

GARY PUBLIC TRANSPORTATION CORP

STATE OF THE CITY ADDRESS • MAYOR EDDIE D. MELTON

IN MOTION.

Moving Northwest Indiana Forward

2024 – 2025

Annual Impact Report

Prepared by Nexus Strategy & Implementation



ANNUAL IMPACT REPORT

2024 – 2025

In Motion

Momentum, Mobility & Presence



CYCLE219



FIXED ROUTE



ACCESS219



INTERCITY

476K

Annual
Ridership

+2.31%

Year Over Year
Growth

3

New Routes
Launched

4

EV Buses

11

Communities
Served

175mi²

Serviced

MOVING NORTHWEST INDIANA FORWARD

WWW.GARYTRANSIT.COM

A Year In Motion.

476K

ANNUAL RIDES

+24% Since 2022
(Post-Covid Nadir)

8,500

WEEKLY RIDERS

Across NWI
communities
Source:
NTD/transit.dot.gov

98%

**ON-TIME
PERFORMANCE**

Exceptional
reliability

4

ELECTRIC BUSES

Top 2% nationally

11

**COMMUNITIES
SERVED**

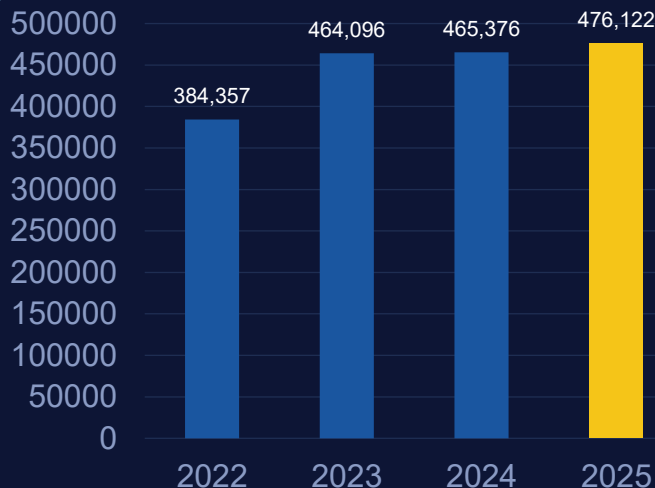
175 sq. miles of NWI

3

**NEW ROUTES
LAUNCHED**

- L1 West Central via Grant
- L3 Crosstown Connector
- R6 Lakeshore North to Whiting

RIDERSHIP GROWTH TREND



New Routes: L1 West Central via Grant • L3
Crosstown Connector • R6 Lakeshore North to
Whiting

Gary Is at the Center.

\$758,000

ARPA + CITY INVESTMENT

Mayor Melton — Greater Gary Vision
ARPA funds — Artwork, Capital &
Rolling Stock Improvements

\$50,830

FREE RIDES — GARY GRADUATES

IUN partnership investment

Always Free

VETERANS RIDE FREE

Connecting Gary vets to community &
care

EQUITY IMPACT

8,500 Riders Per Week

50% of GPTC riders have no personal
vehicle. 59% ride for work.

GPTC is the lifeline connecting Gary
residents to jobs, healthcare, and school.

INVESTMENT MODEL

Return On Investment

\$50K Knight Foundation Grant – Legacy Foundation

Legacy Foundation / Knight
Foundation Investment: City
of Gary downtown transit
improvements



CITY PARTNER

Official Partner & Investor

City of Gary dollars backing Gary's transit
future — alongside federal, state, and
private partners. Transit as economic
development



Electric Fleet = Public Health Decision.

#5

NATIONALLY —
RESPIRATORY
DISEASE

Top 2%

EV FLEET — ALL US
TRANSIT AGENCIES
(3% AS OF 2022)

6,100

TONS CO₂ REDUCED
PER YEAR

FLEET ELECTRIFICATION PROGRESS

Electric Buses Active (2025)

4 active — Among 3% of US transit
buses that are electric (2022)

Hybrid/EV Buses Committed by 2028

5 additional buses

Vehicle Miles Removed from NWI Roads

5.2M miles since 2023

"Being in the top 2% nationally because of the electric buses says that you care. We are not just a transit agency. We are a public health partner."

— Denise Dillard, Interim General Manager, GPTC

CLEAN AIR. BETTER HEALTH.



Diesel pollution can worsen asthma, trigger respiratory illness, and increase the risk of heart disease.

Transitioning to electric and low-emission buses reduces harmful emissions that disproportionately affect children, older adults, and underserved communities.

Serving an Aging Region.

Northwest Indiana's population is aging, and GPTC is planning for it. Working with the Age Friendly Advisory Council to help older adults stay independent, connected, and in the communities they love.

9,694

Access219 Door-to-Door Rides (2025)

12,665 in 2024 — a normal post-pandemic leveling, not a decline in need

23%

of Riders Are Seniors

Depend on transit for independence and access

\$0.80

Senior / Disabled / Medicare Fare

Local base fare — every fare tier stays affordable by design

"If we don't serve them — who will?" — Denise Dillard, Former Interim GM

Easy Access to ADA Forms

Current, safe-to-use ADA and paratransit application forms online

Mobile Ticketing for Everyone

All paratransit fare options available in the mobile app

Improving Access, Every Day

Continued investment in accessible vehicles and on-time service

Supporting Our Community

Partnering with the Age Friendly Advisory Council to shape an inclusive future



DOOR-TO-DOOR SERVICE

We pick you up. We take you there.

WHEELCHAIR ACCESSIBLE

Safe, comfortable rides designed for your needs.

MOBILE FARES

Easy, cash-free payments with the Token Transit app.

*Independence should have no age limit.
When we connect people, we
strengthen our whole community.*

Riders at a Glance.

GPTC riders reflect the real Northwest Indiana — commuters, caregivers, students, and neighbors striving for a better life. For these riders, the bus is not a convenience. It is the plan.

60%

Low-Income Households

Rely on GPTC for essential trips

23%

Seniors

Depend on transit for independence and access

50%

No Personal Vehicle

Transit is their primary way to get where they need to go

WHY WE RIDE

59% Work — getting to jobs, supporting local business

30% Healthcare — accessing medical appointments

20% School or Training — building brighter futures

WHY PARTNERSHIPS MATTER

- **Expand Access**
Partners help us reach more riders and neighborhoods with greater need.
- **Improve Opportunity**
Together we connect people to jobs, education, healthcare, and essential services.
- **Strengthen Communities**
Strong partnerships build trust, support local growth, and improve quality of life.
- **Drive Regional Mobility**
We collaborate across jurisdictions to create a seamless transit network.

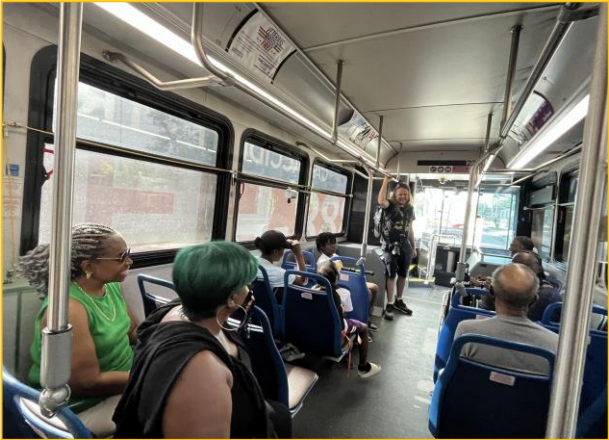
Fares Everyone Can Afford.

Transit only works if people can afford it. Local-to-local transfers are always free — ride with confidence, stay connected at no extra cost.

FARE TYPE	RIDER CATEGORY	FARE
LOCAL	Standard Adult	\$1.60
	Senior / Disabled / Medicare	\$0.80
	Student	\$1.25
REGIONAL	Standard Adult	\$2.25
	Senior / Disabled / Medicare	\$1.00
	Student	\$1.75
PARATRANSIT	Access219 (Local)	\$2.50
	Access219 (Regional)	\$4.00

SERVICE THAT KEPT GROWING

- L1
- West Central via Grant — new route connecting neighborhoods to universities in West Central Gary
- L3
- Crosstown Connector — new route linking key destinations across the heart of our service area
- R6
- Lakeshore North — new route expanding access along the lakeshore and nearby communities



VETERANS RIDE FREE

No paperwork, no barriers, no fine print. For many veterans, the bus is more than a ride to an appointment, it's a way to stay connected to friends, community, and daily life.

"The bus gives me freedom and keeps me connected to the life I've always known." — GPTC Rider & Veteran

Transit Is Economic Infrastructure.

Public transit drives opportunity — connecting people to jobs, education, services, and entertainment, while fueling local businesses and strengthening the tax base.

\$20M

In Household Income Supported Each Year

RDA 2040 economic activity projection

70–75%

of Riders Travel to Work or School

Powering Northwest Indiana's workforce every day

Connecting workers, visitors, and residents to Hard Rock Casino, the coming convention center, and downtown Gary's revival.

TRANSIT-ORIENTED DEVELOPMENT: THE NEXT CHAPTER

A Central Hub

A modern, accessible facility that connects communities and unlocks new investment.

Expanded Mobility

Local routes, intercity carriers, and potential new services — all in one place.

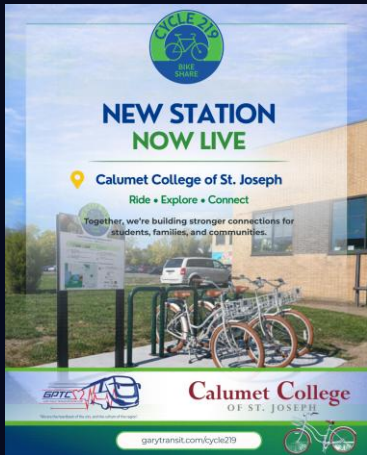
Catalyst for Growth

Positioning downtown Gary as a destination for opportunity, tourism, and development.

Cycle219 Bike Share.

GPTC's reach doesn't stop where the bus route ends.

Cycle219 bridges the first mile/last mile gap — connecting riders from a bus stop to their front door, classroom, or job site.



NEW STATION

Calumet College of St. Joseph

Ride · Explore · Connect. Building stronger connections for students, families, and communities. garytransit.com/cycle219

PARTNERSHIP

\$1.1M Calumet College Deal

GPTC's Cycle219 expansion connects campuses, neighborhoods, and transit stops, extending the system's reach beyond fixed routes.

PROGRAM GOAL

Gateway + Miller Station Goal 2028

Next expansion, alongside IU Northwest campus and beyond



Partnerships That Multiply Impact.

From universities to local governments and regional agencies, our partners invest in people, mobility, and opportunity.

Calumet College



\$1.1M over 4 years for expanded bus service, a new shelter, and Cycle219; 40% ridership increase on Lakeshore North.

Indiana University Northwest



Bus wraps & shelter/Metro ads fund the Free Ride program for Gary grads; total value \$50,830.

Greyhound



Returned to the Metro Center with increased presence & frequency; rent supports station improvements and security.

City of Gary



Collaboration on the AARP grant and Love My Block funding; \$758,000 ARPA + city investment.

Lake County / NIRPC



Annual Lake County funding; designated federal funds recipient; joint regional planning.

Tolbert & Tolbert



Full electric bus wrap; contract value \$56,900.

Partnerships are the engine behind progress. Together, we build a stronger, more connected Northwest Indiana.

COMMITTED TO GARY

Greyhound Is Back.

Greyhound is expanding operations at Gary's Adam Benjamin Metro Center, connecting the Region to its entire national network.

2x

Service Growth

40

Years at Metro Ctr

NWI

National Access



"You don't just come to the table with an appetite. You bring something to eat."

— Denise Dillard, Interim GM, GPTC • on welcoming Greyhound back to Gary

Share the Story. Partnership Socials



PARTNERSHIP 1 — GREYHOUND

Expanding Connections. Strengthening Access
With GPTC's partnership with Greyhound,
Gary is becoming a regional hub.

#GarvTransit • #InMotion • #NWI • #GreaterGarv • #PublicTransit • #MoveNWI • #HealthEquity • #CleanTransit



PARTNERSHIP 2 — GREYHOUND NEWS

As Featured in the Chicago Tribune...
More routes. More access. A Better Ride.
Gary is becoming a regional hub.

Reliability Is a Promise.

GPTC kept it 98% of the time in 2025. Behind every on-time trip is a team that plans, maintains, inspects, and repairs so riders can count on us.

30

Vehicles Total Fleet

14 diesel • 4 electric •
12 Access219
paratransit

10

**New Vehicles Added
2024–25**

10 older units retired;
avg fleet age 9 years

98%

On-Time Performance

Across 11 active
routes

1

Safety Incident (2025)

Down from 4 the
prior year

OUR FACILITIES

Metro Center — 100 W. 4th Ave, Gary (customer service & administration) • Operations Campus — 2101 W. 35th Ave, Gary (maintenance, ~100 vehicle capacity, 4 EV charging stations)

2024–2025 FACILITY IMPROVEMENTS

Metro Center: exterior power washing, new restrooms, new furniture for comfort & accessibility.

Operations Campus: new state-of-the-art bus wash system, sustainable LED lighting upgrades throughout.

Technology That Moves With You.

Modern riders expect modern tools. We're investing in solutions that help riders plan, connect, and move with confidence.



TECH TIMELINE

- 2023GPTC routes live on Apple Maps
- 2025Token Transit growth — expanded mobile ticketing and pass options
- 2026QuickFare launch — new mobile ticketing app goes live
- 2026FastCare fareboxes — modern fare collection across the fleet
- NextReal-time bus tracking & digital signage — coming soon

LOOKING AHEAD — 2026

Quick Fare + FastCare

New mobile ticketing app and modern fareboxes for a faster, safer, more seamless ride.

Trip Planner Upgrade

Smarter routing and real-time trip planning, with real-time bus tracking to follow.

Technology should make transit easier, not harder.

The Voice Behind the Movement.

*Interim General Manager Denise Dillard — In
Her Own Words
Quotes for Mayor Melton to echo at the
State of the City*

ON GARY'S REGIONAL POSITION

"The infrastructure at this hub — the arteries that converge right here in Gary — cannot be replicated anywhere in the country. You want to call us the gateway, we are the gateway."

— Denise Dillard, Interim GM, GPTC

ON GPTC'S MISSION

"No matter how many trains you have running, trains will get you to the demographics. They will not get you to the destination. That is our job."

— Denise Dillard, Interim GM, GPTC

ON INVESTMENT VS. CHARITY

"I will not come to you asking for a donation. I will come to you saying this is part of your economic development."

— Denise Dillard, Interim GM, GPTC

89 People. One Mission.

Behind every route is a team that calls this region home. GPTC's workforce is represented by the Amalgamated Transit Union, Local 517.

89

Total Employees

87 full-time, 2 part-time

51

Bus Operators

Front-line of the system

25

Maintenance Professionals

Keeping the fleet road-ready

24

ATU Local 517 Members

Labor partnership GPTC is proud of

GROWING CAREERS, NOT JUST FILLING JOBS

Ivory Curtis joined as a Dispatcher and advanced to Maintenance Coordinator. Cassandra Washington started as a Procurement Clerk and grew into an Accounts Payable Clerk — a culture of opportunity, mentorship, and growth.

INVESTING IN THE NEXT GENERATION

Summer interns welcomed through WDS, C Whitt, Gary Arts Council, and the City of Gary. CDL pipelines with WorkOne and Ivy Tech bring in 3–5 new drivers every six months.

"We don't just work here. We live here. We serve here."

The People Behind the Wheel.

Numbers tell you what happened. People tell you why it matters.

Carol Marie Douglas

Operator, 33 Years of Service

"I love my people. I drive paratransit, so I go door-to-door and I love picking up the people, talking to them, and they share their thoughts with me."

Mary Golden

Dispatcher, 45 Years of Service

"We work cohesively. We try to be as reliable as possible. Alertness and strategizing is what I do, and I perfected myself in that."

Dale Watts

Senior Bus Operator, 14 Years of Service

"What keeps me dedicated is the passengers I pick up each day — I like taking them where they've got to go and being there on time."

Willie Woodson

Cleaner, 2 Years of Service

"Our day-to-day varies from cleaning the buses to making sure when guests get on, they have a rewarding experience."

Every ride has a story, and every worker makes it possible.

Public Dollars Deserve Public Answers.

Every figure in this report traces to a confirmed source: GPTC financial and internal records, the National Transit Database, federal and state grant records, or direct confirmation from GPTC leadership.



HOW FUNDING GOES TO WORK

Service	Access	Fleet	Community Impact
Everyday operations connecting riders to jobs, schools, healthcare.	Expands routes and frequency for reliable access everywhere.	Safe, reliable, efficient buses for a better rider experience.	Strengthens neighborhoods and economic opportunity.

SECURED VS. PENDING FUNDING

Secured: \$8.9M FTA (5307/5339) • \$2.6M FTA new allocation • \$1.84M INDOT PMTF (2024–25) • \$26,862 Legacy Foundation • \$50,000 Knight Foundation • \$8,000 City of Gary

Pending (not yet secured): \$9.5M FTA • \$4.3M + \$2.556M FHWA • \$2.995M FTA — every figure is labeled clearly as secured or pending.

The Road Ahead.

- **QuickFare Launch**
2026 — open payments, first-ever noncash payment at the farebox
- **Trip Planner Upgrade**
2026 — with real-time bus tracking to follow
- **New Downtown Multimodal Station**
A signature Destination Bound project
- **Cleaner Fleet**
5 additional hybrid/electric buses by end of 2028
- **Cycle219 Expansion**
Gateway & Miller Stations committed; Dune Park pending grant approval

STAYING CONNECTED TO YOU

Pop-Up Events

Rider Surveys

Public Art

School Partnerships

Senior Partnerships

Trains may bring people to the region. GPTC gets them to the destination.

THE GOAL THAT NEEDS YOU

Weekend Service

GPTC currently runs six days a week. Riders need seven — workers, families, churchgoers, and everyone whose life doesn't pause on Sundays.

Weekend service is equity in action.

"It just takes a community that invests, not donates." — Denise Dillard

There Is a Seat for You.

GPTC multiplies every dollar. Local investment unlocks federal and state matches. Sponsorships build visibility and community goodwill. Whether you're a business, a foundation, a city, or a neighbor — there is a seat for you.

Unlock Match Funds

Local dollars help unlock federal and state resources.

Build Visibility

Sponsorships place your brand in motion across Northwest Indiana.

Support Service

Partnerships help connect riders to work, school, and healthcare.

Strengthen Community

Your investment supports mobility, dignity, and opportunity.

ADVERTISE WITH GPTC

- 12,000 avg. daily impressions per bus
- Interior bus ads from \$250/month
- Full exterior wraps from \$1,200/month (12-mo)
- Route, shelter & event sponsorships available

Advertising contact: Cheryl Anderson — cheryl@fuelmediaholdings.com

READY TO START?

Visit garytransit.com or contact GPTC to talk partnerships, sponsorships, and advertising.

GET ON THE BUS.

THE HEARTBEAT OF NWI.

And we are just getting started.

For more than 50 years, GPTC has connected people to opportunity, community, and possibility. Every ride, every route, every partnership, and every investment helps move Northwest Indiana forward.

Moving People. Strengthening Community. Building Opportunity.

garytransit.com • [@GaryTransit](https://twitter.com/GaryTransit) • Serving Northwest Indiana since 1974

Every ride matters. Every rider matters.

**NORTHWESTERN
INDIANA
REGIONAL
PLANNING
COMMISSION**



Resolution 26-10

An amendment to the Public Participation Plan, *Engage NWI*

Public Comment Report

45-day Public Comment Period

- June 9 – July 23
- No comments from the public were received

Public Participation Plan, *Engage NWI*

23 CFR 450.316

- Required document that explains the public participation methods engaged in by the MPO.
- Explicit procedures and strategies to include the public and interested parties in the transportation planning process.
- Special emphasis on traditionally underserved populations.

Public Participation Plan, *Engage NWI*

Background

- *Engage NWI* was adopted on August 15, 2019
- Amended August 21, 2025, and March 19, 2026

Public Participation Plan, *Engage NWI*

Background

- 2025 Certification Review found a corrective action to update the Public Participation Plan to meet the requirements of 23 CFR 450.316, including specific outreach strategies to engage traditionally underserved populations.
- FHWA reviewed a draft and staff made revisions based on those comments prior to the public comment draft being published.
- FHWA felt comfortable saying adoption of Appendix A would be sufficient progress but has requested additional information from staff demonstrating that the methods proposed in Appendix A are being used.

Public Participation Plan, *Engage NWI*

Amendment

- Adds Appendix A, Procedures and Strategies to Engage Interested Parties, Including Traditionally Underserved Populations
- Identifying Traditionally Underserved Populations
 - Emphasized places
- Notice of Opportunities

Public Participation Plan, *Engage NWI*

Amendment

- Strategies for Outreach to Traditionally Underserved Populations
- Meeting types, locations, activities, time of day, and tools used
- Strategy Selection Criteria
- Linking Traditionally Underserved Populations and Strategy Choice
- Meeting Location Guidelines

Contact Name	Stephen Hughes
Email	shughes@nirpc.org
Website	nirpc.org
Facebook	facebook.com/nirpcmpo
Instagram	instagram.com/regionmpo
LinkedIn	linkedin.com/company/nirpc
Twitter	twitter.com/NIRPC
YouTube	youtube.com/NIRPCplanning
Phone	(219) 763-6060
Address	6100 Southport Rd Portage, IN 46368

**NORTHWESTERN
INDIANA
REGIONAL
PLANNING
COMMISSION**



Resolution 26-11

NWI 2050+ Technical Amendment Adding a System Performance Report

August 4, 2026, Transportation Committee

Background

- **System Performance Report** federally required component of a Metropolitan Transportation Plan (MTP) such as *NWI 2050+*
 - 23 CFR 450.324 (f)(4)
 - Evaluates the condition and performance of the transportation system with respect to required performance targets and describes progress since last System Performance Report
 - Part 3 of the 3-part corrective action of NIRPC's federal planning certification review
- **Performance-based Planning and Programming** began to be required in 2016 and has been phased in gradually
- Report is organized into 5 categories of Performance Measures: Highway Safety; Pavement and Bridge Condition; System Performance, Freight, and Congestion Mitigation Air Quality; Transit Asset Management; and Transit Safety

Highway Safety (PM1)

Five Annual Highway Safety Performance Measures Required (on all public roads):

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled
- Number of non-motorized fatalities and serious injuries



Highway Safety (PM1)

Met 19 out of 35
possible
completed target
cycles

54.3% success
rate

Measure	Target and Actual Five-Year Rolling Averages of PM1 Performance Measures								
	2014 - 2018	2015 - 2019	2016 - 2020	2017 - 2021	2018 - 2022	2019 - 2023	2020 - 2024	2021 - 2025	2022 - 2026
Target number of fatalities	814.9	889.6	907.7	817.3	876.0	894.2	926.0	812.4	794.7
Actual number of fatalities	833.4	846.4	862.4	883.0	895.0	902.6	915.2		
Target rate of fatalities per 100 million VMT	1.036	1.087	1.097	1.006	1.076	1.088	1.100	1.009	0.992
Actual rate of fatalities per 100 million VMT	1.030	1.038	1.063	1.085	1.083	1.079	1.077		
Target number of serious injuries	3,479.8	3,501.9	3,467.4	3,311.4	2,998.2	3,348.1	3,281.0	3,031.9	2,965.5
Actual number of serious injuries	3,375.0	3,319.8	3,293.4	3,295.0	3,402.0	3,453.6	3,787.4		
Target rate of serious injuries per 100 million VMT	4.347	4.234	4.178	4.088	3.675	4.068	4.050	3.402	3.702
Actual rate of serious injuries per 100 million VMT	4.156	4.057	4.044	4.012	4.084	4.083	4.407		
Target number of Non- motorized serious injuries and fatalities	417.0	393.6	405.9	393.6	344.5	399.6	402.0	363.4	463.0
Actual number of Non- motorized serious injuries and fatalities	383.8	376.8	380.2	395.0	400.2	401.2	447.6		

Highway Safety (PM1)

Actions NIRPC Facilitates to Make Progress on Highway Safety Targets:

- Serving on the Indiana MPO Council Safety Committee and reviewing INDOT's draft targets as well as the INDOT and Indiana Criminal Justice traffic safety Annual Report
- Dedicating a set-aside of Highway Safety Improvement Program (HSIP) funding to conduct Road Safety Audits beginning in 2024 and continuing as an annual program to assist local units of government in identifying potential solutions to address high crash locations
- Developing a 3-county Safe Streets and Roads for All (SS4A) Regional Safety Action Plan expected to be concluded by the end of 2027
- Supporting the 12 Northwest Indiana municipalities that were awarded separate SS4A Safety Action Plan grants in completing and implementing their safety action plans
- Prioritizing safety improvements in the project scoring selection criteria for Transportation Improvement Programs (TIPs) developed by NIRPC
- Hosting Health by Design's Vision Zero workshop in September 2025 and continuing to promote Vision Zero in communications and on social media
- Supporting INDOT and its consultants to develop and update its Vulnerable Road User Safety Assessment
- Mapping crash locations and hotspots as part of NIRPC's Transportation Performance Measures Dashboard (<https://experience.arcgis.com/experience/9a5a4f7ffa004ae1b310d1a7ce1faece>) and Notice of Funding Availability materials

Pavement and Bridge Condition (PM2)

Six 2-year and 4-year Pavement and Bridge Condition Performance Measures Required (on National Highway System):

- % of lane miles on Interstate System in good condition
- % of lane miles on Interstate System in poor condition
- % of lane miles on non-Interstate NHS in good condition
- % of lane miles on non-Interstate NHS in poor condition
- % of NHS bridge deck area in good condition
- % of NHS bridge deck area in poor condition



Pavement and Bridge Condition (PM2)

Met 14 out of 16 possible completed target cycles

87.5% success rate

Measure	Target and Actual Pavement and Bridge Condition Performance Measures								
	2017	2018	2019	2020	2021	2022	2023	2024	2025
Target % Interstate Pavements in Good Condition	N/A	N/A	N/A	N/A	50.00%	N/A	60.00%	N/A	62.00%
Actual % Interstate Pavements in Good Condition	73.60%	67.30%	53.50%	70.10%	73.20%	73.20%	69.10%	65.40%	65.40%
Target % Interstate Pavements in Poor Condition	N/A	N/A	N/A	N/A	0.80%	N/A	1.00%	N/A	1.00%
Actual % Interstate Pavements in Poor Condition	0.40%	0.20%	0.50%	0.30%	0.40%	0.50%	0.40%	0.60%	0.80%
Target % Non-Interstate NHS Pavements in Good Condition	N/A	N/A	78.70%	N/A	40.00%	N/A	50.00%	N/A	48.00%
Actual % Non-Interstate NHS Pavements in Good Condition	44.30%	43.90%	44.80%	54.20%	61.00%	57.60%	50.90%	48.40%	48.40%
Target % Non-Interstate NHS Pavements in Poor Condition	N/A	N/A	3.10%	N/A	3.10%	N/A	1.50%	N/A	1.50%
Actual % Non-Interstate NHS Pavements in Poor Condition	2.30%	1.90%	0.90%	0.70%	0.40%	0.60%	0.80%	0.90%	1.00%
Target % NHS Bridge Deck Area in Good Condition	N/A	N/A	48.30%	N/A	47.20%	N/A	49.00%	N/A	47.50%
Actual % NHS Bridge Deck Area in Good Condition	50.00%	49.70%	48.00%	49.90%	50.50%	53.60%	54.50%	54.20%	54.30%
Target % NHS Bridge Deck Area in Poor Condition	N/A	N/A	2.60%	N/A	3.10%	N/A	3.00%	N/A	3.00%
Actual % NHS Bridge Deck Area in Poor Condition	2.30%	2.00%	2.60%	1.90%	2.30%	1.90%	1.60%	1.50%	2.80%

Pavement and Bridge Condition (PM2)

Actions NIRPC Facilitates to Make Progress on Pavement and Bridge Condition Targets:

- Including PASER rating and bridge inventory rating in the project scoring selection criteria for Transportation Improvement Programs (TIPs) developed by NIRPC to incentivize the reconstruction of roads and bridges in poor condition
- Reviewing drafts of INDOT's Transportation Asset Management (TAM) plans before final submittal
- Participating in INDOT-led corridor studies including the Statewide Corridor Planning Study
- Mapping pavement and bridge conditions in the development of *NWI 2050+* and the *NWI 2050+ 2027 Update Metropolitan Transportation Plans (MTPs)*
- Including in the Roads Chapter of *NWI 2050+*, one objective related to maintaining pavements in satisfactory condition and one objective related to maintaining bridges in a state of good repair

System Performance, Freight, and CMAQ (PM3)

Seven 2-year and 4-year System Performance, Freight, and CMAQ Performance Measures Required (at statewide and NIRPC Planning Area Geography):

- % of person miles traveled (PMT) on the Interstates that are reliable
- % of PMT on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability Index (TTTRI) on the Interstates
- Volatile Organic Compound (VOC) reduction from CMAQ-funded projects
- Oxides of Nitrogen (NOx) reduction from CMAQ-funded projects
- Carbon Monoxide (CO) reduction from CMAQ-funded projects
- Particulate Matter less than 10 microns in diameter (PM10) reduction from CMAQ-funded projects



System Performance, Freight, and CMAQ (PM3)

Two 2-year and 4-year CMAQ Traffic Congestion Performance Measures Required (at Chicago, IL-IN Urban Area geography):

- % of non-single occupancy vehicle (non-SOV) work commute mode
- Peak Hours of Excessive Delay per Capita on the NHS

Every 4
Years

NIRPC, INDOT,
CMAP, and IDOT
set 2-year and 4-
year targets

Every 2
years

NIRPC, INDOT,
CMAP, and IDOT
decide whether to
adjust 4-year
targets

Every 2
years

NIRPC includes
targets in MTP and
TIP

System Performance, Freight, and CMAQ (PM3)

Measure	Target and Actual System Reliability and Freight Performance Measures				
	2021	2022	2023	2024	2025
Target % Reliable PMT on the Interstates	92.8%	N/A	93.0%	N/A	93.5%
Actual % Reliable PMT on the Interstates	94.3%	93.7%	94.2%	98.1%	90.9%
Target % Reliable PMT on the Non-Interstate NHS	89.8%	N/A	93.0%	N/A	93.5%
Actual % Reliable PMT on the Non-Interstate NHS	96.7%	96.7%	97.6%	99.1%	96.0%
Target Truck Travel Time Reliability Index (TTTRI) on the Interstates	1.24	N/A	1.27	N/A	1.30
Actual Truck Travel Time Reliability Index (TTTRI) on the Interstates	1.26	1.24	1.21	1.28	1.27

Met 7 out of 9 possible completed target cycles

77.8% success rate

System Performance, Freight, and CMAQ (PM3)

Met 12 out of 16 possible completed target cycles

75% success rate

Measure	Target and Actual CMAQ Emission Reduction Performance Measures			
	2018-2019 cumulative	2018-2021 cumulative	2021-2023 cumulative	2021-2025 cumulative
Target VOC Reduction (kg/day)	1,600.00	2,600.00	590.00	600.00
Actual VOC Reduction (kg/day)	983.28	1,010.32	35.62	653.12
Target NOx Reduction (kg/day)	1,600.00	2,200.00	690.00	725.00
Actual NOx Reduction (kg/day)	3,417.98	3,484.76	59.28	1,045.83
Target CO Reduction (kg/day)	200.00	400.00	330.00	520.00
Actual CO Reduction (kg/day)	3,146.50	3,562.76	469.11	1,145.59
Target PM10 Reduction (kg/day)	0.3000	0.5000	0.02	0.03
Actual PM10 Reduction (kg/day)	168.04	192.48	0.22	0.77

System Performance, Freight, and CMAQ (PM3)

Met 4 out of 6
possible
completed target
cycles

66.7% success
rate

Measure	Target and Actual CMAQ Traffic Congestion Performance Measures								
	2017	2018	2019	2020	2021	2022	2023	2024	2025
Target % Non-SOV Work Commute Mode	N/A	N/A	31.4%	N/A	31.9%	N/A	32.4%	N/A	32.7%
Actual % Non-SOV Work Commute Mode	30.6%	30.8%	31.2%	33.1%	34.8%	36.3%	37.7%	39.1%	
Target PHED Per Capita on the NHS	N/A	N/A	N/A	N/A	15.4	N/A	15.6	N/A	15.9
Actual PHED Per Capita on the NHS	16.4	19.7	16.5	8.1	12.1	11.0	13.4	12.2	16.2

System Performance, Freight, and CMAQ (PM3)

Actions NIRPC Facilitates to Make Progress on PM3 Targets:

- Participating in the Resource Agency Committee (RAC) and Technical Advisory Committee (TAC) for INDOT's transportation systems management and operations (TSMO) 80/94 FlexRoad Project and including that project in NIRPC's NWI 2050+ and FY 2026-2030 Transportation Improvement Program
- Participating in INDOT-led corridor studies including the Statewide Corridor Planning Study
- Administering *MOVE NWI*, the Congestion Management Process for Northwestern Indiana that requires adherence for capacity-adding projects before being selected for inclusion in the MTP or TIP
- Including network connectivity, vehicle hours traveled (VHT) reduction potential, and proximity to other roads with poor Levels of Service (LOS) as evaluation criteria for project selection in FY 2026-2030 Transportation Improvement Program
- Adding Freight Planning as a new subsection with an ongoing task to NIRPC's FY 2025-2026 Unified Planning Work Program (UPWP)
- Reorganizing the former Technical Planning Committee into the newly created Transportation Committee, that includes freight stakeholders
- Administering a CMAQ project application process that requires applicants to calculate emissions reductions
- Adopting a Regional Corridors Study that recommends constructing new roads along high priority corridors that would alleviate demand and congestion on certain National Highway System routes
- Implementing an E-Commerce in Northwest Indiana plan that would direct transportation distribution and logistics (TDL) developments in areas most equipped to absorb increased freight traffic
- Mapping Level of Travel Time Reliability, Truck Travel Time Reliability, and Peak Hours of Excessive Delay per Capita as part of NIRPC's Transportation Performance Measures Dashboard
- Including in NWI 2050+, goals and objectives related to travel time reliability, efficient freight movement, reduced congestion, and improved air quality

Transit Asset Management

Three Annual Transit Asset Management Performance Measures Required and Four NIRPC-included as part of TAM Plan

- % of revenue vehicles that have met or exceeded their useful life benchmark (ULB)
- % of non-revenue vehicles that have met or exceeded their ULB
- % of facilities rated below 3 on the FTA Transit Economic Requirements Model (TERM) scale
- Annual cost of vehicle replacements
- # of vehicles submitted for replacement that have a designated “inoperable” system
- # of vehicles submitted for replacement that have not yet met the end of their ULB
- # of vehicles funded not on the Indiana QPA or other cooperative agreement

**Updated as needed
but periodically
reviewed by FTA
Triennial Review
Process**

NICTD, GPTC, and
MCT develop
their own TAM
Plans

Subrecipients
participate in
NIRPC's Group
TAM Plan

Transit Asset Management

Met 24 out of 42 possible completed target cycles

57.1% success rate

Measure	Target	2020	2021	2022	2023	2024	2025
% of Revenue Vehicles that have Met or Exceeded their ULB	<20%	25%	38%	50%	65%	65%	36%
% of Non-Revenue Vehicles that have Met or Exceeded their ULB	<10%	50%	50%	50%	50%	50%	50%
% of Facilities Rated Below 3 on the TERM Scale	<10%	0	0	0	0	0	0
Annual Cost of Vehicle Replacements	<10% of 5307 Funding	60%	142%	2%	72%	41%	71%
# of Vehicles Submitted for Replacement that Have an "Inoperable" System	0	0	0	0	0	0	3
# of Vehicles Funded that have Not Yet Met the End of Their Useful Life	0	0	0	0	0	0	0
# of Vehicles Funded While Not on the Indiana QPA or Other Cooperative Agreement	0	0	0	0	0	0	4

Transit Asset Management

Actions NIRPC Facilitates to Make Progress on Transit Asset Management Targets:

- Including adherence to Transit Asset Management plan, good history of preventative maintenance, and inclusion in State QPA or other purchase agreement as scoring criteria for project selection in FY 2026-2030 Transportation Improvement Program
- Adopting and Updating a Transit Asset Management plan for small transit providers that are FTA funding subrecipients under NIRPC
- Coordinating with the Northern Indiana Commuter Transportation District (NICTD), the Gary Public Transportation Corporation (GPTC), and Michigan City Transit (MCT) on developing and posting links to their Transit Asset Management plans on the NIRPC website

Transit Safety

Five Transit Safety Performance Measures Required (9 total because 4 have totals and rates):

- # of fatalities and rate of fatalities per vehicle revenue miles (VRM)
- # of injuries and rate of injuries per VRM
- # of major safety and security events and rate of major events per VRM
- Mean number of VRM between major mechanical system failures
- # assaults on transit workers and rate of assaults on transit workers per VRM

**Public Transportation
Agency Safety Plans
(PTASPs) Updated as
needed but annually
reviewed**

All transit providers
except NICTD prepare
PTASPs

NIRPC Maintains
Records of
Subrecipients'
PTASPs as part of
Triennial Review

Transit Safety

Met 25 out of 27
possible
completed target
cycles

92.6% success
rate

Measure	2023	2024	2025	2026
Target Number of Fatalities	0	0	0	0
Actual Number of Fatalities	0	0	0	
Target Fatalities per VRM	0	0	0	0
Actual Fatalities per VRM	0	0	0	
Target Number of Injuries	2	2	2	2
Actual Number of Injuries	1	0	1	
Target Number of Injuries per VRM	1	1	1	1
Actual Number of Injuries per VRM	1	1	1	
Target Number of Major Events	42	42	42	42
Actual Number of Major Events	1	0	1	
Target Number of Major Events per VRM	12.76	12.76	12.76	12.76
Actual Number of Major Events per VRM	1	0	1	
Target Mean VRM Between Major Mechanical Failure	17,533	17,534	17,535	17,536
Actual Mean VRM Between Major Mechanical Failure	18,000	16,000	18,000	
Target Number of Transit Worker Assaults	0	0	0	0
Actual Number of Transit Worker Assaults	0	0	0	
Target Number of Transit Worker Assaults per VRM	0	0	0	0
Actual Number of Transit Worker Assaults per VRM	0	0	0	

Accidentally
excluded as part
of original
committee packet



Actions NIRPC Facilitates to Make Progress on Transit Safety Targets:

- Providing FTA resources to transit providers to aid them in developing their PTASPs and establishing transit safety performance measure targets
- Preparing for FTA triennial reviews with subrecipients by compiling their PTASPs and transit safety performance measure targets
- Working with INDOT on corridor studies, such as the SR 53 (Broadway) corridor study that involved extensive input from GPTC, with targeted transit safety elements
- Adhering to a Safe Systems approach for all highway safety related funding that NIRPC administers that also benefit transit, including developing a Safe Streets and Roads for All Regional Safety Action Plan and working with communities on developing their own Safety Action Plans
- Administering the FTA Drug Free Workplace standards for subrecipients

Conclusion

- System Performance Report is required as part of *NWI 2050+* and so must be amended to satisfy NIRPC Federal Planning Certification Review corrective action
- Overall, NIRPC has met 83 out of 115 targets during the completed target cycles, a 72.2% success rate
- There is NO penalty for NIRPC failing to meet targets
- USDOT staff informally reviewed the report and unofficially notified NIRPC staff that this System Performance Report will satisfy the corrective action

Resolution 26-11 Action Item

Technical Amendment to *NWI 2050+* modifying Technical Appendix 1:

- Technical Appendix #1 beginning on page 535 will change to the content linked in the Transportation Committee Meeting Announcement and Website page at <https://www.in.gov/nirpc/files/meetings/NWI-2050+-System-Performance-Report>
- Technical Appendix #2, which currently begins on page 538, will begin at a later page due to the above modification of Technical Appendix #1

Contact Information

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

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INDIANA
REGIONAL
PLANNING
COMMISSION**

