

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):

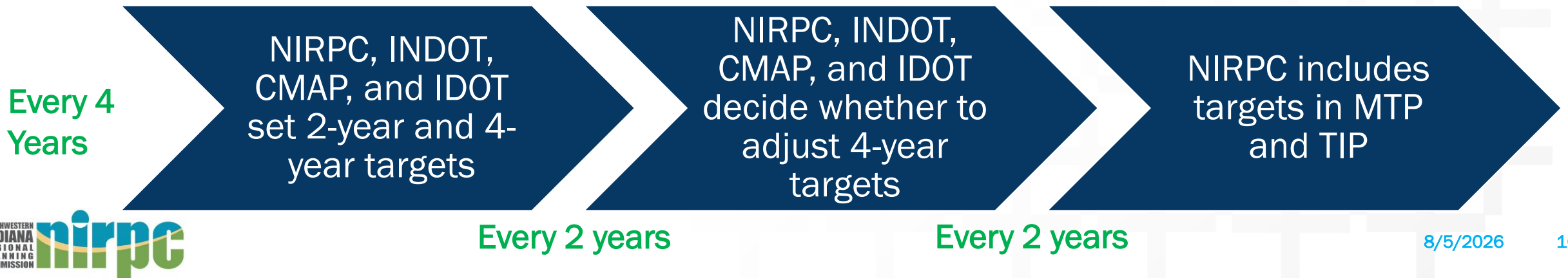
- % of person miles traveled (PMT) on the Interstates that are reliable
- % of PMT on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability Index (TTTRI) on the Interstates
- Volatile Organic Compound (VOC) reduction from CMAQ-funded projects
- Oxides of Nitrogen (NO_x) reduction from 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



System Performance, Freight, and CMAQ (PM3)

Met 7 out of 9 possible completed target cycles
77.8% success rate

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

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

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