



January 4, 2023

Mr. Jay Mitchell, INDOT Planning and Programming
Mr. Roy Nunnally, Director, INDOT Division of Asset Planning and Programming
Indiana Department of Transportation
100 Senate Street
Indianapolis, IN 46204

RE: INDOT's PM-3 System Performance, Freight, and CMAQ Targets

Dear Mr. Mitchell,

Travel Time Reliability

The Indianapolis MPO supports the Indiana Department of Transportation's 2024 and 2026 statewide NHS travel time reliability targets for the performance measures listed below.

- 1) Level of Travel Time Reliability on Interstate
- 2) Level of Travel Time Reliability on non-Interstate NHS

The Indianapolis MPO agrees to support the 2024 and 2026 statewide level of travel time reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2024 and 2026 statewide travel time reliability targets based on percent of person miles that are certified as reliable:

- 2024 Percent of person miles reliable on Interstate – 93.0%
- 2024 Percent of person miles reliable on non-Interstate – 93.0%
- 2026 Percent of person miles reliable on Interstate – 93.5%
- 2026 Percent of person miles reliable on non-Interstate – 93.5%

Truck Travel Time Reliability

The Indianapolis MPO supports the Indiana Department of Transportation's 2024 and 2026 statewide Truck Travel Time Reliability Index targets for the performance measures listed below.

- 1) Truck Travel Time Reliability on Interstate

The Indianapolis MPO supports the 2024 and 2026 statewide truck travel time reliability targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2024 and 2026 statewide truck travel time reliability targets based on the truck travel time reliability index are:

- 2024 Truck travel time reliability index – 1.32
- 2026 Truck travel time reliability index – 1.30

Peak Hour Excessive Delay (PHED)

The Indianapolis MPO supports the Indiana Department of Transportation's 2024 and 2026



PHED targets for the performance measures listed below.

- 1) Annual Hours of PHED Chicago/NW Indiana UZA
- 2) Annual Hours of PHED Louisville/Southern Indiana UZA
- 3) Annual Hours of PHED South Bend/SW Michigan UZA

The Indianapolis MPO supports the 2024 and 2026 PHED established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2024 and 2026 PHED Targets are:

2024 Annual Hours of PHED Chicago/NW Indiana UZA – 15.6
2024 Annual Hours of PHED Louisville/Southern Indiana UZA – 10.0
2024 Annual Hours of PHED South Bend/SW Michigan UZA – 2.0
2026 Annual Hours of PHED Chicago/NW Indiana UZA – 15.9
2026 Annual Hours of PHED Louisville/Southern Indiana UZA – 10.0
2026 Annual Hours PHED South Bend/SW Michigan UZA – 2.0

Non-Single Occupancy Vehicle (Non-SOV)

The Indianapolis MPO supports the Indiana Department of Transportation’s 2024 and 2026 Non-SOV targets for the performance measures listed below.

- 1) Percent of Non-SOV Travel: Chicago/NW Indiana UZA

The Indianapolis MPO supports the 2024 and 2026 Non-SOV Targets established by the Indiana Department of Transportation that will be reported to the Federal Highway Administration. The 2024 and 2026 Non-SOV Targets are:

2024 Percent of Non-SOV Travel: Chicago/NW Indiana UZA – 32.4
2026 Percent of Non-SOV Travel: Chicago/NW Indiana UZA – 32.6

The Indianapolis MPO supports the Indiana Department of Transportation’s 2024 and 2026 statewide on-road mobile source emissions targets for the performance measures listed below.

- 1) Total Emissions Reductions: PM2.5
- 2) Total Emissions Reductions: NOx
- 3) Total Emissions Reductions: VOC
- 4) Total Emissions Reductions: PM10
- 5) Total Emissions Reductions: CO

The Indianapolis MPO supports the 2024 and 2026 statewide on-road mobile source reduction targets established by the Indiana Department of Transportation that will be



reported to the Federal Highway Administration. The 2024 and 2026 statewide on-road mobile source reduction targets based on kilograms per day are:

2024 Total Emissions Reductions: PM2.5 - 3.0

2024 Total Emissions Reductions: NO_x - 690.0

2024 Total Emissions Reductions: VOC - 590.0

2024 Total Emissions Reductions: PM10 - 0.02

2024 Total Emissions Reductions: CO - 330.0

2026 Total Emissions Reductions: PM2.5 - 4.0

2026 Total Emissions Reductions: NO_x - 725.0

2026 Total Emissions Reductions: VOC - 600.0

2026 Total Emissions Reductions: PM10 - 0.03

2026 Total Emissions Reductions: CO - 520.0

The Indianapolis MPO Transportation Policy Committee approved these actions at their regularly scheduled meeting on December 7, 2022. The approved resolution of the December 7, 2022 meeting is attached.

Sincerely,

A handwritten signature in black ink, appearing to read "Anna M. [unclear]". The signature is fluid and cursive, with a large, sweeping flourish at the end.

**A RESOLUTION OF THE
TRANSPORTATION POLICY COMMITTEE OF THE INDIANAPOLIS
METROPOLITAN PLANNING ORGANIZATION APPROVING THE ADOPTION OF
THE 2 AND 4 YEAR FEDERAL PERFORMANCE MEASURE TARGETS FOR 2024
AND 2026 FOR SYSTEM PERFORMANCE, FREIGHT, AND CMAQ PERFORMANCE
MEASURES FOR THE INDIANAPOLIS METROPOLITAN PLANNING
ORGANIZATION**

Resolution Number - 22-IMPO-023

WHEREAS, the Indianapolis Metropolitan Planning Organization (the "IMPO") is charged with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area ("Planning Area"); and

WHEREAS, the IMPO Transportation Policy Committee ("Policy Committee"), a committee of the IMPO, is the approval body for all transportation-related activities of the IMPO for the Planning Area under applicable U.S. Department of Transportation regulations; and

WHEREAS, it is the desire of the Transportation Policy Committee to authorize and approve certain actions as further set forth in this resolution; and

WHEREAS, the Performance Measures, Rules (23 CFR Part 490) include national goal areas of Safety, Infrastructure condition, Congestion reduction, System reliability, Freight movement and economic vitality, Environmental sustainability, and Reduced project delivery delays; and

WHEREAS, the System Condition, Freight, and CMAQ Performance Measures and Targets (23 CFR 490) are the third performance measure and targets required be adopted by states and MPOs; and

WHEREAS, the Indiana Department of Transportation (INDOT) established the System Condition, Freight, and CMAQ performance measures and targets shown in attachment A

NOW, THEREFORE, BE IT RESOLVED, by the Transportation Policy Committee of the IMPO as follows:

SECTION 1: The Indianapolis Metropolitan Planning Organization Transportation Policy Committee hereby supports the State's 2024 and 2026 System Performance, Freight, and CMAQ Targets as shown in Attachment A.

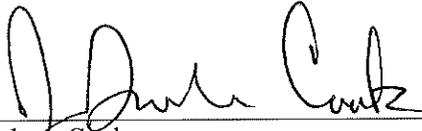
SECTION 2: That any prior action taken by the Executive Director or any staff necessary in connection with the items approved herein is hereby ratified and adopted as actions on behalf of the IMPO.

SECTION 3: That any officer, including but not limited to the Executive Director of the IMPO, and each of them, is authorized and empowered to execute all agreements, instruments and other documents, in such form and as each of such officer(s) considers necessary or desirable to effectuate the foregoing resolutions and to carry out the purposes thereof; the taking of any such action and execution of any such agreement, instrument or document to be conclusive evidence of the due authorization thereof by the Transportation Policy Committee of the IMPO.

SECTION 4: This Resolution shall be effective immediately upon its passage.

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PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 7th day of December, 2022.



J. Andrew Cook
Chair, Indianapolis MPO Transportation Policy Committee



Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

Attachment A

The targets in the following table were reported to the Federal Highway Administration as the state of Indiana's System Performance, Freight, and CMAQ 2 and 4 year targets for 2024 and 2026. The Indianapolis MPO will support these state-established System Condition, Freight, and CMAQ Targets as required by 23 CFR 490.

Performance Measure	2024 2 Year Target	2026 4 Year Target
Interstate Percentage of Person-Miles Reliable (LOTTR)	93.0%	93.5%
Non-Interstate Percentage of Person-Miles Reliable (LOTTR)	93.0%	93.5%
Truck Travel Time Reliability Index (TTTR)	1.32	1.30
Annual Hours of Peak Hour Excessive Delay (PHED) Chicago/NW Indiana UZA	15.6	15.9
Annual Hours of Peak Hour Excessive Delay (PHED) Louisville/Southern Indiana UZA	10.0	10.0
Annual Hours of Peak Hour Excessive Delay (PHED) South Bend/SW Michigan UZA	2.00	2.00
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Chicago/NW Indiana UZA	32.4	32.6
Total Emission Reductions: PM2.5	3.0	4.0
Total Emission Reductions: NOx	690.0	725.0
Total Emission Reductions: VOC	590.0	600.0
Total Emission Reductions: PM10	0.02	0.03
Total Emission Reductions: CO	330.0	520.0