

Resolution 26-11

NWI 2050+ Technical Amendment Adding a System Performance Report

August 20, 2026, Executive Board Meeting

Background

- **System Performance Report** federally required component of a Metropolitan Transportation Plan (MTP) such as *NWI 2050+*
 - 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



Highway Safety



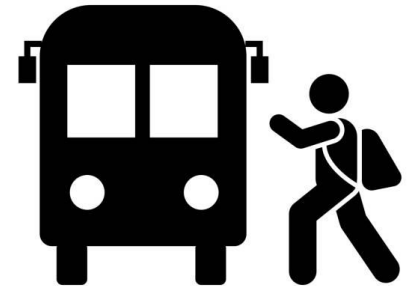
Pavement and
Bridge Condition



System Reliability,
Freight, and CMAQ



Transit Asset
Management



Transit Safety

Collaborators



U.S. Department
of Transportation
**Federal Highway
Administration**



**Federal Transit
Administration**



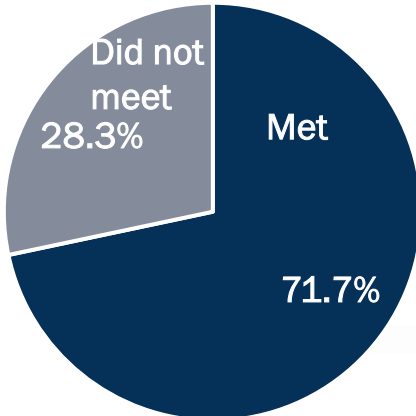
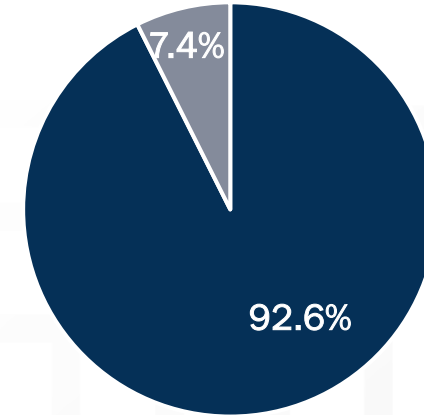
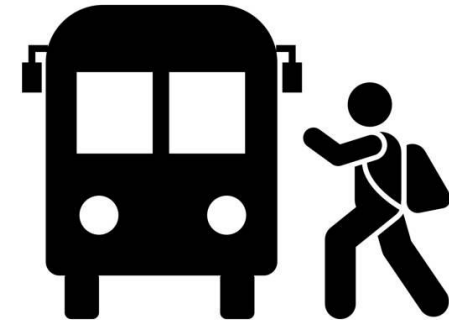
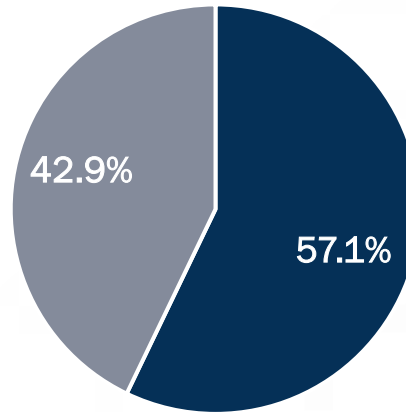
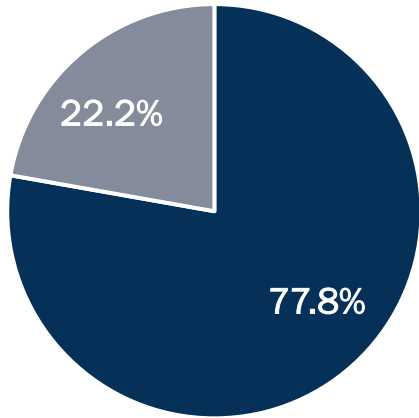
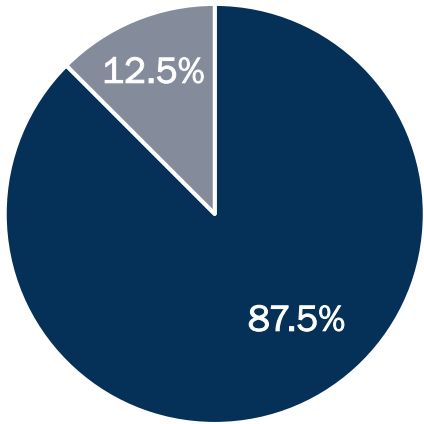
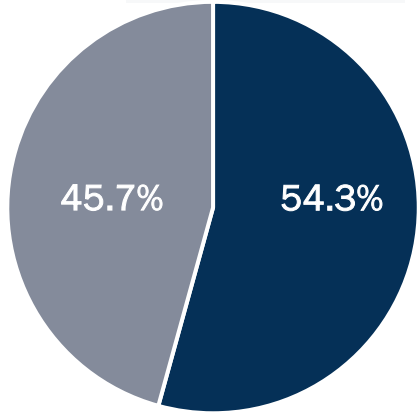
Illinois Department
of Transportation



Chicago Metropolitan
Agency for Planning



Conclusion



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 81 out of 113 targets during the completed target cycles, a 71.7% 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

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