RESOLUTION 18-16

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION APPROVING THE CONGESTION MITIGATION AIR QUALITY (CMAQ) PERFORMANCE PLAN

September 20, 2018

WHEREAS: Federal legislation enacted in the FAST Act signed into law December 4, 2015 imposed performance-based planning requirements; and

WHEREAS: The United States Department of Transportation issued a rulemaking effective February 17, 2017 (23 CFR 490.107) that requires the Commission to include a CMAQ Performance Plan to comply with the performance-based planning requirements; and

WHEREAS: The Technical Planning Committee approved the CMAQ Performance Plan at its September 11, 2018 meeting.

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission approves the Congestion Mitigation Air Quality (CMAQ) Performance Plan.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 20th day of September 2018.

Geor R. Benson
Chairperson

ATTEST:

Karen Freeman-Wilson
Secretary
Congestion Mitigation Air Quality (CMAQ) Performance Plan

Metropolitan Planning Organization (MPO) Name:
Northwestern Indiana Regional Planning Commission (NIRPC)

Urbanized Area (UZA) and States:
Chicago, IL--IN

Background:
This CMAQ Performance Plan is attached to the Indiana Department of Transportation (INDOT) Baseline performance report for the 2018 to 2021 performance period (calendar years for the traffic congestion measures, federal fiscal years for the on-road mobile source emissions measures). NIRPC, the MPO with a Metropolitan Planning Area (MPA) of Lake, Porter, and LaPorte Counties in Indiana, is part of the Chicago, IL--IN UZA, which is designated as a Transportation Management Area (TMA) with a population greater than 200,000. For the purposes of 23 CFR 490.703, NIRPC is an MPO serving a UZA with a population over 1 million, subjecting NIRPC to the requirements of developing this CMAQ Performance Plan. This CMAQ Performance Plan satisfies these requirements by describing the baseline condition/performance for the traffic congestion and on-road mobile source measures, reporting the 2-year and 4-year targets for these measures, and describing the CMAQ-funded projects in the performance period and how the projects contribute to achieving the targets.

Baseline Condition/Performance:

Baseline Condition/Performance for Traffic Congestion Measures (Calendar Year 2017, UZA):

*Peak Hours of Excessive Delay Per Capita (PHED)*: 14.8

*Percent Non-Single Occupancy Vehicle Travel (Non-SOV)*: 30.6%

SOURCE: National Performance Measure Research Data Set, US Census Bureau

Baseline Condition/Performance for On-Road Mobile Source Emissions Measures (Federal Fiscal Years 2014-2017, MPA):

24-hour PM10 Benefit (kg/day): 0.02

Ozone Precursors:
- NOx Emissions Benefit (kg/day): 482.63
- VOC Emissions Benefit (kg/day): 102.78

CO Benefit (kg/day): 1,107.98


2-year and 4-year Targets:

Targets for Traffic Congestion Measures (UZA):

*Peak Hours of Excessive Delay Per Capita (PHED)*:
- 2-Year Target: Not Applicable for 2018 to 2021 performance period
- 4-Year Target: 15.5
Percent Non-Single Occupancy Vehicle Travel (Non-SOV):
   2-Year Target: 31.6%
   4-Year Target: 32.1%

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

24-hour PM10 Benefit (kg/day):
   2-Year Target: 0.30 (Adopt Indiana State Target)
   4-Year Target: 0.50 (Adopt Indiana State Target)

Ozone Precursors:
   NOx Emissions Benefit (kg/day):
      2-Year Target: 1,600.00 (Adopt Indiana State Target)
      4-Year Target: 2,200.00 (Adopt Indiana State Target)
   VOC Emissions Benefit (kg/day):
      2-Year Target: 1,600.00 (Adopt Indiana State Target)
      4-Year Target: 2,600.00 (Adopt Indiana State Target)

CO Benefit (kg/day):
   2-Year Target: 200.00 (Adopt Indiana State Target)
   4-Year Target: 400.00 (Adopt Indiana State Target)

Description of Projects:

Table 1: Description of NIRPC TIP Projects, 2018-2021

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Year Anticipated for CMAQ Obligation</th>
<th>NOx Benefit (kg/day)</th>
<th>VOC Benefit (kg/day)</th>
<th>CO Benefit (kg/day)</th>
<th>PM10 Benefit (kg/day)</th>
<th>PHED Benefit</th>
<th>Non-SOV Benefit</th>
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</thead>
<tbody>
<tr>
<td>Bike/Pedestrian Facilities at Marquette Trail (1601146)</td>
<td>2018</td>
<td>0.27</td>
<td>0.07</td>
<td>0.00</td>
<td>0.00</td>
<td>X</td>
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<tr>
<td>Broadway Rapid Transit (Years 1 - 3) (1600632)</td>
<td>2018</td>
<td>55,923.56</td>
<td>10,267.76</td>
<td>8.68</td>
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<td>Bicycle &amp; Pedestrian Facilities at Iron Horse Trail (0300602)</td>
<td>2018</td>
<td>2.48</td>
<td>1.17</td>
<td>9.84</td>
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<tr>
<td>V-Line Porter Hospital CMAQ Demonstration Project (Years 1-3) (1601184)</td>
<td>Valparaiso</td>
<td>V-Line Porter Hospital CMAQ Demonstration Project (Years 1-3)</td>
<td>2018</td>
<td>13.35</td>
<td>3.67</td>
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<td>Bicycle &amp; Pedestrian Equipment (1592273)</td>
<td>Lowell</td>
<td>Up to 20 Bicycle Racks</td>
<td>2018</td>
<td>0.00</td>
<td>0.01</td>
<td>0.26</td>
<td>0.00</td>
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<td>CMAQ Planning, Purchase Alt Fuel, Regional Planning (1600543)</td>
<td>NIRPC</td>
<td>Origin-Destination Study, Public Education SFY 2018, TIP Software License Fee, for Dunes Learning Center</td>
<td>2018</td>
<td>59.06</td>
<td>33.67</td>
<td>475.1</td>
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<tr>
<td>GPTC Lake Ridge Pilot Service (Year #4) (1700715)</td>
<td>Gary Public Transportation Corporation</td>
<td>Gary PTC Lake Ridge Pilot Service (Year #4) Extension of FFY 2012 Funded Project</td>
<td>2018</td>
<td>0.43</td>
<td>0.01</td>
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<td>Bicycle &amp; Pedestrian Facilities at Chessie Trail I (1401028)</td>
<td>LaPorte County</td>
<td>From Truesdell Ave NW to East Shore Pkwy at Pine Lake Ave</td>
<td>2018</td>
<td>0.03</td>
<td>0.01</td>
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<tr>
<td>Chicago Dash CMAQ Demonstration (Years 1 - 3) (1601185)</td>
<td>Valparaiso</td>
<td>Chicago Dash CMAQ Demonstration (Years 1 - 3)</td>
<td>2019</td>
<td>24.56</td>
<td>6.76</td>
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<td>Access Control at Central Ave (0900080)</td>
<td>Portage</td>
<td>Willowcreek Rd Intersection Improvements at Central Ave.</td>
<td>2019</td>
<td>0.61</td>
<td>2.27</td>
<td>16.80</td>
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<td>CMAQ Planning (N/A)</td>
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<td>Public Education SFY 2019</td>
<td>2019</td>
<td>0.00</td>
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<td>North Township Year 5 (1592018)</td>
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<td>North Township Year 5</td>
<td>2019</td>
<td>5.66</td>
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<td>Bicycle &amp; Pedestrian Facilities at Penney Greenway (1173707)</td>
<td>Munster</td>
<td>Construct Pennsy Greenway Trail from Fisher St at Timrick Dr to Calumet Ave north of 45th St</td>
<td>2020</td>
<td>0.31</td>
<td>0.01</td>
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<td>Public Education SFY 2020</td>
<td>2020</td>
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<td>Alternative Fuel Infrastructure (1601846)</td>
<td>Lake Station</td>
<td>Public Access E-85 &amp; CNG Station. 3P Agreement.</td>
<td>2021</td>
<td>9.28</td>
<td>0.20</td>
<td>1.79</td>
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<td>Bike/Pedestrian Facilities at Marquette Trail (1601147)</td>
<td>Burns Harbor</td>
<td>Marquette Greenway Trail, SR149 to Babcock Rd</td>
<td>2021</td>
<td>0.22</td>
<td>0.06</td>
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<td>Bike/Pedestrian Facilities at Marquette Trail (1601145)</td>
<td>Hammond</td>
<td>from State St at Rabin Plaza to Toll Road overpass at Kosciusko St</td>
<td>2021</td>
<td>0.43</td>
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<td>Total</td>
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<td>56,040</td>
<td>10,327</td>
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