



RESOLUTION 26-11

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION APPROVING A TECHNICAL AMENDMENT TO *NWI 2050+*, ADDING A SYSTEM PERFORMANCE REPORT

August 20, 2026

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+* is a product of a multi-modal, 3-C transportation planning process, compatible with regional goals and objectives and socio-economic and demographic factors; and

WHEREAS, *NWI 2050+* is developed by the Commission in coordination and cooperation with local elected and appointed highway and transit officials, special interest and service organizations, including users of public transit, the Indiana Department of Transportation, the Indiana Department of Environmental Management, the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, and the U.S. Environmental Protection Agency; and

WHEREAS, the U.S. Department of Transportation requires in Title 23 Part 450 Subpart C of the Code of Federal Regulations that a Metropolitan Planning Organization's Metropolitan Transportation Plan include a System Performance Report; and

WHEREAS, the changes to *NWI 2050+* brought about by adding a System Performance Report fit the criteria of a technical amendment according to the *Engage NWI* plan;

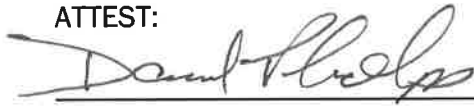
NOW THEREFORE BE IT RESOLVED, that the Northwestern Indiana Regional Planning Commission hereby adds a System Performance Report to *NWI 2050+* by making the following changes to *NWI 2050+* in a manner consistent with the definitions of a technical amendment as defined in *Engage NWI* and as shown on the attachment to this resolution.

Duly adopted by the Northwestern Indiana Regional Planning Commission this 20th day of August 2026.



Austin Bonta
Chairperson

ATTEST:



David Phelps
Secretary

NWI 2050+ System Performance Report

Purpose:

Beginning with the enactment of the Fixing America's Surface Transportation (FAST Act) codified in 23 U.S.C. 134(i)(2)(C) in December 2015 and formalized with the Planning Rule published by the United States Department of Transportation (USDOT) in May 2016, it has been a requirement that Metropolitan Transportation Plans (MTPs) have been required to include a system performance report that includes targets for federal transportation performance measures and an assessment of progress toward achieving those targets. NWI 2050+ is NIRPC's MTP, adopted by the NIRPC Full Commission on July 20, 2023. Aside from this system performance report, NIRPC fulfills other transportation performance management requirements as part of the Transportation Improvement Program (TIP), Congestion Mitigation Air Quality (CMAQ) Performance Plan, Transit Asset Management (TAM) Plan, and as a partner to transit providers' Public Transportation Agency Safety Plans (PTASPs). [Future MTPs after NWI 2050+ will also include system performance reports that describe the progress made since this system performance report.](#)

Background:

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the FAST Act enacted in 2015, state departments of transportation (DOT) and MPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. This requires the establishment and use of a coordinated, performance-based process for transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

In order to implement the FAST Act requirements, the United States Department of Transportation (USDOT) promulgated a series of rulemakings from 2016 through 2024 described below:

- The Highway Safety Performance Measures (PM1) Rule published on March 15, 2016, establishing five highway safety performance measures with MPOs being allowed 180 days after state DOTs establish targets to determine whether to support state targets or set their own targets¹
- The Planning Rule published on May 27, 2016, establishing requirements for revised agreements between MPOs, state DOTs, and transit providers as well as inclusion of a system performance report in a Metropolitan Transportation Plan and other reporting requirements²
- The Transit Asset Management Performance Measures Rule published on July 26, 2016, establishing Transit Asset Performance Measures for defined tiers of transit providers and their asset classes as well as the requirement to maintain Transit Asset Management plans³

¹ 81 FR 13882

² 81 FR 34050

³ 81 FR 48890

- The Pavement and Bridge Condition Performance Measures (PM2) Rule published on January 18, 2017, establishing six Pavement and Bridge Condition Performance Measures with MPOs being allowed 180 days after state DOTs establish targets to determine whether to support state targets or set their own targets⁴
- The System Reliability, Freight, and Congestion Management Air Quality Improvement Program (CMAQ) Performance Measures (PM3) Rule published on January 18, 2017, establishing nine System Reliability, Freight, and CMAQ Performance Measures with MPOs being required to coordinate with neighboring MPOs and state DOTs on setting urban area wide targets for two CMAQ congestion performance measures and being allowed 180 days after state DOTs establish targets to determine whether to support state targets or set their own targets for the other seven performance measures⁵
- The Public Transportation Agency Safety Plan Rule (PTASP Rule) published on July 19, 2018, establishing the requirement for transit providers to publish Public Transportation Agency Safety Plans (PTASPs) containing performance measures established by the National Public Transportation Safety Plan and annually certifying compliance with the PTASP⁶
- The Updated PTASP Rule published on April 11, 2024, adding performance measures related to number of assaults on transit workers and requiring de-escalation training for certain transit providers⁷

In accordance with the Planning Rule, NIRPC must include a description of the performance measures and targets that apply to the MPO planning area and a system performance report as an element of its MTP. The system performance report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports (if applicable). ~~Since this is the initial system performance report, it does not describe progress achieved in comparison with previous reports.~~

This system performance report is organized into five sections of USDOT-required performance measures: highway safety (PM1); pavement and bridge condition (PM2); system performance, freight, and congestion management air quality (PM3); transit asset management; and transit safety. These five sections align with the separate USDOT rulemakings that promulgated them.

Highway Safety Performance Measures (PM1):

Background:

The Highway Safety Performance Measures (PM1) Rule published on March 15, 2016, established five performance measures related to safety:

- Number of fatalities

⁴ 82 FR 5886

⁵ 82 FR 5970

⁶ 83 FR 34418

⁷ 89 FR 25694

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

These PM1 performance measures apply to all public roads, and INDOT is required to set statewide targets annually for the next calendar year by no later than its HSIP Annual Report due on August 31. MPOs such as NIRPC then have 180 days after INDOT sets its statewide targets to decide whether to support the statewide targets or set their own targets.⁸ Beginning with the 2024 PM1 targets, INDOT has been required to set declining (improving) targets. NIRPC has opted to support statewide highway safety performance measure targets every year beginning with the 2018 targets.

Baseline and targeted performance:

Table 1 below shows the target and actual reported PM1 measures for 2018 through 2025 for the entire state using five-year rolling averages as is required for the PM1 measures.

⁸ For a description of INDOT's coordination process with NIRPC and other MPOs on setting performance measure targets, see *INDOT, MPO, & RPO Planning Cooperative Procedures Manual* accessed at https://www.indianampo.com/assets/pdfs/PlanningProceduresManual_Final_110420.pdf. For documentation of the most recent statewide PM1 targets, see *The Indiana Traffic Safety Annual Report* accessed at <https://www.in.gov/cji/traffic-safety/files/TSD-2025-Annual-Report.pdf>.

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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		

Table 1: Statewide Target and Actual Five-Year Rolling Averages of PM1 Performance Measures with Actual Values That Do Not Meet Targets Shown in Red (Source: INDOT; 2025 and 2026 Actual Values Not Yet Available)

Progress in achieving targets:

Table 1 shows that of the five PM1 targets, none were met for all seven completed cycles of target setting and recorded actual performance. Of the 35 possible met targets for the five PM1 performance measures in seven target years, there were a total of 19 met targets and 16 unmet targets. Rate of fatalities per 100 million VMT had the greatest success at meeting its targets with five out of seven targets met, while number of fatalities and number of non-motorized serious injuries and fatalities were tied with the least success, each meeting three out of seven targets. Concerningly, three measures (number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized serious injuries and fatalities) failed to achieve all their most recently set targets.

NIRPC has taken the following actions to make progress in achieving the highway safety performance measure 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 Performance Measures (PM2):

Background:

The Pavement and Bridge Condition Performance Measures (PM2) Rule published on January 18, 2017, established six performance measures related to pavement and bridge condition:

- Percentage of lane miles on the Interstate System in Good condition
- Percentage of lane miles on the Interstate System in Poor condition
- Percentage of lane miles on the non-Interstate National Highway System in Good condition
- Percentage of lane miles on the non-Interstate National Highway System in Poor condition
- Percentage of National Highway System bridge area in Good condition
- Percentage of National Highway System bridge area in Poor condition

INDOT is required to set both two-year and four-year statewide PM2 targets, and MPOs have 180 days after INDOT sets targets to decide whether to support the statewide PM2 targets or set their own. There have been two performance periods to date: 2018-2021 and 2022-2025. At the midpoint of each performance period, INDOT has the option to revise the four-year targets it set at the beginning of the performance period or keep the targets unchanged. Since INDOT owns and maintains all the state's Interstate Highways and the vast majority of National Highway System (NHS) mileage, NIRPC has opted to support the statewide pavement and bridge condition performance measure targets beginning with the 2019 two-year targets and 2021 four-year targets and continuing to the 2023 two-year targets and 2025 four-year targets.

Baseline and targeted performance:

Table 2 below shows the target and actual reported PM2 measures for 2017 through 2025 for the entire state according to INDOT asset management data.⁹

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%

⁹ INDOT asset management data referenced from Indianapolis MPO System Performance Reports accessed at <https://indympo.gov/plans-initiatives/system-performance-reports/> and from emails between NIRPC and INDOT in July 2026.

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%

Table 2: Statewide Target and Actual PM2 Performance Measures with Actual Values That Do Not Meet Targets Shown in Red (Source: INDOT; 2025 Actual Values Not Yet Available)

Progress in achieving targets:

Table 2 shows that the state performs well at meeting its PM2 targets. Of the 16 possible targets for the six PM2 measures and three completed target cycles, the state has met 14 of the targets and failed to meet two targets. The two failed targets (% non-Interstate NHS pavements in good condition and % NHS bridge deck area in good condition) were both in the first year of required targets in 2019 when INDOT was still adapting to how the asset data were being used to measure progress and set targets. One of the two failed targets, the percentage of NHS bridge deck area in good condition in 2019, only failed to meet the target by a margin of 0.30%.

NIRPC has taken the following actions to make progress in achieving the pavement and bridge performance measure 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 Congestion Management Air Quality Improvement Program (CMAQ) Performance Measures (PM3):

Background:

The System Performance, Freight, and Congestion Management Air Quality (CMAQ) Performance Measures (PM3) Rule published on January 18, 2017, established nine performance measures. Two of the nine performance measures relate to system reliability:

- Percentage of person miles traveled (PMT) on the Interstate that are reliable
- Percentage of PMT on the non-Interstate NHS that are reliable

One of the nine performance measures relates to freight:

- Truck Travel Time Reliability Index (TTTRI) on the Interstates (lower is more reliable)

Two of the nine performance measures relate to CMAQ traffic congestion:

- Percentage of non-single occupancy vehicle (non-SOV) work commute mode
- Peak hours of excessive delay (PHED) per capita on the NHS

Four of the nine performance measures relate to CMAQ emissions reductions:

- Volatile Organic Compounds (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

For the system reliability, freight, and CMAQ emissions reductions PM3 measures, INDOT is required to set statewide two-year and four-year targets, and MPOs have 180 days after INDOT sets targets to decide whether to support the statewide PM3 targets or set their own. There have been two performance periods to date: 2018-2021 and 2022-2025. At the midpoint of each performance period, INDOT has the option to revise the four-year targets it set at the beginning of the performance period or keep the targets unchanged. NIRPC has opted to support INDOT's statewide targets.

The CMAQ traffic congestion performance measures were required to be set for all Census-designated Urban Areas greater than one million population for the 2018-2021 performance period and for all UAs greater than 200,000 population for the 2021-2025 performance period. The Chicago, IL-IN UA, with a population of over one million, is required to have two-year and four-year targets set for both performance periods, while the Michigan City-La Porte and Valparaiso-Shorewood Forest UAs, both with populations under 200,000, is not required to have CMAQ traffic congestion PM3 targets for either performance period. NIRPC is required to coordinate with the Chicago Metropolitan Agency for Planning (CMAP), the Illinois Department of Transportation (IDOT) and INDOT on setting unified targets that cover the entire Chicago, IL-IN UA for both CMAQ traffic congestion PM3 measures. [The first round of coordination between NIRPC, CMAP, IDOT, and INDOT took place](#)

[via email in May 2018 and subsequently occurred in April 2020, September 2022, and June 2024 with all parties reaching concurrence.](#) NIRPC is also required to submit CMAQ Performance Reports that document progress in achieving these PM3 targets every two years.

Baseline and targeted performance:

Table 3 below shows the target and actual reported system performance and freight PM3 performance measures for 2021 through 2025 for the entire state according to INDOT.

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

Table 3: Statewide Target and Actual System Reliability and Freight PM3 Performance Measures with Actual Values That Do Not Meet Targets Shown in Red (Source: INDOT; 2025 Actual Values Not Yet Available)

Table 4 below shows the target and actual reported CMAQ traffic congestion PM3 performance measures for 2017 through 2025 for the Chicago, IL-IN Urban Area.

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

Table 4: Chicago, IL-IN Urban Area Target and Actual CMAQ Traffic Congestion PM3 Performance Measures with Actual Values That Do Not Meet Targets Shown in Red (Source: US Census Bureau and INDOT; 2025 Actual Values for % Non-SOV Work Commute Not Yet Available)

Table 5 below shows the target and actual CMAQ emissions reductions targets for 2018 through 2025 for the entire state.

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

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Table 5: Statewide Target and Actual CMAQ Emissions Reduction PM3 Performance Measures with Actual Values That Do Not Meet Targets Shown in Red (Source: INDOT)

Progress in achieving targets:

Table 3 shows that the state has performed well at meeting its system reliability and freight PM3 targets. The state met seven out of nine completed target-setting cycles for these PM3 measures, only missing the 2019 target for the truck travel time reliability index (TTTRI) on the Interstates and the 2025 target for Interstate reliability. Well over 90 percent of person miles traveled on both the Interstates and non-Interstate NHS were reliable for all measured years, so the state has performed very well in reliable mobility.

Table 4 shows that the Chicago, IL-IN Urban Area (UA) has performed well at meeting its CMAQ traffic congestion PM3 targets. The Chicago UA has met four out of six of its completed target-setting cycles for these PM3 measures, missing the percentage of non-SOV work commute mode in 2019 and peak hours of excessive delay (PHED) per capita in 2025. Both misses were by small margins, 0.2% in the case of non-SOV work commute in 2019 and 0.3 PHED per capita in 2025. Since the 2019 missed percentage of non-SOV work commute target, the measure has met its more recent targets by comfortable margins, helped by the increased trend in telecommuting since the COVID-19 pandemic. PHED per capita is concerning, however, given its recent rapid increases since it dipped significantly during the pandemic.

Table 5 shows that the state's performance in meeting its CMAQ emissions reduction PM3 targets has been good overall. The state has met 12 out of 16 of its completed target-setting cycles for these PM3 measures. Volatile Organic Compounds (VOC) reduction has presented the most challenging targets for the state to meet, missing in the first three targets, but fortunately the state has met the most recent VOC reduction target. In fact, the state has met all its most recent CMAQ emissions reduction targets, a positive sign that it is setting reasonable targets and funding efficient CMAQ projects.

NIRPC has taken the following actions to make progress in achieving the system performance, freight, and CMAQ performance measure 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 Performance Measures:

Background:

The Transit Asset Management Rule published on July 26, 2016, established performance measure requirements based on two tiers of providers:

- Tier 1 providers are providers with 101 or more vehicles in revenue service during peak regular service or providers of rail fixed-guideway systems and must develop their own transit asset management (TAM) plans with performance measures and targets
- Tier 2 providers are providers that do not operate rail fixed-guideway systems and have 100 or fewer revenue vehicles in service during peak regular service. Tier 2 providers are eligible to subscribe to a sponsor's group TAM plan with performance measures and targets instead of developing their own.

There are ten total transit providers operating in NIRPC's Metropolitan Planning Area (MPA). Only one provider, the Northern Indiana Commuter Transportation District (NICTD, also known as the South Shore Line), is a Tier 1 provider. Of the nine Tier 2 providers, two are direct recipients of FTA 5307 funds, the Gary Public Transportation Corporation (GPTC) and Michigan City Transit (MCT). NICTD, GPTC, and MCT all develop their own TAM plans compliant with the federally required performance measures. NIRPC links these agencies' TAM plans on its website at <https://www.in.gov/nirpc/transportation/transit/>.

The remaining seven Tier 2 providers participate in a NIRPC-sponsored Group TAM Plan compliant with the Transit Asset Management Rule. These seven providers are:

- North Township Dial-a-Ride (North Township)
- East Chicago Transit (ECT)

- Lake County Community Services (LCCS)
- City of Valparaiso (Valpo Transit)
- Porter County Aging and Community Services (PCACS)
- Opportunity Enterprises (OE)
- City of La Porte TransPorte (TransPorte)

For these Tier 2 providers, NIRPC collects data, monitors performance, and sets performance measure targets as part of the *Northwestern Indiana Transit Asset Management Group Plan for Small Transit Providers* (NIRPC TAM Plan). The NIRPC TAM Plan includes seven performance measures (first three are federally required per the Transit Asset Management Rule):

- Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- Percentage of facilities rated below 3 on the FTA Transit Economic Requirements Model (TERM) scale
- Annual cost of vehicle replacements
- Number of vehicles submitted for replacement that have a designated "inoperable" system
- Number of vehicles that have been funded that have not yet met the end of their useful life
- Number of vehicles that have been funded while not on the Indiana QPA or other identified state cooperative agreement

Baseline and targeted performance:

Table 6 below shows the baseline performance and targets for each of these performance measures in Federal Fiscal Years [2025-2020 through 2025](#) for the seven Tier II providers covered in the NIRPC TAM Plan.

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

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# of Vehicles Funded While Not on the Indiana QPA or Other Cooperative Agreement	0	0	0	0	0	0	4
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Measure	2025 Target	2025 Performance	Target Met
% of Revenue Vehicles that have Met or Exceeded their ULB	<20%	36%	No
% of Non-Revenue Vehicles that have Met or Exceeded their ULB	<10%	50%	No
% of Facilities Rated Below 3 on the TERM Scale	<10%	0	Yes
Annual Cost of Vehicle Replacements	<\$355,111	\$2,525,590	No
# of Vehicles Submitted for Replacement that Have an "Inoperable" System	0	3	No
# of Vehicles Funded that have Not Yet Met the End of Their Useful Life	0	0	Yes
# of Vehicles Funded While Not on the Indiana QPA or Other Cooperative Agreement	0	4 (all non-revenue vehicles)	No*

Table 6: Targets and Actual Performance for NIRPC TAM Plan Performance Measure in Federal Fiscal Years 2020 through 2025

Progress in achieving targets:

Table 6 shows that the Tier II providers participating in NIRPC's TAM Plan struggled to meet the transit asset management performance measure targets. They ~~solidly met two out of the seven, while partially meeting a third~~ met 23 out of 42 possible transit asset management targets. However, given the complexities in the global supply chain pertaining to transit vehicles since the pandemic, it is reasonable for transit agencies to struggle to fund their vehicles in accordance with the NIRPC TAM Plan. NIRPC will continue to monitor the appropriateness of these targets in preparing to update the TAM Plan in 2028.

NIRPC has taken the following actions to make progress in achieving the transit asset management performance measure 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 Performance Measures:

Background:

The Public Transportation Agency Safety Plan Rule (PTASP Rule) published on July 19, 2018, required all public transportation agencies that receive Federal Transit Administration (FTA) funding, other than operators that primarily operate commuter rail services or only receive Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) and/or Section 5311 (Formula Grants for Rural Areas) funds, to certify by July 19, 2020, a PTASP with subsequent annual reviews. The PTASP Rule established four transit safety performance measures:

- Number of fatalities and rate of fatalities per Vehicle Revenue Miles (VRM)
- Number of injuries and rate of injuries per VRM
- Number of major (safety and security) events and rate of major events per VRM
- Mean number of VRM between major mechanical system failures

The PTASP rule also requires that transit providers establish these transit safety performance measure targets for each mode of transit they operate (i.e., Valparaiso Transit must set performance measures separately for its V-Line buses and its ChicagoDASH commuter bus service).

An updated PTASP rule published on April 11, 2024, established one additional transit safety performance measure:

- Number of assaults on transit workers and rate of assaults on transit workers per VRM

Nine out of ten of the transit providers operating in NIRPC's Metropolitan Planning Area are required to prepare and certify PTASPs that include the required transit safety performance measures. Since NICTD primarily operates commuter rail and is regulated more by the Federal Railroad Administration (FRA) than FTA, it is exempt from the PTASP Rule. The PTASP Rule also requires that transit providers coordinate "to the maximum extent practicable" with NIRPC and INDOT on establishing the transit safety targets. GPTC and MCT, as direct recipients of Section 5307 funds, have both coordinated with NIRPC on adopting their PTASPs and associated transit safety performance measures. Their PTASPs are reviewed regularly by the FTA during their Triennial Reviews. The remaining seven transit providers operating in the NIRPC MPA are all subrecipients to NIRPC for Section 5307 funds. They each also lead in establishing their individual PTASPs and coordinate with NIRPC and INDOT on establishing the transit safety performance measure targets. However, since their FTA Triennial Reviews are included as part of NIRPC's as subrecipients to NIRPC, NIRPC regularly assembles the baseline performance and targets.

Baseline and targeted performance:

Table 7 below shows the combined baseline performance and targets for the transit safety performance measures for the seven subrecipient transit providers for 2023 through 2026.

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	-

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	-

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Table 7: Targets and Actual Performance for Transit Safety Performance Measures for NIRPC Subrecipient Travel Providers with Actual Values That Do Not Meet Targets Shown in Red (2026 Actual Values Not Yet Available)

Progress in achieving targets:

Table 7 shows that NIRPC's subrecipient transit providers perform well at meeting their transit safety targets. These transit providers met 262 out of 274 completed transit safety performance measure target-setting cycles. The only transit safety performance measure that subrecipient transit providers failed to meet in two in one out of three completed years was mean VRM between major mechanical failure. In 2023 and 2025 2024, subrecipients collectively came up just short of meeting these system reliability targets. As mentioned in the transit asset management section above, transit providers struggled to replace their vehicles within their Useful Life Benchmarks (ULBs) due to pandemic-related supply chain challenges. This would likely lead to more mechanical failures than would be expected if vehicles were replaced more frequently.

NIRPC has taken the following actions to make progress in achieving the transit safety performance measure 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 to all highway safety related funding that NIRPC administers that also benefit transit, including developing a regional 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

NIRPC will continue to coordinate with INDOT, IDOT, CMAP, and the region's transit operators to set performance targets and track progress toward achieving them. Additionally, NIRPC will continue to report this data and evaluate its plans, programs, and policies in consultation with stakeholders and the public to ensure that the region's investments support the achievement of performance goals.