets* on page 535.

Performance Measure	Target
Number of fatalities	No more than 926 in 2024 <u>812 in 2025</u> statewide.
Rate of fatalities per 100 million vehicle miles traveled	No more than 1.10 in 2024 <u>1.009 in 2025</u> statewide.
Number of serious injuries	No more than 3,281 in 2024 <u>3,032 in 2025</u> statewide.
Rate of serious injuries per 100 million vehicle miles traveled	No more than 4.05 in 2024 <u>3.402 in 2025</u> statewide.
Non-motorized serious injuries and fatalities	No more than 402 in 2024 <u>363 in 2025</u> statewide.
Volatile Organic Compounds (VOC) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	No more than 590.00 by 2023 and 600.00 by 2025 statewide.
Oxides of Nitrogen (NOx) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	No more than 690.00 by 2023 and 725.00 by 2025 statewide.
Carbon Monoxide (CO) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	No more than 330.00 by 2023 and 520.00 by 2025 statewide.
Particulate Matter less than 10 microns in diameter (PM10) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)	No more than 0.02 by 2023 and 0.03 by 2025 statewide.
Percent of Interstate pavements in good condition	At least 60.00% by 2023 and at least 62.00% by 2025 statewide.
Percent of Interstate pavements in poor condition	No more than 1.00% by 2023 and no more than 1.00% by 2025 statewide.
Percent of non-Interstate National Highway System (NHS) pavements in good condition	At least 50.00% by 2023 and at least 48.00% by 2025 statewide.
Percent of non-Interstate National Highway System (NHS) pavements in poor condition	No more than 1.50% by 2023 and no more than 1.50% by 2025 statewide.
Percent of National Highway System (NHS) bridge area in good condition	At least 49.00% by 2023 and at least 47.50% by 2025 statewide.
Percent of National Highway System (NHS) bridge area in poor condition	No more than 3.00% by 2023 and no more than 3.00% by 2025 statewide.
Percent of person miles traveled on the Interstate that are reliable	At least 93.0% by 2023 and at least 93.5% by 2025 statewide.

Performance Measure	Target
Percent of person miles traveled on the non-Interstate National Highway System (NHS) that are reliable	At least 93.0% by 2023 and at least 93.5% by 2025 statewide.
Truck Travel Time Reliability Index (TTTRI)	No higher than 1.32 by 2023 and no higher than 1.30 by 2025 statewide.
Number of revenue vehicles in operation that have met or exceeded the end of their useful life	No more than 50% every year.
Number of revenue vehicles exceeding their useful life not pending replacement in a grant	No more than 20% every year.
Number of non-revenue vehicles in operation that have met or exceeded the end of their useful life	No more than 10% every year.
Annual cost of total vehicle replacements	No more than 10% of total 5307 NWI apportionment every year.
Number of vehicles submitted for replacement that have a designated "inoperable" system	No more than 0 every year.
Number of vehicles that have been funded that have not yet met the end of their useful life	No more than 0 every year.
Number of vehicles that have been funded while not on the Indiana QPA or other state cooperative agreement	No more than 0 every year.

Changes to the 2024-2028 Transportation Improvement Program:

Page Number(s)	Performance Measure	Original Text	Amended Text
26	Number of fatalities	"no more than 926 in 2024"	"no more than 812 in 2025"
26	Rate of fatalities per 100 million vehicle miles traveled	"no more than 1.10 in 2024"	"no more than 1.009 in 2025"
26	Number of serious injuries	"no more than 3,281 in 2024"	"no more than 3032 in 2025"
26	Rate of serious injuries per 100 million vehicle miles traveled	"no more than 4.05 in 2024"	"no more than 3.402 in 2025"
26	Number of non-motorized serious injuries and fatalities	"no more than 402 in 2024"	"no more than 363 in 2025"