Columbus and Bartholomew County Transportation Plan

CAMPO'S 2050 MTP

DRAFT REPORT

CITY OF COLUMBUS - BARTHOLOMEW COUNTY PLANNING DEPARTMENT
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Kimley»Horn

The Columbus and Bartholomew County Transportation Plan is the direct result of a collaborative effort between CAMPO Staff, local and regional stakeholders, partner agencies, and the public to identify community needs, establish shared goals, and guide transportation investments that support long-term mobility, safety, and economic vitality.

Other Partners that have contributed to the success of this plan include the Columbus Bicycle and Pedestrian Implementation Team (BPIT) and the Bartholomew Consolidated School Corporation's Safe Routes to School (SRTS) Task Force, Columbus Area Transit Advisory Committee (TAC), Camp Atterbury, Greater Columbus Indiana Economic Development Corporation, Columbus Regional Health, Columbus Area Chamber of Commerce, Lincoln Central Neighborhood Family Center, United Way of Bartholomew County, Foundation for Youth, Cummins, Ivy Tech Community College Columbus, Bartholomew County Veterans Office, Four Seasons Senior Living, and the Tipton Lakes Association

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CAMPO extends its sincere appreciation to the residents, business owners, elected officials, and stakeholders who participated in the planning process and guided the development of this plan. Everyone's time, input, and effort are greatly appreciated.

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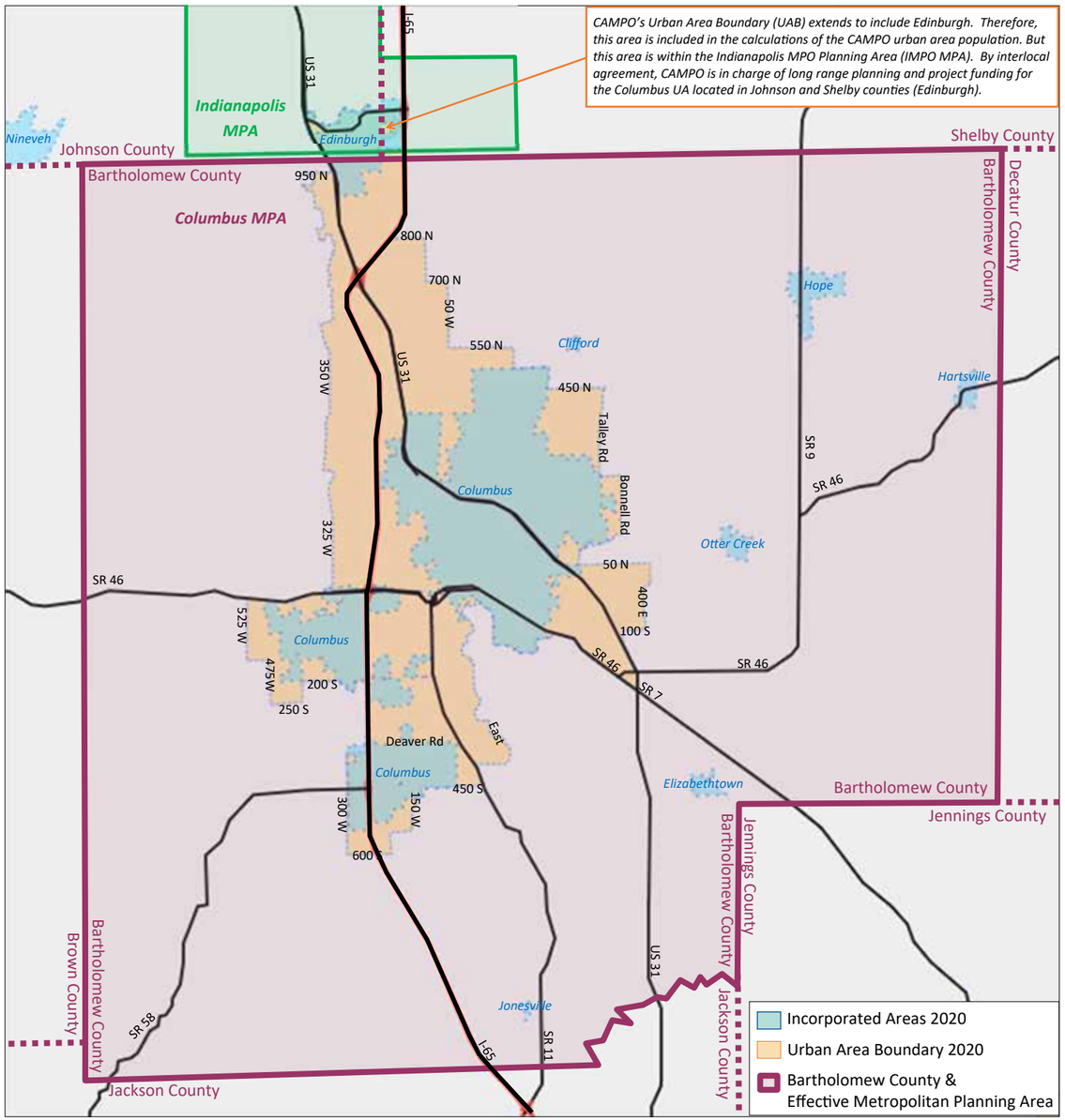


Figure 1: CAMPO Urban Area Boundary and MPA (Source: CAMPO Website)

Transportation infrastructure not only plays an integral role in supporting regional economic activities, but it is also essential to improving the quality of life for residents. The transportation system includes roads, transit, non-motorized facilities, and inter-modal facilities.

An efficient transportation system saves time and money for individuals and businesses, promotes safety, serves a crucial role in the production and distribution of goods, and supports economic growth. In an effort to provide transportation improvements, regional decision-makers face difficult challenges such as identification of system needs, prioritizing transportation investments, coordination among stakeholders, and securing funding.

The purpose of the Columbus Area Metropolitan Planning Organization's (CAMPO) Metropolitan Transportation Plan (MTP) is to assess existing transportation infrastructure in the Metropolitan Planning Area (MPA) and develop a strategy to maintain and enhance the area's transportation assets through the plan horizon year of 2050.

With input from CAMPO staff, local stakeholders, and the public, the plan identifies existing demographic characteristics, documents existing transportation facilities and needs, establishes a vision and goals for transportation, and prioritizes investments that help the CAMPO planning area achieve its vision and goals. The CAMPO 2050 MTP is an update to the 2045 MTP, adopted in 2021. The five-year revision cycle meets federal requirements and ensures that CAMPO's planning process regularly accounts for changing characteristics of the planning area.

COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION

Federal law requires all urban areas with populations of 50,000 or more to establish a Metropolitan Planning Organization (MPO) with the responsibility of conducting a continuing, cooperative, and comprehensive transportation planning process. CAMPO is the MPO for the City of Columbus and Bartholomew County, designated by the Governor of Indiana on February 27, 2004.

Immediately to the north of Bartholomew County, both Johnson and Shelby Counties are part of the neighboring Indianapolis MPA. However, since the town of Edinburgh is located across all three counties and is geographically closer to Columbus, both Edinburgh and surrounding areas in small portions of Johnson and Shelby Counties are considered part of CAMPO's urban area boundary. As a result, CAMPO is responsible for long range planning and project funding for those portions of Johnson and Shelby Counties as well.

Figure 1 shows CAMPO's complete urban area boundary and MPA. Since no projects or needs were identified in the Edinburgh portion of the urban area, and since neither county nor the town participates in metropolitan planning as active members of CAMPO, subsequent maps in this MTP will focus on Bartholomew County.

CAMPO is responsible for developing federally-mandated transportation planning documents. In addition to the MTP, these include the ***Transportation Improvement Program (TIP)*** and the ***Unified Planning Work Program (UPWP)***. The TIP is a five-year program that details all federally funded transportation projects as well as other regionally significant transportation projects that will be implemented from the MTP. The UPWP presents information on the transportation planning activities and the planning products

CAMPO's Urban Area Boundary (UAB) extends to include Edinburgh. Therefore, this area is included in the calculations of the CAMPO urban area population. But this area is within the Indianapolis MPO Planning Area (IMPO MPA). By interlocal agreement, CAMPO is in charge of long range planning and project funding for the Columbus UA located in Johnson and Shelby counties (Edinburg).

developed by CAMPO in the current and subsequent calendar year. CAMPO also conducts other transportation planning activities which promote an efficient and effective intermodal transportation system.

CAMPO is directed by a ***policy board and advised by a technical committee***. The Policy Board is CAMPO's decision-making body, composed of elected and appointed officials from the City of Columbus and Bartholomew County, as well as representatives from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA). The CAMPO Technical Committee is an advisory body, responsible for analyzing and reviewing transportation projects, commissioning reports, and advising the MPO Policy Board.

TRANSPORTATION PLANNING REQUIREMENTS

The CAMPO 2050 MTP addresses ten federally-required planning factors, as specified in 23 USC §134(h).

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and nonmotorized users.
- Increase the security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
- Enhance the integration and connectivity of the transportation system across and between modes throughout the State, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation.
- Enhance travel and tourism.

In addition to the federal planning factors listed above, the 2050 MTP needs to align with statewide planning efforts. INDOT's long range transportation plan also includes seven goals that the CAMPO 2050 MTP addresses:

- Safe and Secure Travel: Move Indiana toward zero deaths and reduction of serious injuries by applying proven strategies and enhancing the safety and security of our transportation system for all users.
- System Preservation: Going beyond taking care of what we have and maintaining our multimodal transportation system and infrastructure in a state of good repair.
- Economic Competitiveness and Quality of Life: Enhance the competitiveness of Indiana's economy as the "Crossroads of America" through strategic multimodal transportation investments, reducing transportation costs, and the safe and efficient movement of people and goods.
- Multimodal Mobility: Maximize the performance of our transportation system, ensuring efficient movement of people, goods, and regional connectivity by enhancing access to different modes of transportation.
- Environmental Responsibility: Minimize the potential impacts of the transportation system on the natural and human environment.
- New Technology and Advancements: Develop and deploy advanced transportation technologies and embrace a broad-based, comprehensive research program to plan for the future.
- Strategic Policy Actions: Address multiple goal areas through key policy initiatives.

METROPOLITAN TRANSPORTATION PLAN UPDATE PROCESS

The CAMPO MTP update identifies the long-term vision of the MPA and provides the framework for future maintenance of the transportation network. Two committees guided the MTP update. The CAMPO Technical Committee served as the MTP Steering Committee, responsible for providing direction during plan development and review of the MTP. The Citizen Advisory Committee, composed of volunteers who live and work in the CAMPO planning area, also convened during the MTP update to provide feedback on the plan as well as specific aspects of the long-range planning process, such as public engagement strategy and project scoring and prioritization. Both committees met four times over the course of the 2050 MTP update.

The update began with a review of the existing transportation system within the CAMPO planning area. The review included an analysis of ***socio-economic conditions***, review of existing plans and policies, and an inventory of existing infrastructure. This information was documented and incorporated into the CAMPO planning area ***travel demand model***. Given these existing conditions, transportation needs were identified throughout the CAMPO planning area through a combination of data analysis, stakeholder feedback, and public input.

From the identification of existing conditions and needs, stakeholders both identified project opportunities and provided input to refine plan goals and objectives from the previous MTP update. This input was used to develop a consistent approach for project scoring to evaluate project opportunities and identify the ones that address ***MTP goals and objectives*** best. Planning-level cost estimates were developed for these projects so that they could be incorporated into a revenue and funding assessment and fiscally constrained project implementation framework. These projects were also incorporated into the travel demand model to quantify the anticipated impacts to the planning area transportation network.

Throughout the MTP development process, the public was able to provide input at two in-person ***open house*** public meetings held in November 2025 and April 2026, as well as via an ***online survey*** and interactive map available from November 2025-January 2026. The draft MTP was also made available for online public comment over a 30-day period in summer 2026, consistent with CAMPO's approved Public Participation Plan (PPP).

Chapter Two: Existing Conditions

SOCIOECONOMIC FACTORS
LAND USE PLANS AND STUDIES
ENVIRONMENTAL CONTEXT
PUBLIC PERCEPTIONS

SOCIOECONOMIC FACTORS

The CAMPO MPA is a vibrant and diverse area experiencing growth that is expected to continue for the foreseeable future. There is a strong relationship between community demographics, socio-economic factors, land use, and transportation infrastructure. The distribution of population in the area; household characteristics such as age, income, and vehicle ownership; employment growth by sector; and commute-to-work patterns have a direct impact on the travel demand and dictate the future needs of the transportation system. Population and employment information examined as part of the socioeconomic analysis was used to update CAMPO's travel demand model, which has been used to analyze the impact of projects included in the MTP.

OVERALL POPULATION CHARACTERISTICS

According to the ***Hoosiers by the Numbers***, the CAMPO MPA has an estimated population of 84,741 for 2024, residing in 32,984 households, with an average household size of 2.55 persons. The remaining 1.5% percent of the population in the planning area reside in group quarters, which include correctional facilities, senior housing, college dormitories, and nursing homes. Of this population total, 52% is male and 48% is female.

The population forecasts for the MTP horizon year of 2050 were generated using multiple sources including the historic growth trend lines from Census data, and projections presented by Hoosiers by the Numbers while using growth calculations with 2024 population as a baseline and an assumed growth rate of 0.36% annually from past data. ***Figure 2*** shows the historical growth of population in Bartholomew County and the City of Columbus over the past seven decades. The population in the CAMPO MPA is estimated to grow at a 0.36% annual rate, resulting in a forecasted total population of 93,040 by the year 2050. Additional detail on projected population growth is included in the ***CAMPO travel demand model***.

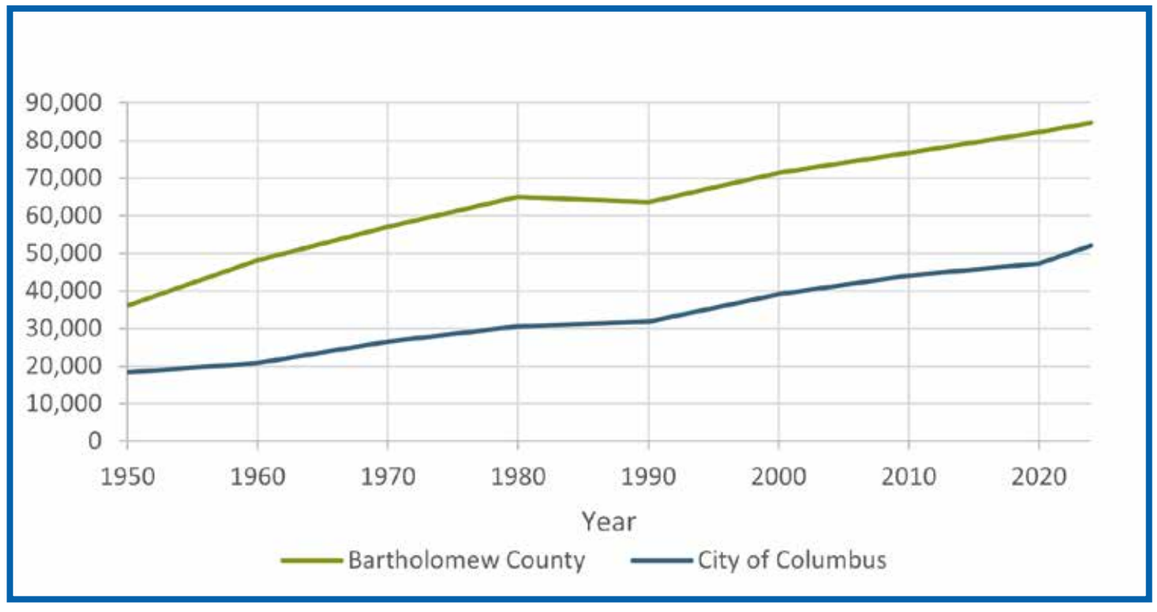


Figure 2: Historical Population Growth in the MPA

The area's age distribution has significant impacts on housing needs and transportation planning. Older populations generally require different housing than younger populations, as well as more transit and medical facilities. ***Figure 3*** groups the population by age with simlar transportation needs using inpformation obtained from the 2024 Hoosiers by the Numbers population data. Roughly 24% of the population of the CAMPO MPA are children, and about 17% of the population are seniors. The median age of the CAMPO MPA population is 38 years old, slightly younger than Indiana's median age of 38.3 and the US median age of 39.2.

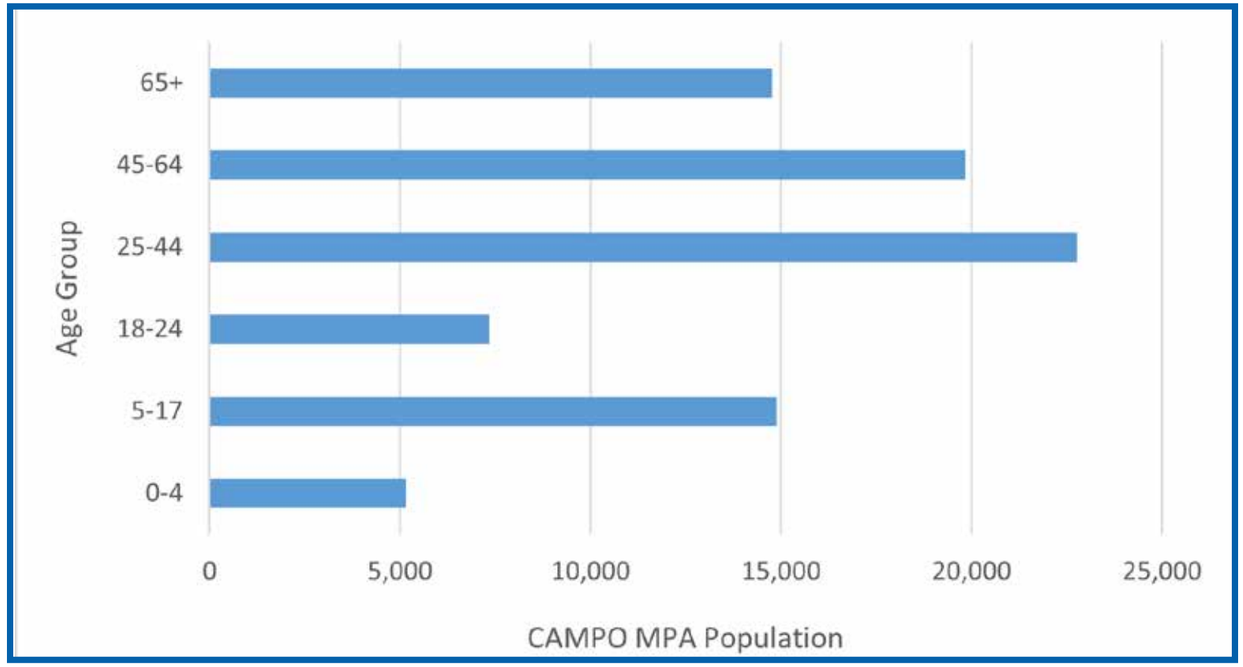


Figure 3: Age Pyramid in the MPA

RACIAL COMPOSITION

The racial makeup of the population in the CAMPO MPA is predominantly white. Based on US Census estimates, the CAMPO MPA is slightly less racially diverse than the average for Indiana or for the United States. The CAMPO MPA in 2024 was 86.5% white alone, according to Hoosiers by the Numbers estimates. By comparison, Indiana was 83.2% white alone in 2024. *Figure 4* shows the racial composition of the CAMPO MPA.

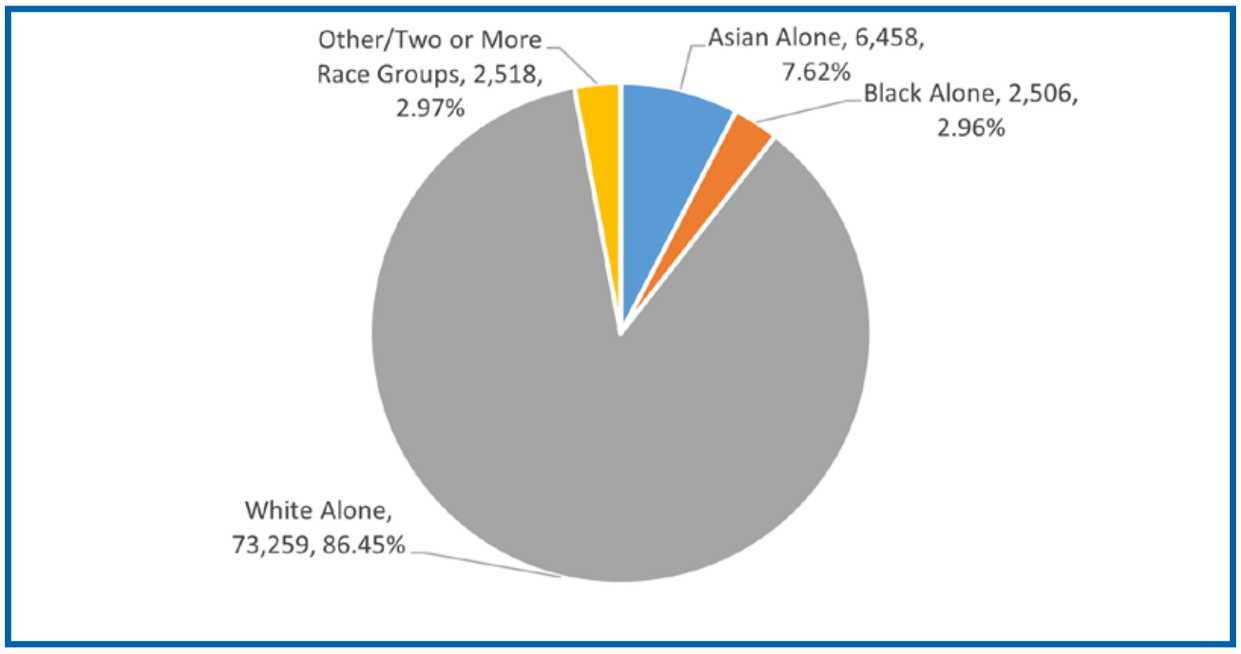


Figure 4: Racial Composition of the CAMPO MPA, 2024

INCOME AND EDUCATION

As part of the planning process, identifying population groups in terms of income and education is important to evaluate alternate transportation options that can meet the mobility needs of a variety of users of the transportation system in the CAMPO MPA. Household income, for example, has a direct impact on travel demand and is an important indicator for the needs of alternate transportation options. Lower-income households are more likely to be dependent on public transit as a primary mode of transportation. Alternatively, higher income households generate twice as many daily vehicle trips compared to lower income households.

Figure 5 below shows some key indicators available through *Stats America* from the CAMPO MPA regarding these population groups and compares them to statewide data. In general, the CAMPO MPA has a higher median household income, lower poverty rate, and higher level of educational attainment among its population than Indiana overall.

Figure 5: CAMPO MPA and Indiana Income and Education Indicators

STATISTICS CATEGORY	CAMPO MPA STATISTICS (2023)	INDIANA STAEWIDE DATA (2023)
Median Household Income	$79,870	$69,458
Poverty Rate	10.0%	12.2%
Percent of Adults 25+ with a High school Diploma	92.1%	90.2%
Percent of Adults 25+ with a Bachelor's Degree	35.4%	28.8%

EMPLOYMENT CHARACTERISTICS

Figure 6 presents the 2024 employment sector breakdown for the CAMPO MPA. This data was obtained from Hoosiers by the Numbers. As can be seen in Figure 6, manufacturing is the largest industry in the MPA, followed by government services, retail, and healthcare. Currently more than 38% of the employment (19,255 employees) in the CAMPO MPA is in manufacturing, compared to 9% in the United States as a whole. With more than four times the national average, the manufacturing sector will continue to play a prominent role in transportation planning in the CAMPO MPA. Similarly, with Camp Atterbury located in the northwest corner of the CAMPO MPA, the federal government employment sector will continue to impact transportation planning locally. Additional detail on projected employment growth is included in the *CAMPO travel demand model*.

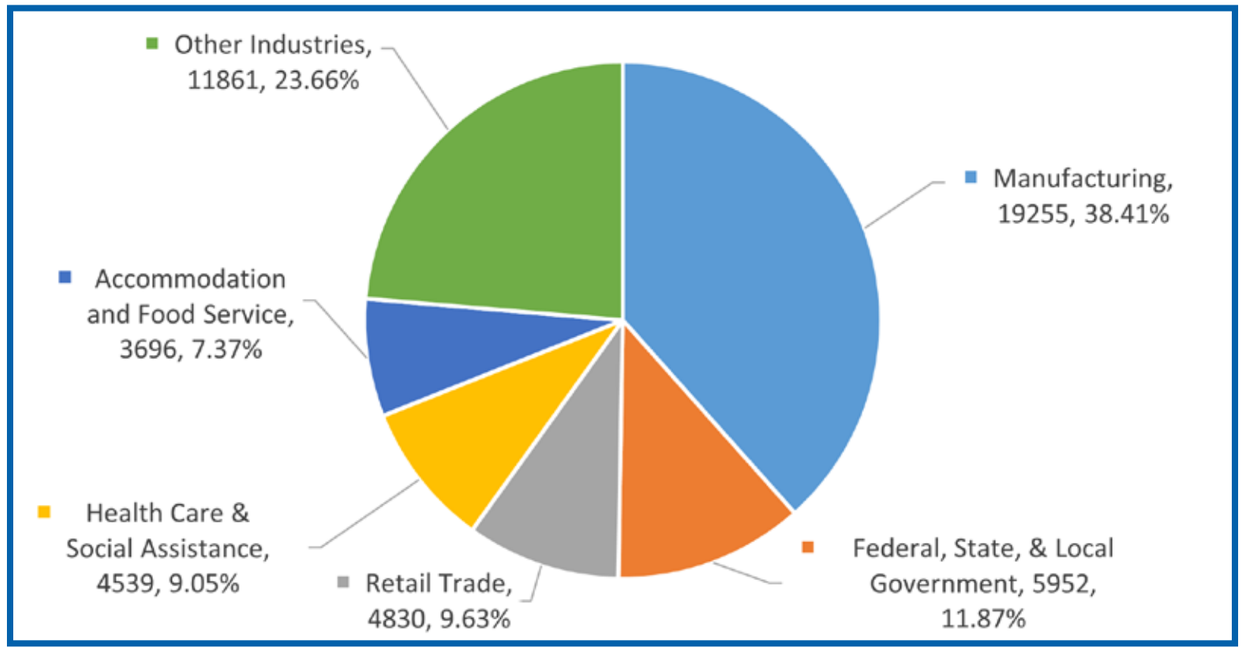


Figure 6: 2024 Employment by Sector in the CAMPO MPA

COMMUTE TO WORK PATTERNS

It is important to understand the commuting patterns as part of the planning process. *Figure 7* presents the commuter patterns for Bartholomew County, based on 2022 data from Hoosiers by the Numbers. About 20% of the Bartholomew County workers (12,164 workers in total) commute from outside the county, mainly from Jackson, Jennings and Johnson Counties. Approximately 10% of people residing in Bartholomew County commute to other counties for work, mainly to Jackson, Marion, and Johnson Counties. These patterns are largely a result of the high availability of manufacturing and healthcare jobs in the CAMPO MPA, and the connectivity that Interstate 65 provides from Bartholomew County to other counties to the north and south.

In addition to commuter patterns, mode of travel to work and vehicle ownership are important factors to understand the travel needs and to assess the availability of alternatives to automobiles in the MPA. This data is also provided by Hoosiers by the Numbers from 2024. About 2.1% of workers 16 years and older (about 890 people total) in the CAMPO MPA do not have a vehicle available to them, compared to 6.46% of households in Indiana and 8.43% of households in the United States. Figure 8 provides a breakdown of how residents of the CAMPO MPA travel to work. The MPA is predominantly automobile-oriented, and the average one-way travel time to work across all modes is 21.5 minutes. For transit users, the average commute time is 25.5 minutes. Both of these commute time numbers are provided by Hoosiers by the Numbers from 2024.

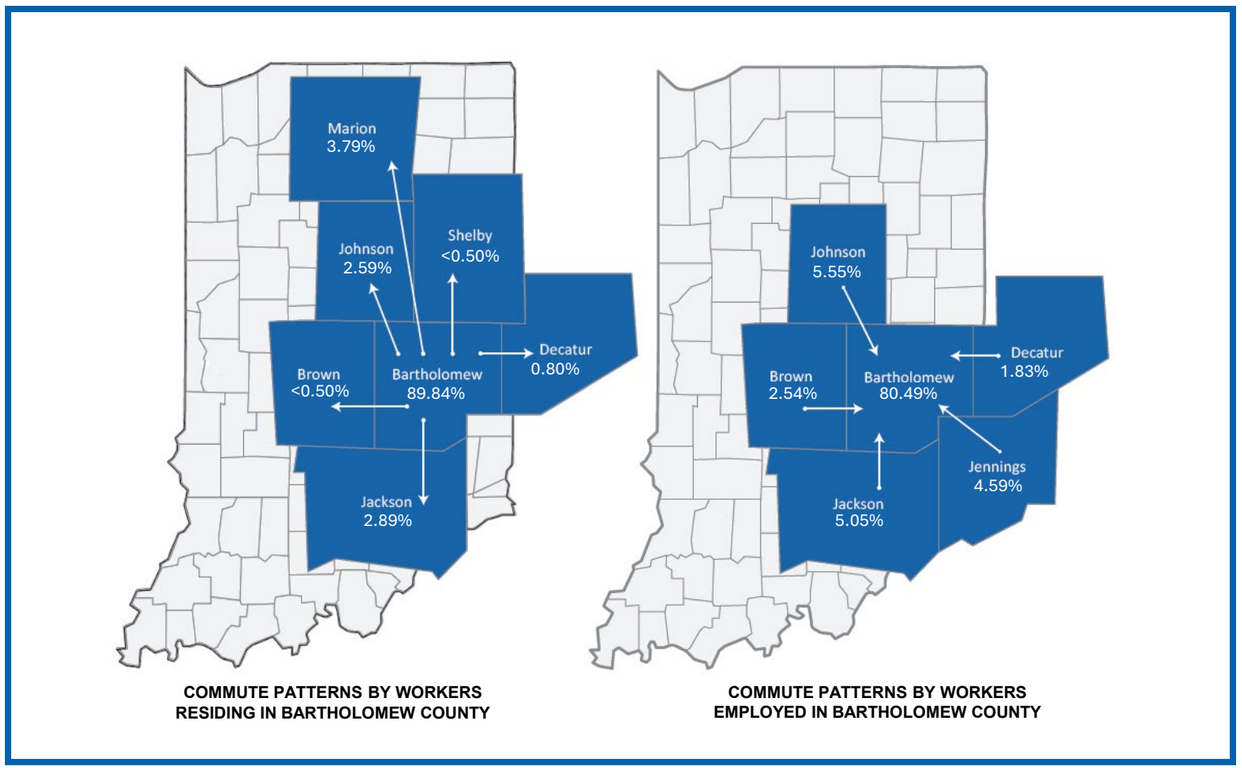


Figure 7: Commute Patterns from Nearby Counties

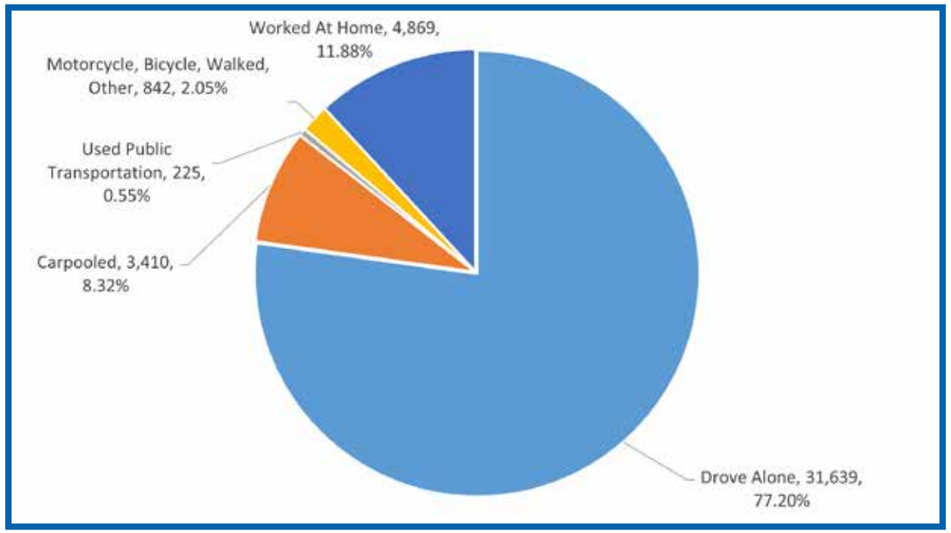


Figure 8: Travel to Work Mode Splits for the CAMPO MPA

LAND USE PLANS AND STUDIES

There is a strong and fundamental relationship between land use planning and transportation planning. While transportation planning decisions affect land use development, land use conditions also have an impact on travel demand.

Transportation infrastructure, mobility needs and accessibility features differ by land use type. Manufacturing and industrial land uses require direct connections to interstates via wide roadways to support truck traffic. Residential and institutional land uses, such as schools, require low travel speeds and facilities that provide options among all travel modes. Commercial land uses benefit from convenient accessibility and connections to residential land uses. Land use patterns are commonly impacted by factors such as population and economic growth, planning and zoning policies, housing costs, transportation investments, and geographic or topographic conditions.

Topography significantly influences the pattern of development in the CAMPO MPA. The portion of Bartholomew County to the east of Columbus is relatively flat and consists of agricultural lands. This area has been designated in the Bartholomew County comprehensive plan as Agriculture Preferred, with the goal of maintaining this area primarily for farming. The southwest portion of the county consists of rolling hills which are not as conducive to crop production. This topography has resulted in substantial residential development west of the East Fork of the White River ranging from the development at Tipton Lakes to broader development of rural homesites across Bartholomew County. Favorable topography will also lead to continued development in the southwest portion of the county.

Land use planning in the CAMPO MPA is primarily the responsibility of the City of Columbus and Bartholomew County. Each jurisdiction's comprehensive plan addresses local land use and transportation issues and establishes a basis for future development, making them crucial inputs into the CAMPO long-range planning process.

CITY OF COLUMBUS COMPREHENSIVE PLAN

The *City of Columbus Comprehensive Plan*, which applies to the City of Columbus and its extraterritorial jurisdiction, currently includes nine separate elements adopted over a period of several years beginning in 1999. As the comprehensive plan has evolved, more detailed elements have been added for specific geographic areas and topics. The 2023 City View District Plan, the element of the Comprehensive Plan adopted most recently, is an example of one of the plan elements created for a specific geographic area. *Figure 9* presents the future land use map for the City of Columbus. As of March 2026, The City of Columbus has published five neighborhood- and corridor-specific plans as elements within the City Comprehensive Plan that specify desired development to a greater level of detail than in other locations throughout Columbus:

Core Elements:

- Goals & Policies
- Land Use Plan
- Thoroughfare Plan
- Bicycle & Pedestrian Plan

Small Area Plan Elements:

- Downtown Strategic Development Plan
- Central Avenue Corridor Plan
- State Street Corridor Plan
- Columbus Central Neighborhood Plan
- City View District Plan

BARTHOLOMEW COUNTY COMPREHENSIVE PLAN

The current *Bartholomew County Comprehensive Plan*, first adopted in 1999, includes four elements: the Goals and Policies Element, the Land Use Plan Element, the Thoroughfare Plan, and the Northern Gateway Plan. Both jurisdictions' plans have been updated routinely and involve significant public input processes. *Figure 10* presents the future land use map for Bartholomew County.

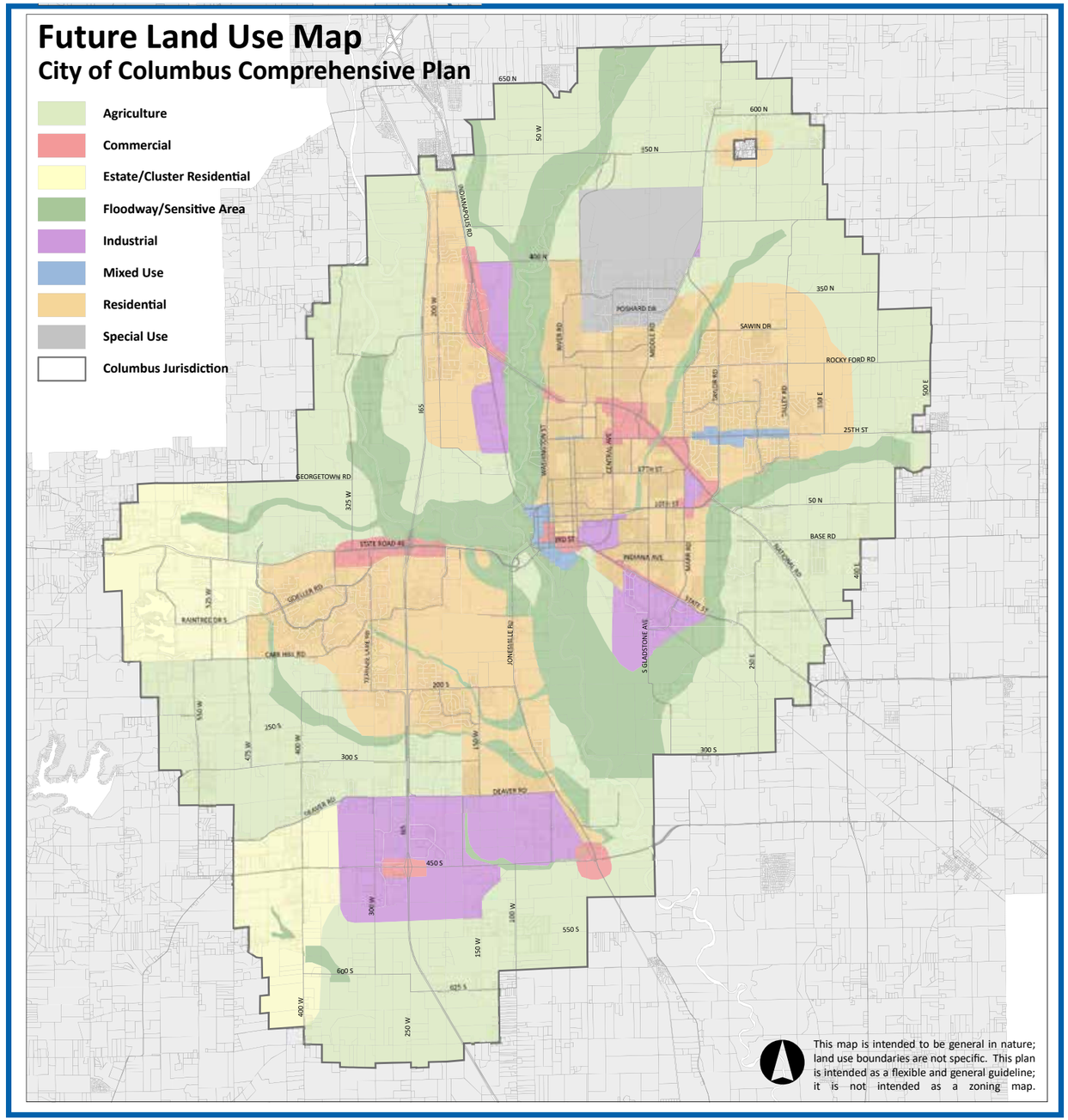


Figure 9: City of Columbus Land Use Plan (Source: City of Columbus Comprehensive Plan

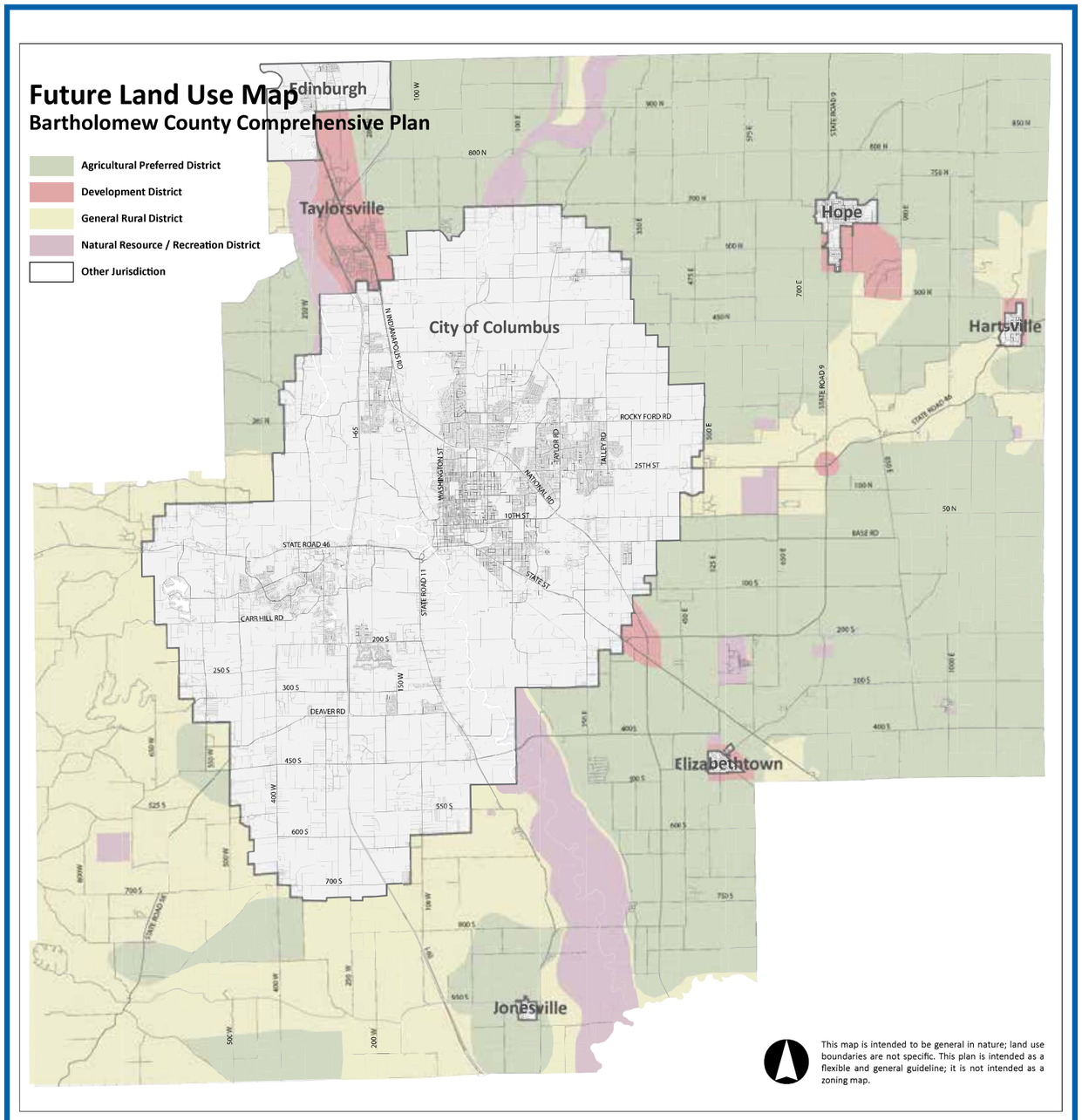


Figure 10: Bartholomew County Land Use Plan (Source: Bartholomew County Comprehensive Plan)

COLUMBUS STRATEGIC GROWTH STUDY

In addition to the Comprehensive Plan, the City of Columbus created the ***Columbus Strategic Growth Study*** to proactively prepare for and direct future outward industrial, commercial, and residential development. The original study was completed by the City of Columbus – Bartholomew County Planning Department in February of 2016, with an updated plan under development in 2026. Land availability is limited within the existing corporate boundaries and infill development poses challenges, particularly for sizable industrial operations and residential development. ***Figure 11*** identifies areas within Columbus' planning jurisdiction, as well as undeveloped incorporated areas at the perimeter of the Columbus city limits, which have development potential due to a combination of factors, such as access to infrastructure and city services. The study includes summary maps for residential, commercial, and industrial development and identifies several areas that have potential for development but may have infrastructure or transportation related constraints.

COLUMBUS HOUSING STUDY

In 2024, the City of Columbus completed the ***Columbus Housing Study***. This study identified needs and strategies related to adequate, safe, and affordable housing in Columbus through both community input and an analysis of market trends and demographics. The study identified seven housing-focused goals and projected a need of 3,600 new housing units through 2035 to meet housing demand. It also noted that moderate increases in housing density in strategic locations within Columbus would be needed to meet demand. The combination of increased density in existing developed areas and new developments at the fringes of the city will create the need for investments in infrastructure to maintain transportation operations and safety.

CAMP ATTERBURY JOINT LAND USE STUDY

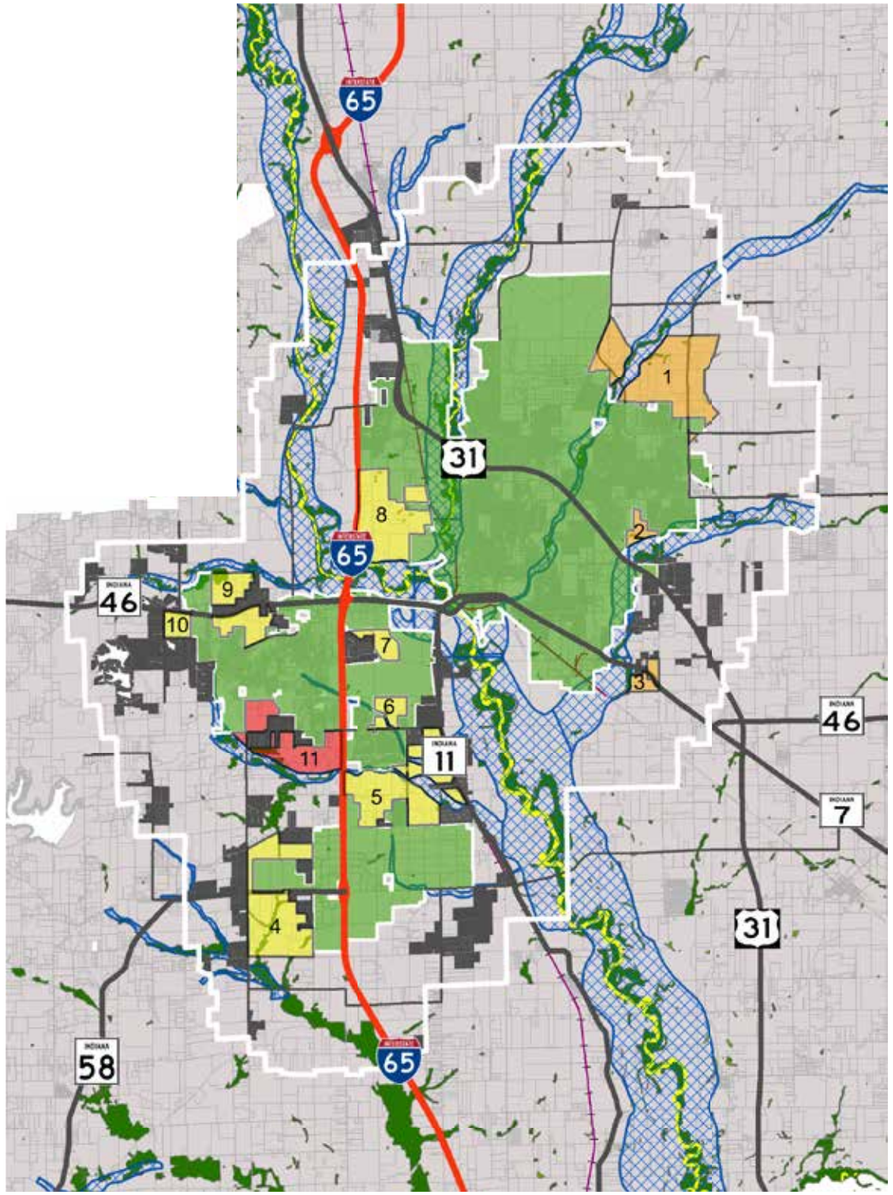
Camp Atterbury (located in the northeast portion of the CAMPO MPA) also completed a ***joint land use study*** in 2009 that the institutions continue to reference today. The need for the study was generated by the rapid growth and substantial increase in the use of Camp Atterbury by the Indiana National Guard and other branches of the military. The study compared the long-term facility and operational plans of the military installations with the land use patterns, transportation infrastructure, and plans of the surrounding communities to encourage cooperative growth and manage incompatible or conflicting uses.

FIGURE 11: FINAL DRAFT MAP

STRATEGIC GROWTH STUDY

Part 2.2 Development Opportunities

This map illustrates areas within the Columbus planning jurisdiction that have development potential. Each area is labeled and color coded to reflect the development factors that are present in the area. The development factors used as part this analysis are as follows: Within an ideal Fire protection area, Columbus Water Utility service, and Columbus Sewer Utility Service.



LEGEND

Most Promising Locations: All three critical development factors are present (water, sewer and ideal fire protection)

Somewhat Promising Locations: Two critical development factors are present (water and sewer but missing ideal fire protection)

Limited Development Potential: One critical development factor is present (water or sewer but ideal fire protection and the other utility service is not)

Base Map

- Corporate Boundaries
- Developed Land
- Floodway
- State Road or U.S. Highway
- Arterial Street
- Rail Line

N

Source: 2026 Columbus Strategic Growth Study Update

ENVIRONMENTAL CONTEXT

As part of the MTP development process, it is crucial to identify the impact of transportation projects on environmental resources; ideally by making planning decisions that preserve and enhance these natural systems. Additionally, all transportation projects that include federal funding are subject to federal environmental regulations. These regulations include provisions for the protection of wetlands, floodplains, endangered species, historic structures and other significant environmental effects, as well as the project's effect on air quality. ***Figure 12*** shows the natural and cultural resources within the CAMPO MPA.

AIR QUALITY

The 1990 Federal Clean Air Act Amendments (CAAA) require MPOs within air quality "non-attainment" or "maintenance" areas to perform air quality conformity determinations prior to approving major transportation investments in their long-range plans. Bartholomew County currently meets federal air quality standards, and the region is in attainment for each of the six airborne criteria pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO2), particulate matter (PM10 and PM2.5), ozone (O3), and sulfur dioxide (SO2).

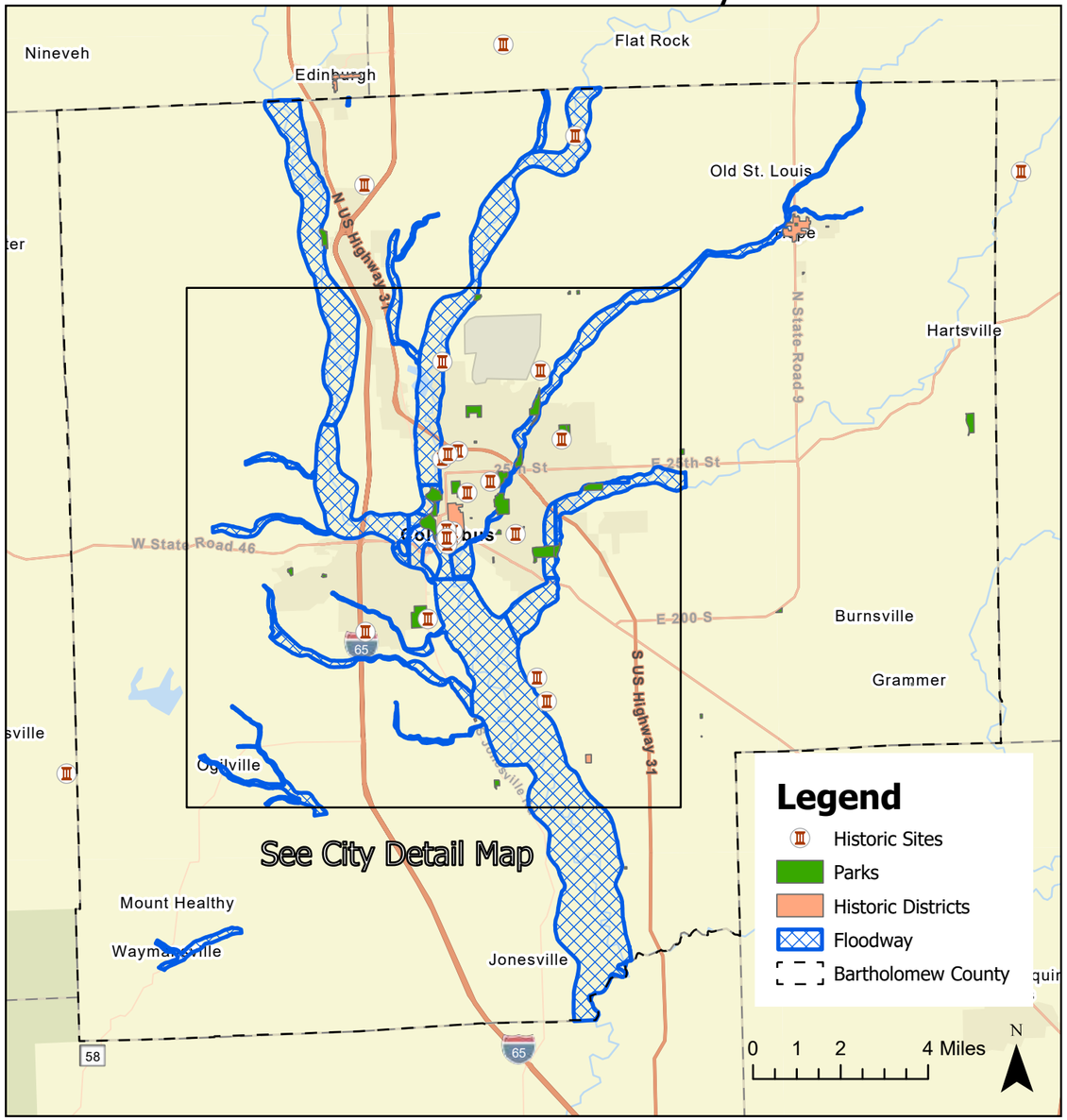
FLOOD MANAGEMENT

Bartholomew County lies at the point where several regionally significant streams – the Driftwood River, the Flatrock River, Clifty Creek, and Haw Creek – come together to form the East Fork of the White River. These five major tributaries result in approximately 22% of the CAMPO MPA and 43% of the CAMPO Urban Area located in a regulated floodplain. Approximately 2,000 square miles of upstream land drains through Columbus and Bartholomew County, making flooding a significant natural threat to the area. There are approximately 20 major transportation routes that are routinely affected by flooding. Because of the extent of potential flooding, CAMPO coordinates with Local Planning Agencies on alternate transportation routes and innovative designs to address resiliency from flooding.

In addition to the required federal standards, transportation projects should also comply with the ***Columbus Flood Risk Management Plan***, adopted in 2013. This plan follows the Respond-Recover-Mitigate-Prepare framework and identifies several important routes through the City of Columbus that will be necessary for efficient evacuation and emergency response plans in the event of a major flood event. The identified routes include US 31, SR 46, and SR 11 as primary routes; Indianapolis Road as a secondary route; and 10th Street, 25th Street, and Rocky Ford Road as low priority flood safe routes. ***Figure 13*** displays these and other key routes from the plan.

As improvements are made to these corridors, consideration should be given to incorporating flood-resistant infrastructure, including extra bridge capacity and raised bridge approaches. The City of Columbus has been strongly influenced by the rivers and creeks running through and adjacent to the urban core, as well as their associated floodplains. While the rivers and creeks add character to the City of Columbus, they limit the urban growth by creating natural barriers. These barriers have channeled growth in the city generally toward the northeast, and more specifically to the west of the East Fork of the White River in the Tipton Lakes and County Road 200 South area.

FIGURE 12: NATURAL AND CULTURAL RESOURCES IN THE CAMPO MPA



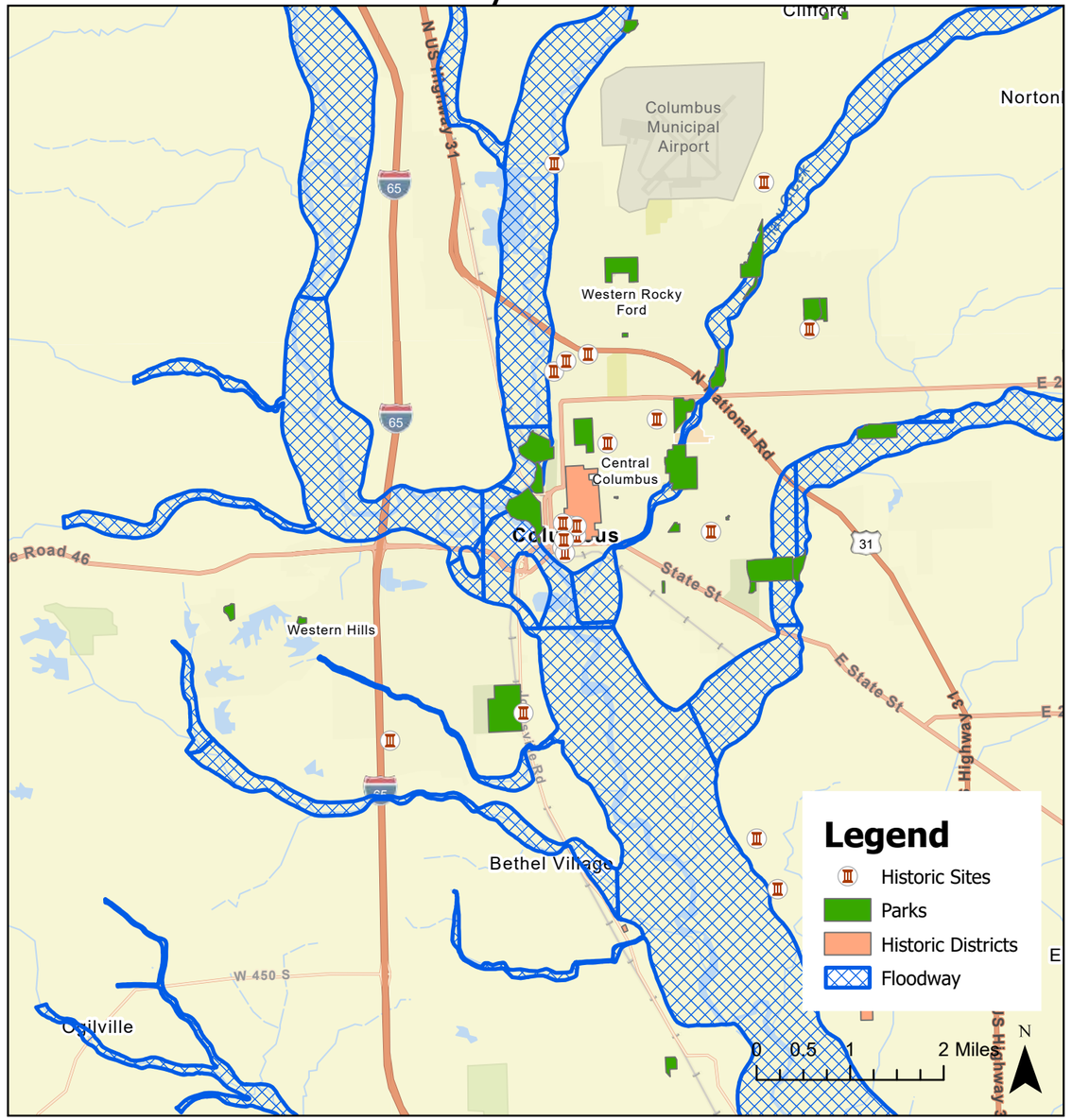
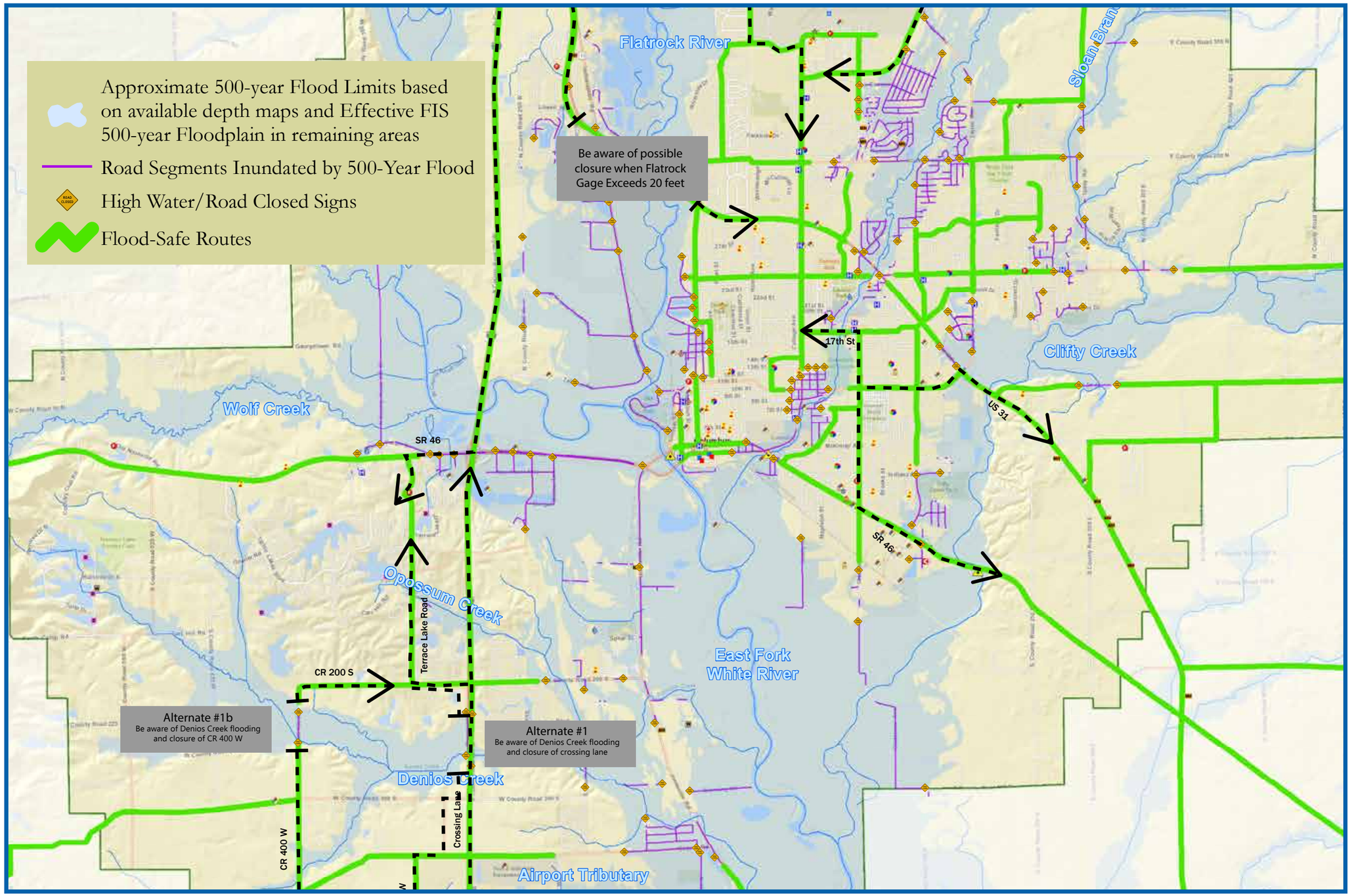


FIGURE 13. FLOOD SAFE ROUTES IN COLUMBUS



Source: 2013 Columbus Flood Risk Management Plan

PUBLIC PERCEPTIONS

The 2050 CAMPO MTP development process involved an extensive public outreach effort, resulting in hundreds of comments and responses from the public. This outreach effort was consistent with the requirements of CAMPO's Public Participation Plan. Public participation is an important component of any planning process. A planning process should both communicate information about the process to the public and enable them to provide input and meaningful feedback. Effective public participation builds trust and buy-in on planning outcomes, resulting in a better plan overall.

Public engagement for the 2050 CAMPO MTP involved three components:

1. In-person engagement in the form of two dedicated project open house events.
2. Online engagement in the form of a multilingual survey and interactive feedback map.
3. A 30-day public review and comment period of the draft MTP prior to finalization of the updated plan.

CAMPO's website, Facebook page, and media releases, were used to keep the public updated on all public engagement opportunities throughout the MTP development process.

IN-PERSON OPEN HOUSES

The two public open houses utilized presentations to highlight the planning process, share public survey results, and describe interactive activities available as part of the open house. Display boards with maps of Columbus and Bartholomew County were used to help with visualization and to facilitate public comment at both open houses, with the maps updated during the second open house to visualize draft project locations and prioritization tiers based upon the results of the MTP update process and prior public input.

The first project open house was held from 4:00-7:00pm on November 19, 2025, at Columbus City Hall. This open house provided an interactive opportunity for participants to guide discussions about the plan's overarching goals and objectives, review transportation network developments across CAMPO since the previous plan, and identify transportation needs and challenges in the CAMPO MPA. Participants at the first open house provided map-based comments that were added alongside other comments left in the online survey and map. They also provided plan goal prioritization feedback: based on the responses received at the open house, improving multimodal connectivity, safety, efficiency, and existing system preservation and maintenance were voted as the highest-priority needs for transportation planning in the CAMPO MPA.

The second project open house was held from 4:30-6:30pm on April 13, 2026, at Columbus City Hall. This open house provided an interactive opportunity for participants to review summaries of public engagement results from earlier in the plan development process, review and provide feedback on the draft fiscally constrained roadway project selections and prioritization, and learn about the other illustrative projects across all transportation modes represented in the MTP. Participants at the second open house provided feedback on fiscally constrained roadway project selections and their prioritization relative to one another, as well as the criteria that CAMPO staff would use to prioritize and implement other illustrative projects included in the plan.

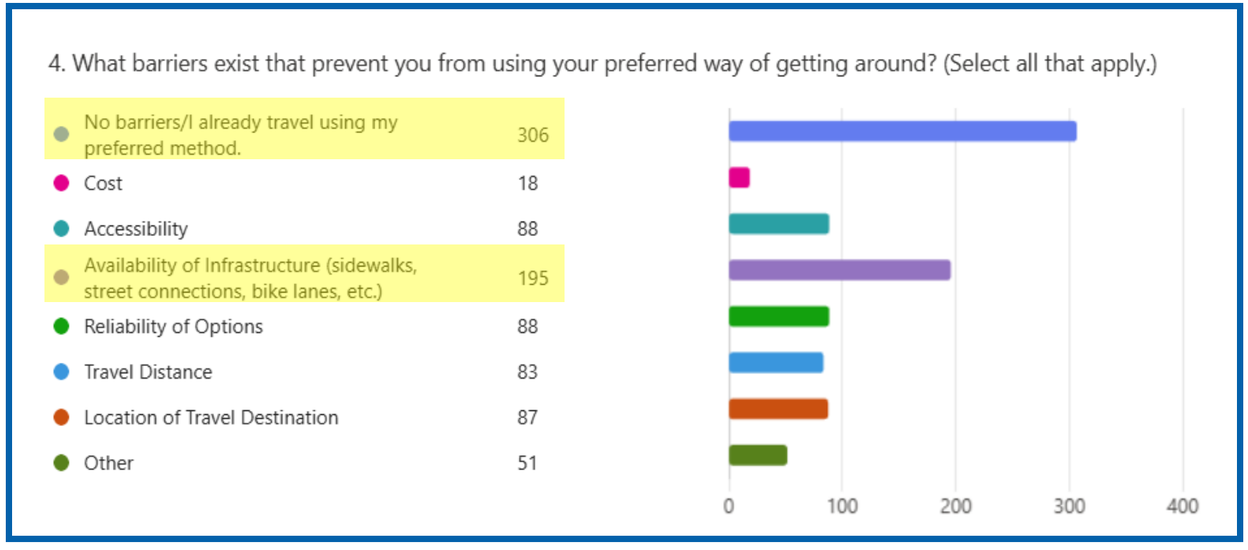
ONLINE PUBLIC SURVEY AND MAP

The online engagement included a survey that gathered community-wide perceptions of transportation conditions, needs, and priorities. It also included an interactive map-based visualization of the CAMPO planning area where respondents could leave location-specific comments and interact with comments left by others.

The online public survey and map was available to the public from November 15, 2025 through January 31, 2026. The survey and map were available in both English and Spanish and were accessed through a link on the MPO's website and via QR codes posted onto paper fliers and social media. The survey was designed to capture the sentiment of residents toward various transportation modes, elements, needs, and tradeoffs throughout the community. In total, CAMPO received 572 survey responses and an additional 138 mapped comments from the interactive map tool.

Key takeaways from the survey included:

- 96% of respondents use a vehicle to get around, but only 73% of respondents would prefer to get around using a vehicle.
- The most common barrier to people getting around using their preferred method was a lack of available infrastructure (such as sidewalks, bike lanes, or street connections). 34% of respondents listed this as a barrier.



- 25% of respondents said they thought the transportation system had gotten better in the last five years, while 14% said they thought the transportation system had gotten worse. 39% of respondents said they thought the transportation system was performing about the same as it was five years ago.
- When asked how they would rate the condition of each type of transportation infrastructure in the MPA, respondents generally thought that most infrastructure was in good or better condition. ***Figure 14*** displays these results.

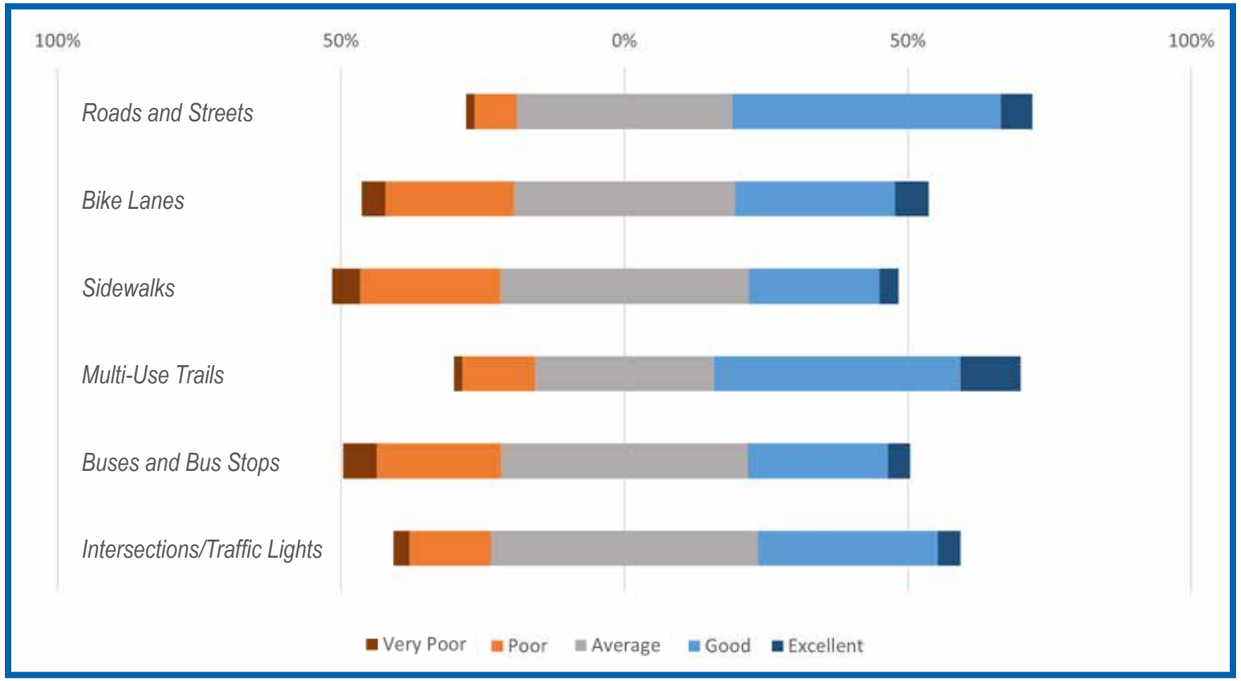


Figure 14: Public Perceptions on Infrastructure Conditions

- When asked their priorities, respondents tended to favor projects in this plan that…:
  - …were smaller in nature, so that more projects could be funded.
  - …connected people to neighborhoods better.
  - …would fill in gaps in the existing transportation network.
  - …would help maintain existing infrastructure.
  - …were identified as needs through a data-driven analysis.
- Common locations and themes in the mapped comments included:
  - Driving and walking along 25th Street
  - Safety and walking along Goeller Road
  - Safety at the intersection of 31st Street and Taylor Road
  - Safety at the intersection of Central Avenue and Rocky Ford Road
  - Safety and driving near Southside Elementary School

DRAFT PLAN PUBLIC REVIEW PERIOD

The draft plan public review period occurred from June 11, 2026 through July 10, 2026, consistent with CAMPO's Public Participation Plan, requiring a 30-day public comment period. Comments received during all phases of public input, including this review period and CAMPO responses, where applicable, are included in ***Appendix A: Public Input***.

Chapter Three: Goals, Objectives, and Performance Measures

MTP GOALS
PERFORMANCE-BASED PLANNING AND PROGRAMMING
PERFORMANCE TARGETS
PLAN MAINTENANCE

MTP GOALS

01 SUPPORT ECONOMIC VITALITY

02 INCREASE ACCESSIBILITY AND IMPROVE QUALITY OF LIFE

03 ENCOURAGE TRANSPORTATION CHOICES AND MULTIMODAL CONNECTIVITY

04 IMPROVE SAFETY AND EFFICIENCY

05 PRIORITIZE EXISTING SYSTEM PRESERVATION AND MAINTENANCE

06 FOSTER COORDINATION THROUGHOUT THE MPA

The development of goals and objectives for the transportation system helps align specific transportation projects with the overarching aims of the CAMPO MPA. The goals and objectives provide guidance in the planning process and help determine the direction of the planning efforts. CAMPO's goals and objectives were developed based on federal planning factors, INDOT transportation policy factors, local knowledge, current local planning efforts, and extensive stakeholder engagement and public input.

Goals are defined as the large, all-encompassing values that the CAMPO MPA is working toward supporting using the transportation system as a tool. Objectives are specific methods of achieving those overarching goals that provide more tangible steps that CAMPO can take in support of the goals. Each objective also has relevant key performance indicators and strategies identified to support the implementation of each objective.

The Infrastructure Investment and Jobs Act (IIJA) continues the focus of performance-based planning for statewide and metropolitan transportation planning. This approach to planning applies to the development, application and monitoring of performance data to guide transportation funding and improvements. Performance measures are measures of effectiveness that determine the success or failure of specific implemented transportation projects.

Six goals were identified as part of the CAMPO MTP; each is presented to the left and further described below. Each goal is supported by corresponding transportation objectives, key performance indicators, and strategies to guide CAMPO in measuring progress and achieving targeted outcomes.

GOAL 1: SUPPORT ECONOMIC VITALITY

The transportation system is a valuable asset contributing to the economic vitality in Columbus and Bartholomew County. CAMPO should make transportation decisions that support this contribution and enhance its benefits. Promoting projects that support business, increase the movement of goods, and allow the population to get to and from work easily is critical to a thriving community. Of particular importance are (1) the need to expand transportation options connecting potential employees with employers and (2) the use of targeted infrastructure improvements to remove barriers to safe, orderly growth and development and expand the supply of housing.

Table 1 displays the objectives, key performance indicators, and strategies associated with Goal 1. Supporting economic vitality in the CAMPO MPA addresses the following federal planning factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency [CFR 450.306(b)(1)]
- Enhance travel and tourism. [CFR 450.306(b)(10)]

Table 1: Goal 1 Support Economic Vitality Objectives, Key Performance Indicators, and Strategies

OBJECTIVE	KEY PERFORMANCE INDICATOR	STRATEGIES
1.1 Assess the efficiency and safety of freight movement and identify and implement any needed improvements.	Columbus & Bartholomew County Freight Plan completed	**1.1A** Complete a regional freight plan for the MPA consistent with state and national strategies
1.2 Reduce the impact of freight on other modes of travel.	Number of freight safety or efficiency projects implemented	**1.2A** Identify intersections impacted most by freight movements (truck and rail traffic) **1.2B** Coordinate non-motorized facility planning with truck route planning to support safety and efficiency for all travel modes and eliminate conflicts where possible
1.3 Support transit and bicycle/pedestrian improvements that increase access to local and regional employment centers.	Number of jobs within ¼ mile of a transit line and/or dedicated bicycle facility High density residential areas provided with transit service and/or dedicated bicycle facilities	**1.3A** Evaluate the existing transit lines and bicycle facilities to ensure they are adequately serving employment centers **1.3B** Assess the viability of new transit lines and/or bicycle facilities that improve connections to employment centers **1.3C** Identify business and industry partners to support provision of transit and additional bicycle facilities **1.3D** Encourage INDOT to apply context sensitive design principles and accommodate pedestrians on and crossing its highways in urban and suburban locations
1.4 Encourage transportation projects that maintain or enhance economic vitality and support housing development for Columbus and Bartholomew County.	System congestion and delay Number of projects completed in areas with high employment or residential growth potential	**1.4A** Provide additional east-west connectivity **1.4B** Support transportation improvements that serve to expand the supply of developable land (consistent with the Columbus and Bartholomew County Comprehensive Plans) **1.4C** Support projects that improve intersection efficiency and reduce congestion, particularly near industrial centers **1.4D** Use the most current Columbus Strategic Growth Study to coordinate transportation infrastructure improvements with other infrastructure and services in support of community improvements, growth planning, and to maximize the economic impact of those improvements
1.5 Improve connectivity across railroads, streams, and other barriers to growth.	Congestion and delay at railroad and river crossings	**1.5A** Pursue funding to grade separate railroad crossings on major roadways **1.5B** Pursue transportation projects promoting east-west connectivity **1.5C** Maintain and improve flood-free routes that connect the portions of the area as a whole and the City of Columbus in particular that are separated during a flood event
1.6 Support emerging modes of mobility, including ride sharing services, alternative power vehicles, and autonomous vehicles to ensure that area infrastructure remains globally competitive and complete.	Number of projects using latest technologies (e.g., CAVs, Charging Stations, Smart Corridors) to improve system efficiency and safety	**1.6A** Conduct studies to evaluate potential locations for charging stations **1.6B** Coordinate with freight industry to promote automation of freight movement **1.6C** Support studies to evaluate impact of CAVs on the transportation network **1.6D** Conduct study to evaluate feasibility of Mobility-as-a-Service within the Metropolitan Planning Area

GOAL 2: INCREASE ACCESSIBILITY AND IMPROVE QUAILITY OF LIFE

All transportation projects that support other goals should be balanced with those that increase accessibility and quality of life for all citizens in Columbus and Bartholomew County, including maintaining an environmentally sustainable system that does not affect the area's natural assets and supports easy access to healthcare. A balanced, multimodal transportation system will help improve the health and appeal of Columbus and Bartholomew County. The City of Columbus in particular has emphasized bicycle and pedestrian travel and made significant investments in support of expanding recreational amenities, expanding transportation options, reducing congestion, and improving public health. Future transportation improvements should support the continued evolution of bicycle and pedestrian travel in both Columbus and Bartholomew County.

Transportation infrastructure needs to be designed to address the different urban, suburban, and rural contexts in the Columbus and Bartholomew County area. Beyond that, infrastructure design needs to be responsive to specific needs, such as those of suburban residential neighborhoods, the perpetuation of Columbus' architecturally significant structures and overall tradition of quality design, and the modern farming operations found throughout the rural portions of the county.

Table 2 displays the objectives, key performance indicators, and strategies associated with Goal 2. Increasing accessibility and improving quality of life in the CAMPO MPA supports the following federal planning factors:

- Increase the accessibility and mobility of people and freight [CFR 450.306(b)(4)]
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns [CFR 450.306(b)(5)]
- Promote efficient system management and operation [CFR 450.306(b)(7)]

Table 2: Goal 2 Increase Accessibility and Improve Quality of Life Objectives, Key Performance Indicators, and Strategies

OBJECTIVE	KEY PERFORMANCE INDICATOR	STRATEGIES
2.1 Encourage continued infill and mixed-use development in areas with existing infrastructure and mixed-use development	Average population density in the urban area	**2.1A** Provide education to the public and local decision makers regarding the benefits of infill and mixed-use development **2.1B** Use transportation funds to upgrade existing infrastructure where needed to support infill development **2.1C** Encourage contextually-appropriate transportation infrastructure that supports all modes of transportation and in particular accommodates comfortable, safe bicycle and pedestrian travel in potentially mixed-use areas
2.2 Improve system reliability and reduce congestion	Average delay per vehicle at intersections Travel time during AM and PM peak hours	**2.2A** Identify crucial routes and intersections that serve commuter traffic, school traffic, and/or are critical for bicycle and pedestrian connections **2.2B** Provide alternate routes to major attractions in the MPA **2.2C** Improve traffic signal coordination throughout the area
2.3 Increase the supply of affordable housing with multi-modal access to employment centers	Number of affordable units within ¼ mile of a transit line or dedicated bicycle facility	**2.3A** Prioritize projects that improve multi-modal access, especially for low-income populations **2.3B** Evaluate the relationship between transit lines, bicycle facilities and existing affordable housing to see if adjustments to the routes should be implemented
2.4 Improve transportation network connectivity in CAMPO MPA across both natural and manmade barriers	Number of transportation connections across floodplains, railroads, and limited access facilities	**2.4A** Avoid dead-end roads **2.4B** Improve east-west connections **2.4C** Address multi-modal regional mobility issues (intercity bus)
2.5 Encourage transportation infrastructure that both supports and contributes to the architecturally significant buildings and overall high level of design in Columbus	Recognition of design excellence through awards, articles, and similar acknowledgements	**2.5A** Explore options for significant transportation projects to include architectural and engineering designs that continue the Columbus design tradition **2.5B** Utilize Context Sensitive Design for transportation projects and make appropriate accommodations for existing architecturally significant buildings, other design assets and their context and accessibility
2.6 Encourage the recognition of streets as public spaces that work in concert with the adjacent properties to establish a character for neighborhoods, business areas, the Columbus downtown, and the community as a whole	Percent of households within 0.25 miles of accessible sidewalks meeting current standards and in good repair	**2.6A** Emphasize streetscape design elements to make streets vibrant places in the community, as well as foster active transportation **2.6B** Develop multi-modal plans to facilitate those connections between residential areas and activity centers

GOAL 3: ENCOURAGE TRANSPORTATION CHOICES AND MULTIMODAL CONNECTIVITY

Reversing the trend of automobile reliance has been, and will continue to be, a priority at both the national and regional level. The Columbus People Trails and other bicycle and pedestrian infrastructure have provided a new level of non-motorized connectivity, and ColumBUS is working to make transit access more convenient and pleasant. A transportation system that provides alternatives to an automobile will open up employment, education, recreational and entertainment options to populations that have historically been unconnected. It also increases the safety of all modes of the transportation system, reduces maintenance and operational costs, and preserves the natural environment. It is a priority of Columbus and Bartholomew County to enhance and expand the transportation offerings for all segments of the population, including both those with and without the economic means to have transportation choices.

While some areas of the City of Columbus have high quality non-motorized transportation options and access to transit, there are parts of the city and the remainder of Bartholomew County that do not have those same amenities.

Table 3 displays the objectives, key performance indicators, and strategies associated with Goal 3. This CAMPO goal addresses the following federal planning factors:

- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns [CFR 450.306(b)(5)]
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.[CFR 450.306(b)(6)]

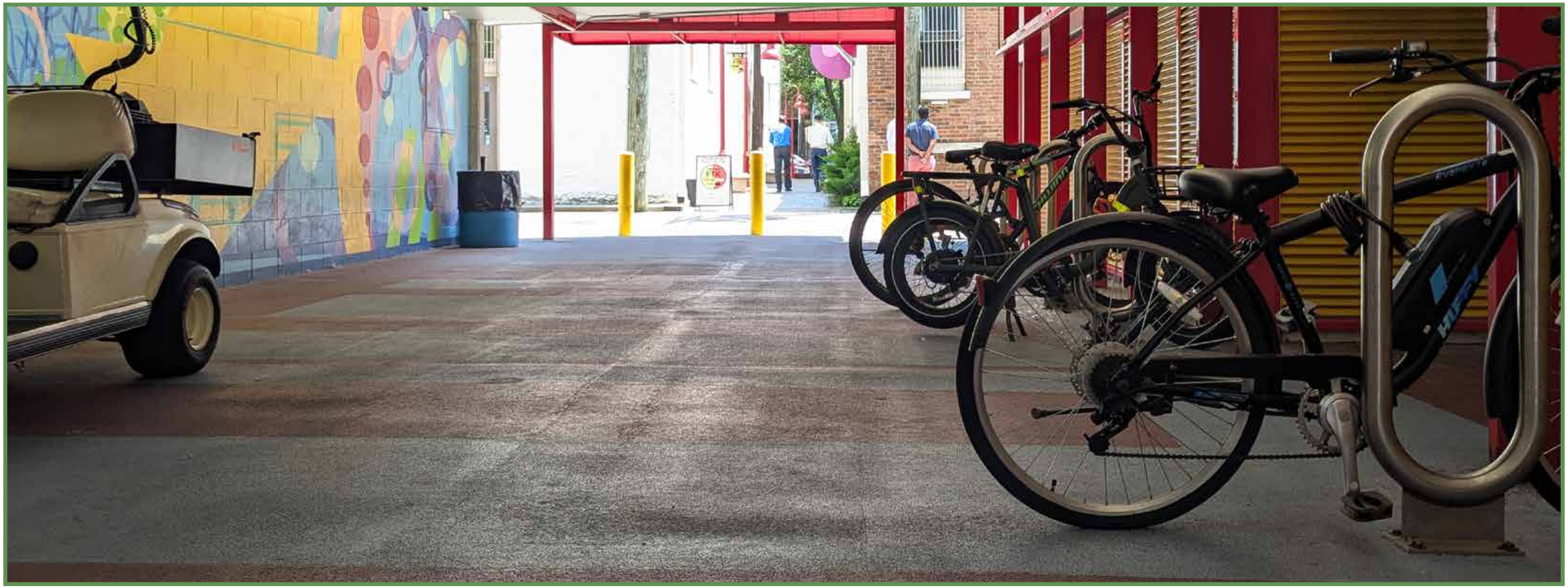


Table 3: Goal 3 Encourage Transportation Choices and Multimodal Connectivity Objectives, Key Performance Indicators, and Strategies

OBJECTIVE	KEY PERFORMANCE INDICATOR	STRATEGIES
3.1 Provide transportation choices to mobility-limited persons, low-income households and senior citizens	Percent of senior population and low income neighborhoods served by transit	**3.1A** Identify and ensure transit service to historically disadvantaged areas **3.1B** Encourage the expansion of local taxi services and introduction of ridesharing services
3.2 Expand ColumBUS service to increase transit access	Percentage of population and employment within ¼ mile of a transit line Transit ridership Miles of fixed-route service Reduction in VMT per capita	**3.2A** Regularly re-evaluate bus routes to ensure they are adequately serving destinations within the city **3.2B** Identify funding to extend existing bus lines or add new lines **3.2C** Expand ColumBUS transit services to key locations in the city limits, prioritizing those that make more employment opportunities, services, or amenities available to local residents; and coordinate with other service providers who are able to operate outside the city to facilitate broader regional connections **3.2D** Identify business and industry partners to support provision of transit
3.3 Promote transportation projects that support multi-modal access, particularly between residential areas, local businesses, and centers of public activity	Number of activity centers within ¼ mile of a transit line or dedicated bicycle facility Number of dedicated bicycle facilities intersecting with transit routes.	**3.3A** Support continued implementation of Columbus' complete streets policy (the Columbus Thoroughfare Plan) **3.3B** Include bicycle, pedestrian and transit infrastructure with the development of new civic projects **3.3C** Continue to maintain up-to-date bicycle and pedestrian plans
3.4 Strengthen the relationship between land use development and the transportation system	Number of walkable mixed-use areas in the community Maintain or improve roadway Level of Service (LOS) Residential density within ¼ mile of transit routes, dedicated bicycle facilities, and collector and arterial streets in comparison with the community average density	**3.4A** Continue to evaluate development proposals' relationship with the transportation system **3.4B** Continue to encourage neighborhood scale businesses and the provisions of goods and services within walking distance of residential neighborhoods
3.5 Increase sidewalk and pedestrian coverage, especially in residential areas	Mileage of new or added sidewalks in residential areas Number of multi-modal connections to open spaces, schools, shopping centers, and other services and amenities	**3.5A** Expand bicycle and pedestrian infrastructure consistent with the Columbus Bicycle & Pedestrian Plan **3.5B** Encourage INDOT to accommodate pedestrians with sidewalks and related infrastructure along and crossing highways in urban and suburban locations
3.6 Adapt the transportation network to accommodate emerging mobility options, including autonomous vehicles	Number of transportation projects incorporating emerging technology considerations into designs Number of emerging mobility technology adopters in the MPA	**3.6A** Evaluate potential locations and technologies for emerging mobility hubs **3.6B** Include considerations for emerging technologies as part of transportation facility design

GOAL 4: IMPROVE SAFETY AND EFFICIENCY

Reducing crashes that result in severe and fatal injuries is a priority at the local, state and national level. It is important to bring together engineering, law enforcement, education and emergency response representatives to develop a safety program that utilizes the benefits of each. Similarly, improving the efficiency and throughput of transportation modes is important to maintaining quality of life in the CAMPO MPA.

By targeting spot locations that have a history of traffic crashes, implementing system-wide improvements that have been proven to increase safety, and considering pedestrians and cyclists in safety planning, great strides can be made in improving the CAMPO area's transportation safety. Of particular importance is careful consideration of potential conflicts between the various transportation modes found in the area, including rail, freight, other motorized vehicles, bicycles, and pedestrians.

Table 4 displays the objectives, key performance indicators, and strategies associated with Goal 4. This CAMPO goal addresses the following federal planning factors:

- Increase the safety of the transportation system for motorized and nonmotorized users. [CFR 450.306(b)(2)]
- Increase the security of the transportation system for motorized and nonmotorized users. [CFR 450.306(b)(3)]
- Promote efficient system management and operation. [CFR 450.306(b)(7)]

Table 4: Goal 4 Imiprove Safety and Efficiency Objectives, Key Performance Indicators, and Strategies

OBJECTIVE	KEY PERFORMANCE INDICATOR	STRATEGIES
4.1 Reduce the number of both total and fatal/ severe injury crashes in the MPA	Crashes within the MPA Fatal and severe injury crashes within the MPA	**4.1A** Maximize funding for safety enhancements **4.1B** Analyze crash trends and address safety issues in the MPA **4.1C** Develop a traffic safety education program with health and education advocates **4.1D** Implement projects identified in local Safety Action Plans
4.2 Improve safety on pedestrian and bicycle facilities	Pedestrian and bicycle crashes within the MPA	**4.2A** Expand the sidewalk network **4.2B** Provide high-visibility pedestrian crossings at major intersections **4.2C** Enhance the sidewalk network, concentrating on areas that are in poor condition or where there are gaps in the system **4.2D** Support drug and alcohol prevention and treatment programs to help improve the overall safety of the driving and walking public
4.3 Prioritize safety near schools and rail crossings	Number of crashes at at-grade rail crossings Number of crashes during arrival and dismissal periods within the vicinity of schools	**4.3A** Provide grade-separated rail crossings where feasible **4.3B** Provide adequate signage and signal control at all at-grade rail crossings **4.3C** Provide extensive sidewalk facilities between schools and residential areas **4.3D** Provide multiple entrance and exit options to reduce congestion **4.3E** Support the implementation of the Bartholomew Consolidated School Corporation Safe Routes to School Plan
4.4 Improve the efficiency and customer value of transit service	Transit commute to work times Transit network redundancy Transit on-time performance	**4.4A** Increase route frequency and operating hours on existing routes **4.4B** Expand transit services to new locations and service populations
4.5 Promote transportation projects that enhance safety for all modes of travel	Average vehicle delay at intersections Number of signal timing projects completed Number of crashes at intersections Number of innovative intersections constructed	**4.5A** Support updates to the Bartholomew County Thoroughfare Plan to incorporate appropriate street design components for the diverse agricultural areas, suburban subdivisions, rural villages, and commercial corridors in the County **4.5B** Provide best practice designed intersections between modes (roundabouts and other non-standard intersection designs, complete streets, etc.) **4.5C** Support public awareness campaigns to educate the driving public on sharing transportation facilities
4.6 Improve intersection safety and traffic flow using innovative intersection designs and operations strategies including signal coordination	Number of crashes at intersections Average vehicle delay at intersections	**4.6A** Perform signal timing projects on all major corridors and update that timing regularly **4.6B** Upgrade signal equipment to integrate new technology to control signal timing and adaptability **4.6C** Enhance pedestrian safety with signalization, signage and pavement markings, e.g. Pedestrian Hybrid Beacons **4.6D** Screen for effectiveness of innovative intersection designs as part of intersection project scoping
4.7 Improve emergency preparedness and emergency response in the MPA	Average emergency response times	**4.7A** Implement vehicle pre-emption for emergency response vehicles **4.7B** Provide alternate routes for at-grade rail and river crossings **4.7C** Provide quality county-wide and regional connections to health care providers

GOAL 5: PRIORITIZE EXISTING SYSTEM PRESERVATION AND MAINTENANCE

As the transportation system continues to age, maintenance and preservation become increasingly important, and increasingly difficult. It is important to balance the needs of expanding the system with the requirements of maintaining the system. While bridge structures and pavement conditions are vital, considerations should also be made to preserve satisfactory sidewalk conditions and public transportation bus fleets.

Maintaining the current multi-modal transportation system at an acceptable condition will take up most of the transportation funding going forward to the plan's horizon year. ***Table 5*** displays the objectives, key performance indicators, and strategies associated with Goal 5. This CAMPO goal addresses the following federal planning factors:

- Promote efficient system management and operation. [CFR 450.306(b)(7)]
- Emphasize the preservation of the existing transportation system. [CFR 450.306(b)(8)]
- Improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation. [CFR 450.306(b)(9)]

Table 5: Goal 5 Prioritize Existing System Preservation and Maintenance Objectives, Key Performance Indicators, and Strategies

OBJECTIVE	KEY PERFORMANCE INDICATOR	STRATEGIES
5.1 Increase the resilience of critical transportation infrastructure against the effects of environment, disasters, and other incidents	Number of structurally deficient bridges in the MPA Number of HAZMAT related incidents in the transportation network	**5.1A** Maximize funding for bridge replacements **5.1B** Prioritize bridge programs **5.1C** Evaluate the transportation network for safe passage of HAZMAT and designate the most appropriate routes for HAZMAT transportation
5.2 Maintain satisfactory pavement conditions	Miles of roadway with an acceptable International Roughness Index (IRI) / Pavement Condition Index (PCI) rating	**5.2A** Perform a regular pavement condition inventory **5.2B** Develop a prioritized list of maintenance projects in the MPA **5.2C** Enhance condition of roads on the perimeter of the City of Columbus in coordination with development
5.3 Maintain satisfactory sidewalk conditions	Miles of sidewalk with an acceptable rating	**5.3A** Utilize federal funding (SRTS, etc.) as often as possible for sidewalk upgrades **5.3B** Enhance the sidewalk network, concentrating on areas that are in poor condition or where there are gaps in the system
5.4 Maintain a satisfactory bus fleet	Number of buses in use beyond their FTA-recognized usable life	**5.4A** Maintain a fiscally-constrained capital replacement program to replace vehicles at appropriate intervals
5.5 Support environmentally sustainable transportation solutions that preserve significant environmental assets and minimize negative impacts on natural systems, floodplains, and overall stormwater management	Number of major road closures due to flooding Number of environmental and historical assets impacted during project construction Number of projects enhancing condition of flood-safe routes	**5.5A** Promote environmental and historical assets as an item of consideration for all planning and design efforts **5.5B** Incorporate stormwater improvements within each transportation improvement project **5.5C** Design transportation projects, especially bridges, to reduce flood impacts to the local community **5.5D** Maintain and improve flood-safe routes that connect the portions of the area as a whole and the City of Columbus in particular that are separated during a flood event
5.6 Use latest technologies and state of-the-art practices to improve the system capacity and reliability	Number of projects using latest technologies (Intelligent Transportation Systems) to improve system capacity and efficiency	**5.6A** Implement Automatic Passenger Counters (APCs), Automatic Vehicle Locators (AVLs) and updated fare collection on ColumBUS routes to increase the usability of the bus system **5.6B** Update signal equipment to improve the efficiency of traffic signals **5.6C** Evaluate innovative intersection configurations and travel demand management practices to reduce the need for major capacity upgrades **5.6D** Identify and address congestion and safety concerns in the vicinity of local schools using latest technologies, e.g. pedestrian hybrid beacons, pedestrian detection, etc.

GOAL 6: FOSTER COORDINATION THROUGHOUT THE MPA

While the City of Columbus contains the majority of the population and employment within the MPA, it is important to ensure that Bartholomew County and INDOT, as well as local business and industry partners, are engaged in all aspects of transportation planning and stakeholder engagement. Transportation and mobility issues do not stop at any city's corporate boundary; they are interrelated throughout the entire MPA.

Extensive cooperation among the agencies involved in transportation policy, planning, and construction would help achieve implementation of MTP goals and objectives and help deliver projects on time and save valuable resources for the local and state transportation agencies. ***Table 6*** displays the objectives, key performance indicators, and strategies associated with Goal 6. This CAMPO goal addresses the following federal planning factors:

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns. [CFR 450.306(b)(5)]
- Enhance travel and tourism. [CFR 450.306(b)(10)]

Table 6: Goal 6 Foster Coordination Throughout the MPA Objectives, Key Performance Indicators, and Strategies

OBJECTIVE	KEY PERFORMANCE INDICATOR	STRATEGIES
6.1 Increase coordination between key stakeholders to maximize strengths of the community	Stakeholder engagement level reflected in the diversity of businesses and industry stakeholders engaged	**6.1A** Engage agency partners on a consistent basis in order to maximize opportunities, especially related to identifying funding opportunities for transportation
6.2 Educate and inform the general public on transportation and land use planning, including emerging trends and innovations	Public outreach breadth reflected in the variety of engagement formats utilized Community participation based on attendance and engagement quality Number of CAMPO website visits	**6.2A** Support local, state, and national public awareness campaigns **6.2B** Provide online resources with transportation planning information and upcoming participation opportunities
6.3 Provide transportation options consistent with the plans of local governments and the public	Level of consistency between MTP and local studies/plans	**6.3A** CAMPO, as part of the City of Columbus - Bartholomew County Planning Department, will serve as a repository for all planning studies and will facilitate a coordinated implementation approach
6.4 Encourage strong community engagement in the planning process	Public outreach breadth reflected in the variety of engagement formats utilized Community participation based on attendance and engagement quality Public input volume reflected in survey responses and comments received	**6.4A** Maintain a Citizens Advisory Committee that provides input on planning activities both related to the MTP and other CAMPO duties
6.5 Foster cooperation for promoting transportation projects that increase and encourage access to tourist destinations and encourages recreational activities	Number of parks, recreational areas, and tourist attractions accessible by pedestrian and bicycle infrastructure	**6.5A** Include tourism promoters and representatives of significant venues and areas of attractions in the transportation planning process and the design review of potentially impactful transportation improvement projects

PERFORMANCE-BASED PLANNING AND PROGRAMMING

In addition to the performance measures listed alongside the MTP Goals and Objectives above, CAMPO and its partner agencies are required to complete Performance Based Planning and Programming (PBPP) by completing the following tasks:

- Tracking performance measures
- Setting data-driven targets for the measures
- Selecting projects to help meet those targets
- Developing plans
- Monitoring, evaluating, and reporting progress

FHWA and FTA established a Transportation Performance Management (TPM) framework which includes seven national goals (Source: 23USC§150(b)). These goals include:

- Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System.
- System Reliability: To improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality: To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The MTP goals, objectives, key performance indicators, and strategies described in the previous tables all exist to help CAMPO and its partner agencies prioritize the corresponding federal planning factors as well as the national goals that are part of the TPM framework. In this way, the MTP itself helps CAMPO attain performance targets set for each of the national performance goals, while the TIP allows CAMPO to track the implementation of the MTP.

INDOT AND CAMPO SYSTEM PERFORMANCE REPORT

INDOT established targets for the national performance goals, and the targets for CAMPO are included in the CAMPO FY 2026-FY 2030 TIP. CAMPO decided to support INDOT targets for the CAMPO MPA instead of setting its own targets. ***Table 7*** shows INDOT's performance measures, targets, and funding allocated in CAMPO's TIP for each focus area. These INDOT targets for the CAMPO MPA amount to a baseline report to support federally required system performance reporting.

PLAN MAINTENANCE

CAMPO's primary purpose is the local coordination and distribution of federal transportation funds. To be eligible for these funds, CAMPO must prepare, adopt, and maintain its MTP. The MTP is updated every five years to ensure it reflects ever-changing community conditions and transportation needs. The MTP is also occasionally amended to include regional projects of significance. CAMPO staff should review projects listed in the MTP and projects that are identified for inclusion in the TIP at least annually to determine whether an MTP amendment is needed to properly capture significant transportation projects that are identified.

In addition to these regular MTP updates and as-needed amendments, CAMPO staff should assess the MPA's annual performance against the INDOT performance targets established in the MTP to determine which targets are not being met. For targets consistently not being met, CAMPO should consider prioritizing projects in its TIP and future MTP amendments and updates that would materially improve the areas of deficient performance identified.

TABLE 7: INDOT PERFORMANCE MEASURES AND TARGETS

		2023	2024 TARGETS	2025 TARGETS	TIP SUPPORT (FY 2026-2030)
SAFETY	Number of Fatalities	894.2	876.3	812.4	24 TIP Projects $37M in funding
	Rate of Fatalities (per million VMT)	1.088	1.072	1.009	
	Number of serious injuries	3348.1	3281.1	3031.9	
	Rate of serious injuries (per million VMT)	4.068	3.987	3.402	
	Number of non-motorized fatalities and serious injuries	399.6	399.6	363.4	
		BASELINE	2-YEAR TARGET	4-YEAR TARGET	TIP SUPPORT (FY 2026-2030)
PAVEMENT	Interstate System - % of pavements in Good condition	N/A	60.0%	62.0%	4 TIP Projects $14M in funding
	Interstate System - % of pavements in Poor condition	N/A	1.0%	1.0%	
	Non-Interstate NHS System - % of pavements in Good condition	68.3%	50.0%	48.0%	
	Non-Interstate NHS System - % of pavements in Poor condition	5.3%	1.5%	1.5%	
BRIDGE	% of NHS Bridges, by deck area in Good condition	50.0%	49.0%	47.5%	34 TIP Projects $48M in funding
	% of NHS Bridges, by deck area in Poor condition	2.3%	3.0%	3.0%	
SYSTEM PERFORMANCE & FREIGHT	Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93.8%	93.0%	93.5%	6 TIP Projects $51M in funding
	Non-Interstate NHS System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	N/A	93.0%	93.5%	
	Interstate System - Level of truck travel time reliability (TTTR)	1.23	1.32	1.30	
CMAQ: EMISSIONS REDUCTION (KG/DAY)	Cumulative reductions - Particulate Matter (PM 2.5)	179.17	3.00	4.00	26 TIP Projects $85M in funding
	Cumulative reductions - Particulate Matter (PM 10)	4.068	0.02	0.03	
	Cumulative reductions - Nitrogen Oxide (NOx)	4,576.37	690.0	725.0	
	Cumulative reductions - Carbon Monoxide (CO)	13,939.45	330.0	520.0	
	Cumulative reductions - Volatile Organic Compound (VOC)	2,641.02	590.0	600.0	

TABLE 7 CONT.: INDOT PERFORMANCE MEASURES AND TARGETS

			TRANSIT			
			2026 TARGETS	2027 TARGETS	2028 TARGETS	TIP SUPPORT (FY 2026-2030)
TRANSIT ASSET MANAGEMENT	Rolling Stock (buses) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)		90%	80%	70%	$1M in funding for 8 TIP Projects (Capital Costs) $2.5K for Operating Assistance annually
	Rolling Stock (cutaways) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)		58%	44%	30%	
	Equipment - % of equipment that has exceeded ULB or with a condition rating below 3.0 on FTA's (TERM) Scale		94%	70%	66%	
	Facilities - % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirement Model (TERM) Scale		100%	100%	100%	
TRANSIT SAFETY	Fatalities - Total number of fatalities that occured at a transit facility or involving a transit revenue vehicle	Fixed Route	0	0	0	
		Demand Response	0	0	0	
	Injuries - Any injury (other than a fatality) requiring immediate medical attention that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	0	0	0	
		Dempand Response	0	0	0	
	Safety Events - Any fatality, injury or other safety event (property damage, collisions, evacuations), that occurred at a transit facility or involving a transit revenue vehicle.	Fixed Route	0	0	0	
		Demand Response	0	0	0	
	System Reliability (major failures) - Distance between major mechanical failures that limit actual vehicle movement, require a tow, or create safety issues (N/A if no major mechanical failures)	Fixed Route	N/A	N/A	N/A	
		Demand Response	N/A	N/A	N/A	

Chapter Four: Funding Sources and Revenues

FUNDING SOURCES
PROJECTED FUNDING AVAILABILITY
FISCAL CONSTRAINT
OTHER MTP PROJECT TYPES AND TYPICAL REVENUES
GENERAL DESIGN CONSIDERATIONS

The purpose of the MTP is to identify projects that would realistically be funded to improve transportation conditions in the CAMPO MPA. To determine which projects could be funded, the MTP must clearly show expected funding sources and revenues available to CAMPO between now and 2050. This section identifies the estimated revenue from existing and proposed funding sources over the plan period and compares it against estimated projected costs of constructing, maintaining, and operating the existing and planned transportation system through 2050.

FUNDING SOURCES OVERVIEW

The Intermodal Surface Transportation Efficiency Act (ISTEA), passed in 1991, changed the long range planning process from a need-based analysis with little consideration to transportation revenue to a more financially constrained program planning method. Subsequent reauthorization bills all require that MPOs ensure the long range plan is fiscally constrained, so that the projects programmed do not exceed the amount of revenue reasonably expected to be available for transportation improvements over the 25-year plan period. It is important to prioritize transportation investments to maximize the return on those investments.

The primary source of federal funding is the Highway Trust Fund (HTF), which is funded by federally assessed gasoline taxes, aviation fuel, and landing fees. Federal funds are apportioned among the states, and then each state's approval is divided among the individual apportioned programs on a formula basis. The state's share of the fiscal year's apportionments is adjusted, if necessary, to ensure that the total funds received by each State is at least 95% of the dollar amount of its contributions to the Highway Account of the Highway Trust Fund.

State highway funds are generated from fuel taxes (gasoline and diesel) and vehicle registration fees (registration, title, and license fees). Individual federal and state transportation funding programs are typically either formula-based or discretionary. Formula-based programs provide funding for each MPO based on factors such as local population, while discretionary programs award funding to specific projects on a competitive basis. Only formula-based funding program revenues are assumed in the MTP financial plan. Additional details on individual formula-based and discretionary funding programs are identified by mode and included in the relevant modal plan sections within this MTP.

Most federal transportation programs require a 10-20% match from state, local, or other funding sources. Local funding for transportation projects is primarily through state allocations, block grants, municipal and county budgets, local park district budgets, developer agreements, and private donations. Additional revenue can be obtained from property taxes, sales taxes, and special assessments. This funding is crucial to provide the local match for state and federally funded projects. Local agencies can also work with developers and business associations to obtain private funding through right-of-way contributions and cost sharing.

The City of Columbus Engineering Department has an annual thoroughfare fund budget which can be used to partially or fully fund projects in the City of Columbus Thoroughfare Plan. It can be used to provide local match for projects in the TIP, pay for the utility phase, or fully fund a small project. Columbus and Bartholomew County both have Tax Increment Financing (TIF) districts. In the past, TIF funds have supported some transportation-related projects in Columbus, including downtown parking garages and Woodside Industrial Park infrastructure. While these funds could potentially be used for transportation-related projects in the future, this is not a predictable revenue stream.

PROJECTED ROADWAY FUNDING AVAILABILITY

Since federal, state, or local sources are subject to legislative details, they do not provide the same level of funding every year. As a result, estimated revenue for the 25-year planning period can be difficult to predict. Federal regulations require the financial plan to determine that "all cost and revenue projections shall be based on the data reflecting the existing situation and historical trends."

The revenue for the first four fiscal years of the plan period is obtained from the FY 2026-2030 TIP. The revenue projections for the remaining 19 years of the plan are estimated based on historic funding amounts. Federal funding is divided into two main revenue sources, formula-based funding and discretionary funding. Formula-based funding is administered to MPOs by INDOT based on population. Discretionary funding is grant-based and competitive, meaning that award amounts for CAMPO vary from year to year.

Based on historical funding, CAMPO is typically apportioned $2,539,223 of formula-based funding annually by INDOT. Any additional federal funding received as part of the discretionary grant based programs can be used to fund illustrative projects if, and when, this funding becomes available. CAMPO is also permitted to trade this money between other Indiana MPOs to fund projects that exceed the available allotment of formula-based funding to each MPO each year. These trades are documented in the TIP.

The federal funding for the 2050 CAMPO MTP is estimated based on the following assumptions:

- All the projects listed in FY 2026-2030 TIP are assumed to be fiscally constrained based on CAMPO's allotment, any formula-based funding trades with other MPOs, and discretionary funding from other sources. CAMPO's FY 2026-2030 TIP project listing is included in ***Appendix B: TIP Project List***.
- The federal revenue for the next 19 years (FY 2031 – FY 2050) was calculated based on the average allotment allocated to CAMPO each year, with an annual inflation rate of 2% from FY 2031-2035 followed by a flatline of the FY 2035 estimated allotment for the remaining years in the planning horizon. This flatline of projected revenues following FY 2035 aligns with current INDOT funding projection practices. The estimated federal revenue for the FY 2031-FY 2050 MTP planning horizon is calculated to be $55,531,108.

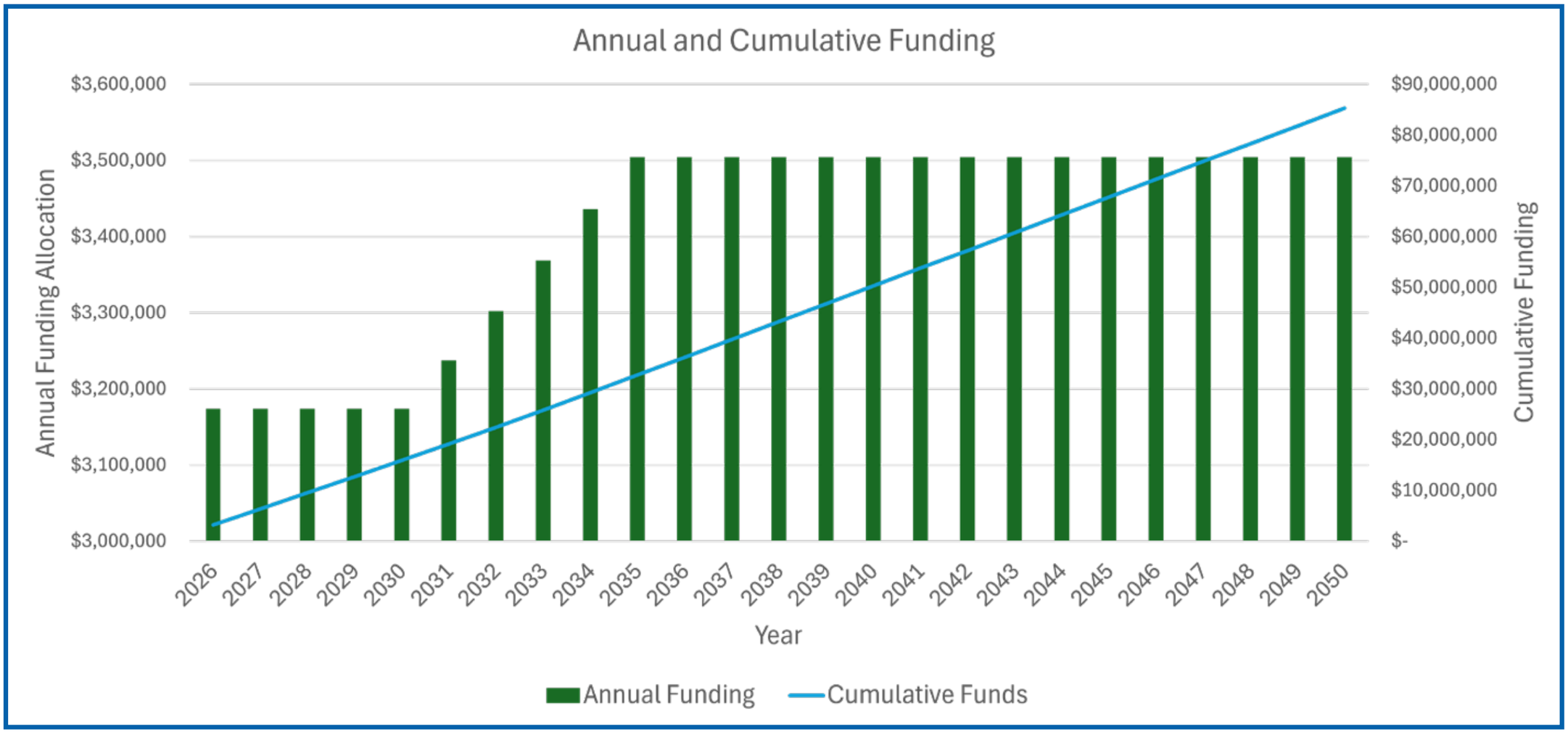
Local agencies are expected to contribute to the required local share of the transportation projects programmed in the TIP and the MTP. Local revenue sources may include municipal and county budgets, state allocations, and special assessments. Local agencies continue to seek financial participation from private developers whose projects necessitate transportation improvements.

- A total of $9,350,885 in local funding is allocated for transportation projects in FY 2026-2030 TIP. This is a local match of 42.4%, which is significantly more than the required 20% match of $3,174,029.
- Assuming a more conservative 20% local match for federally subsidized projects for the FY 2031-FY 2050 MTP planning horizon, the additional required local match is estimated to be $13,882,777.

Table 8: CAMPO Roadway Project Revenue Estimation

TIMEFRAME	FEDERAL APPROPRIATION	LOCAL CONTRIBUTION	TOTAL FUNDS
Short-Term (2026-2030)	$12,696,115	$9,350,885	**$22,047,000**
Mid-Term (2031-2040)	$27,496,038	$6,874,009	**$34,370,047**
Long-Term (2041-2050)	$28,035,070	$7,008,768	**$35,043,838**
TOTAL (2026-2050)	**$68,227,223**	**$23,233,662**	**$91,460,885**

Table 8 shows federal and matching local fund estimations for CAMPO across the planning horizon for this MTP. These totals represent the revenue expected to be available to fund projects across the three time bands shown: short-term (which matches the TIP planning horizon), mid-term, and long-term.



ROADWAY OPERATION AND MAINTENANCE CONSIDERATIONS

In addition to the capacity improvement projects programmed in the MTP, the operation and maintenance of the existing transportation system is important to preserve past investments and maximize the safety, efficiency and reliability of the existing system. The operational costs include snow and ice removal, street lighting, traffic signal maintenance, drainage work, equipment purchases, administration, and other related costs. Maintenance costs include the cost associated with maintaining the existing federal-aid roadway infrastructure, including pavement and bridge resurfacing and replacement, and associated infrastructure like curbs and storm sewers.

INDOT's role includes the day-to-day operation and maintenance of the federal-aid eligible highway system in the state. The agency commits state dollars for general operations and maintenance of the roadway system. Bartholomew County and the City of Columbus use local revenue to maintain and preserve the local transportation system in addition to providing local matches to federally funded/ subsidized projects. ***Table 9*** presents the estimated operation and maintenance costs projected to be incurred by Bartholomew County and the City of Columbus from 2026 through 2030, along with projected costs through 2050 assuming a consistent annual inflation rate of 2%.

Table 9: Projected Local Operations and Maintenance Costs (Source: CAMPO 2026-2030 TIP)

FISCAL YEAR	2026	2027	2028	2029	2030 (ILLUSTRATIVE)	2026 - 2030 TOTAL	2031-2050 (PROJECTED)
Bartholomew County Operations (Highway Department)	$5,000,000	$5,200,000	$5,500,000	$5,800,000	$6,100,000	$27,600,000	$151,178,235
Bartholomew County Maintenance (Highway Department)	$2,800,000	$2,700,000	$2,600,000	$2,500,000	$2,400,000	$13,000,000	$59,479,961
City of Columbus Operations (Department of Public Works)	$3,076,871	$3,164,197	$3,259,123	$3,356,897	$3,457,602	$16,314,690	$85,690,847
City of Columbus Maintenance (Engineering Department)	$5,900,000	$5,900,000	$5,900,000	$5,900,000	$5,900,000	$29,500,000	$146,221,571
Totals	$16,776,871	$16,964,197	$17,259,123	$17,556,897	$17,857,602	$86,414,690	$442,570,615

FISCAL CONSTRAINT

Federal regulations require that roadway projects be prioritized and programmed into a fiscally constrained preferred scenario as part of MTP development. ***Chapter 5*** of the MTP provides greater detail on the roadway projects included in the fiscally constrained CAMPO program, as well as the results of an updated travel demand model that shows the expected impacts of the fiscally constrained roadway program on transportation conditions in the CAMPO MPA. Additional illustrative roadway projects are also included.

Table 10 compares the total implementation cost of the identified roadway projects that are part of the preferred 2050 development scenario to the projected funding available to CAMPO between now and 2050. This table demonstrates that the identified projects in this MTP are fiscally constrained. Remainder funds shown in the table below can be used alongside discretionary funds to develop and construct other illustrative projects included in the MTP. In total, there are 16 fiscally constrained local roadway projects in the MTP. There was not sufficient funding for an additional 19 local roadway projects that are included in this MTP as illustrative roadway projects.

Table 10: Roadway Project Demonstration of Fiscal Constraint

TIMEFRAME	TOTAL FUNDS	PROJECT COSTS	REMAINDER
Short-Term (2026-2030)	$22,047,000	$22,047,000	$0
Mid-Term (2031-2040)	$34,370,047	$30,836,974	$3,533,074
Long-Term (2041-2050)	$35,043,838	$28,793,873	$6,249,965
TOTAL (2026-2050)	**$91,460,885**	**$81,677,846**	**$9,783,038**

OTHER MTP PROJECT TYPES AND TYPICAL REVENUES

This MTP identifies roadway projects (Chapter 5) as well as four other project types and presents them along with relevant existing conditions information, prioritization criteria, and funding program references each in their own section.

ROADWAY PROJECTS

The roadway projects require the overall fiscal constraint analysis that has been provided in this section. These roadway projects may also incorporate spot safety, bicycle and pedestrian, and bridge project elements. All other mode-specific sections with projects in the plan do not require a calculation of fiscal constraint. As a result, all other listed projects in this MTP are illustrative. CAMPO and its partner agencies will seek to implement them as funding allows and concurrent project opportunities arise. In each section, projects are displayed in map and table format and color-coded by project owner.

SPOT SAFETY PROJECTS

Chapter 6 includes the MTP spot safety projects. Spot safety projects are identified separately from roadway projects in this MTP due to the significant level of local safety planning occurring in the CAMPO MPA. This planning has identified new projects along federal-aid roadways that often will differ in scope from a typical roadway project. While these projects could be incorporated as an element of other roadway projects, many of the spot safety projects are located where broader roadway projects are not currently planned.

Spot safety projects are also distinct from roadway projects in that they are typically funded through discretionary programs, rather than formula-based ones. One such program, the Highway Safety Improvement Program (HSIP), is providing $4,984,500 in funding across three projects included in the CAMPO TIP. One of these projects is a roadway project, while the other two would be considered spot safety projects. Another program, Section 130, is funding $1,024,000 in railroad crossing safety improvements.

The Safe Streets and Roads for All (SS4A) discretionary grant program also recently funded the development of the City of Columbus Safety Action Plan. With the action plan now adopted, the city can pursue SS4A funding to implement the projects identified in their safety action plan.

BICYCLE AND PEDESTRIAN PROJECTS

Chapter 7 includes standalone MTP bicycle and pedestrian projects. While many roadway projects shown in Chapter 5 include bicycle and pedestrian facility improvements, local planning efforts have identified other locations with bicycle and pedestrian facility improvement needs that typically do not require road reconstruction. These planning efforts have defined both project locations and allowable facility types to help with project scoping and prioritization.

Several discretionary funding programs specifically fund bicycle and pedestrian projects, but none of those are currently funding any projects listed in the TIP. These standalone projects have often been constructed entirely with local funding sources.

TRANSIT PROJECTS

Chapter 8 includes the MTP transit projects. Unlike other projects in this MTP, transit projects are more often programmatic and focused on specific operations and maintenance efforts related to transit facilities, infrastructure, and rolling stock. These projects are currently all administered by ColumBUS, the local transit agency operating in the CAMPO MPA.

Transit program funding is formula-based, rather than discretionary, meaning that revenue projections can be calculated with greater certainty. The federal, state, and local funding allotted for transit operations for the first five fiscal years of the MTP planning period is calculated from the CAMPO TIP to be $13,122,170, or $2,624,434 per year. Over the TIP horizon, an additional $2,670,196 is allocated to transit capital improvement projects (an average of $534,039 per year). Based on these annual revenues, the total revenue for ColumBUS transit for the remaining 20 years of the plan period (FY 2031-2050) at 0% inflation is estimated to be $60,545,030. ***Table 11*** displays these projected revenues for transit projects in the CAMPO MPA.

Table 11: Transit Project Projected Revenues

TIMEFRAME	OPERATING REVENUES	CAPITAL REVENUES	PROJECTED TOTAL REVENUES
Short-Term (2026-2030)	$13,122,170	$2,670,196	$15,792,366
Remainder of Planning Horizon (2031-2050)	$49,864,246	$10,680,784	$60,545,030
TOTAL (2026-2050)	**$62,986,416**	**$13,350,980**	**$76,337,396**

BRIDGE PROJECTS

Chapter 9 includes the standalone MTP bridge projects. These projects are identified based on results of regular bridge inspection programs led by INDOT and local agency partners. As bridges approach the end of their design life or otherwise demonstrate a need for repair, funding is programmed to reconstruct or repair these bridges.

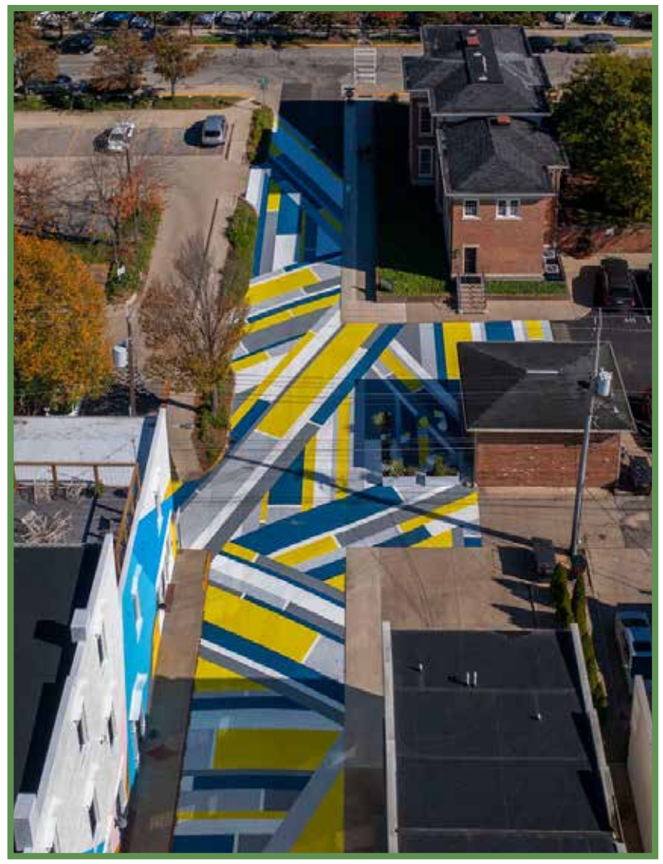
The CAMPO TIP includes $18,975,000 in FY 2026-2030 funding for three bridge replacement projects that are funded through a combination of STBG, discretionary Group IV, and Local Bridge funds. An additional $747,709 in local bridge funds is earmarked in the TIP to support a continuation of the local bridge inspection program.

GENERAL DESIGN CONSIDERATIONS

Through discussions with CAMPO staff, local agency partners, and the public, several general design considerations were identified for inclusion as part of all transportation project development in the CAMPO MPA. These design considerations are not meant to prioritize project locations or prescribe specific project elements. Rather, they are intended as guiding principles in the design of all projects, regardless of project type, location, or transportation mode being served. These are intended to perpetuate the MTP Goals and Objectives.

Transportation projects in the CAMPO MPA should focus on:

- Maintaining a high level of architectural design and neighborhood character
- Investing in existing facilities versus new construction
- Conducting public engagement throughout design
- Identifying tourism and economic opportunities as part of design
- Accommodating transit in design
- Accommodating freight uses and needs in design
- Making designs accessible for people of all abilities
- Exploring innovative alternatives as part of design
- Identifying connectivity improvement opportunities adjacent to project limits as part of design scoping
- Incorporating all known future spot safety and bicycle and pedestrian facility needs as components of roadway and bridge projects



Chapter Five: Regional Roadway Projects

EXISTING ROADWAY CONDITIONS
EXISTING FREIGHT CONDITIONS
PROJECT PRIORITIZATION CRITERIA
REGIONAL ROADWAY PROGRAM AND FISCAL CONSTRAINT
MODEL SCENARIO EVALUATION
TYPICAL FUNDING SOURCES

EXISTING ROADWAY CONDITIONS

The CAMPO MPA is located about 40 miles south of Indianapolis along Interstate 65 (I-65), which puts the community in an advantageous position with easy access to regional and national roadway infrastructure. I-65 connects to Interstates 74, 69, and 70 to the north in Indianapolis, providing north-south as well as east-west national connections. To the south, I-65 connects to Interstates 64 and 71 in Louisville.

FHWA FUNCTIONAL CLASSIFICATION

FHWA recommends grouping the roadway network into a hierarchical functional classification system based on the characteristics of the roadway, as well as the service the roadway is intended to provide. The transportation system is classified into freeways/interstates, arterials, collectors, and local roadways. ***Figure 15*** shows the relationship between land access and mobility for the different roadway categories.

For example, I-65 represents the highest degree of mobility and very limited access to land uses, promoting long distance travel with minimum disruption to traffic. On the other hand, local streets support short-distance, low-speed traffic representing the lowest degree of mobility but highest degree of access to land uses. ***Table 12*** gives a brief definition of the functional classification options, and how many miles of each classification are present in the CAMPO MPA.

The CAMPO MPA is served by a roadway network consisting of everything from local roadways to major state and interstate highway routes, including roadways which are part of the National Highway System (NHS). The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. Based on current ***INDOT designation***, I-65, and SR 46 are designated as part of the NHS throughout the CAMPO MPA. Additionally, while US 31 also extends throughout the entire MPA, only the part of US 31 to the north of I-65 is designated as part of the NHS.

US 31 and SR 46 also function as major north-south and east-west principal arterials in the MPA, with additional state routes and county roads providing connectivity. These corridors are supplemented by a large network of urban streets in Columbus and two-lane rural highways elsewhere in Bartholomew County. The spacing and placement of the urban grid in Columbus provides a high degree of connectivity and capacity, enabling residences and businesses to be within a short driving distance to a collector or arterial.

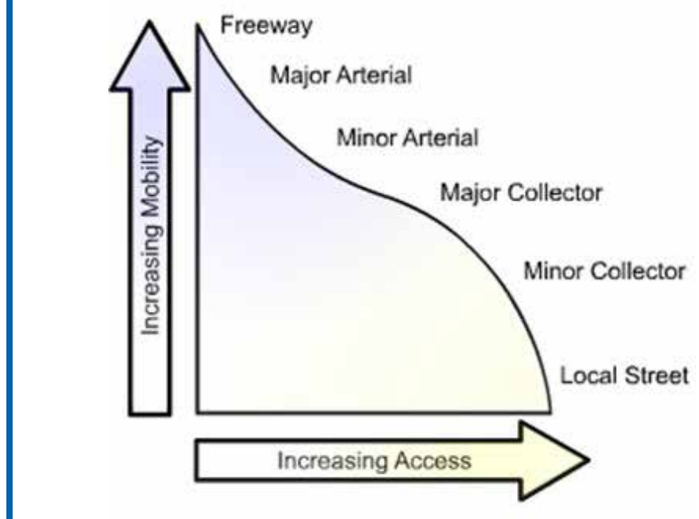


Figure 15: Functional Classification in Terms of Mobility and Access

Table 12 Functional Classification Breakdown for Road Miles in the CAMPO MPA (2025)

FUNCTIONAL CLASSIFICATION	MILES	% OF TOTAL	SERVICES PROVIDED
INTERSTATE	28.53	2.61%	Full access control, high speed travel
OTHER FREEWAY OR EXPRESSWAY	0	0.00%	Similar to Interstate, full access control, high speed travel
MAJOR ARTERIAL	44.9	4.10%	High speeds and long, uninterrupted travel
MINOR ARTERIAL	59.03	5.39%	Slower speeds than a principal arterial, often provide connections between principal arterials
MAJOR COLLECTOR	153.99	14.09%	Collects traffic from local roads, distributes to arterials
MINOR COLLECTOR	95.06	8.69%	Collects traffic from local roads, distributes to arterials
LOCAL STREET	712.78	65.14%	Provides access to land, little or no through traffic

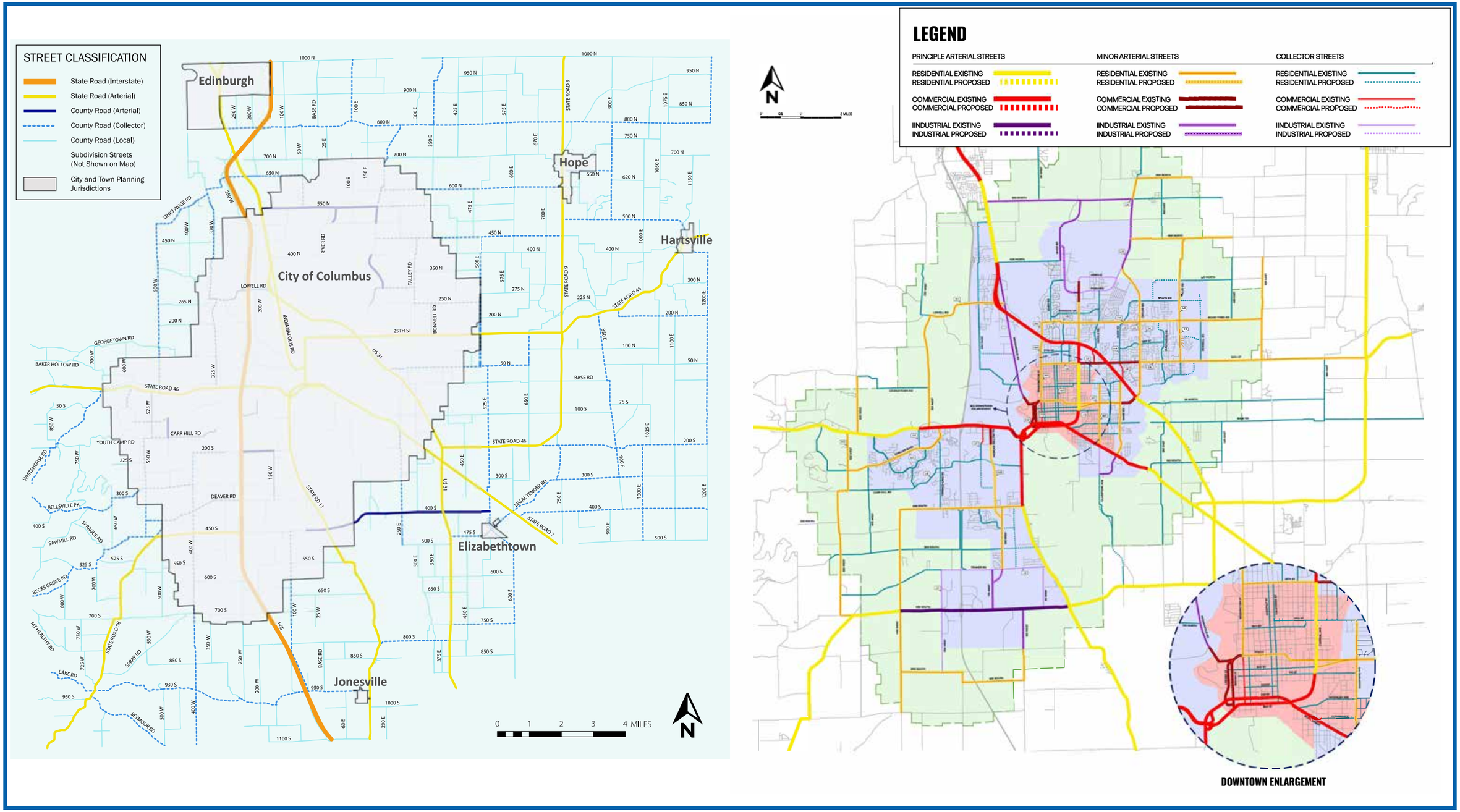
The City of Columbus and Bartholomew County use the FHWA functional classification terminology to develop thoroughfare plans to identify the function of each roadway as part of the transportation system in the CAMPO MPA. The thoroughfare plans are synchronized with the FHWA functional classification to the highest degree possible. Several factors are considered when establishing functional classification. These factors include traffic volumes, trip lengths, and types of use (short or long distance travel). ***Figure 16*** shows roads by NHS designation and functional classification per the ***County Thoroughfare Plan*** and ***City Thoroughfare Plan***.

VEHICULAR TRAFFIC

The traffic volume on the transportation system varies based on the functional classification of the roadway. For example, I-65 moves a large amount of traffic compared to collectors or local streets. The Average Daily Traffic (ADT) in the CAMPO MPA, measured in vehicles per day, is continually collected from various sources including the ***Indiana Department of Transportation (INDOT)*** and count programs sponsored by City of Columbus and Bartholomew County. ***Figure 17*** presents the ADTs for interstate, arterials, and collectors in the MPA as this data appears in the INDOT Traffic Count Data System (TCDS).

The heaviest traveled roadway in the CAMPO MPA is I-65 with an ADT of about 43,000 vehicles at the southern end of the MPA and about 52,000 vehicles at the northern end. Beyond I-65, the highest traffic volumes are observed along SR 46, between I-65 and Columbus, where ADT ranges from 30,000 to 48,000. This roadway segment carries commuter traffic between I-65, the newer residential areas west of the river, and central Columbus. The next busiest surface street is US 31 between Taylorsville and Columbus (22,000 – 26,000 ADT). The three locally controlled roads with the highest ADT (and where traffic count data was available) are all located in the City of Columbus: Central Avenue (14,000-21,000 ADT), 10th Street/Taylor Road (13,000-20,000 ADT), and 25th Street (7,000-13,000 ADT),

FIGURE 16: FUNCTIONAL CLASSIFICATION DESIGNATIONS IN THE CAMPO MPA



Source: Bartholomew County Thoroughfare Plan and City of Columbus Thoroughfare Plan

The usage of the roadway network is commonly measured using Vehicle Miles Traveled (VMT). VMT is defined as the distance traveled by all vehicles in a given area over a specific period of time. Historically, the daily VMT in the Columbus area increased about 18% between 2006 and 2023. The historical increase in VMT can be attributed to several factors, including increasing household incomes, low-density rural development and more fuel-efficient private vehicles. The impacts of rising VMT in the CAMPO MPA include an increase in traffic congestion, additional safety concerns, and the need for additional investment in infrastructure as well as increased operation and maintenance needs for existing infrastructure.

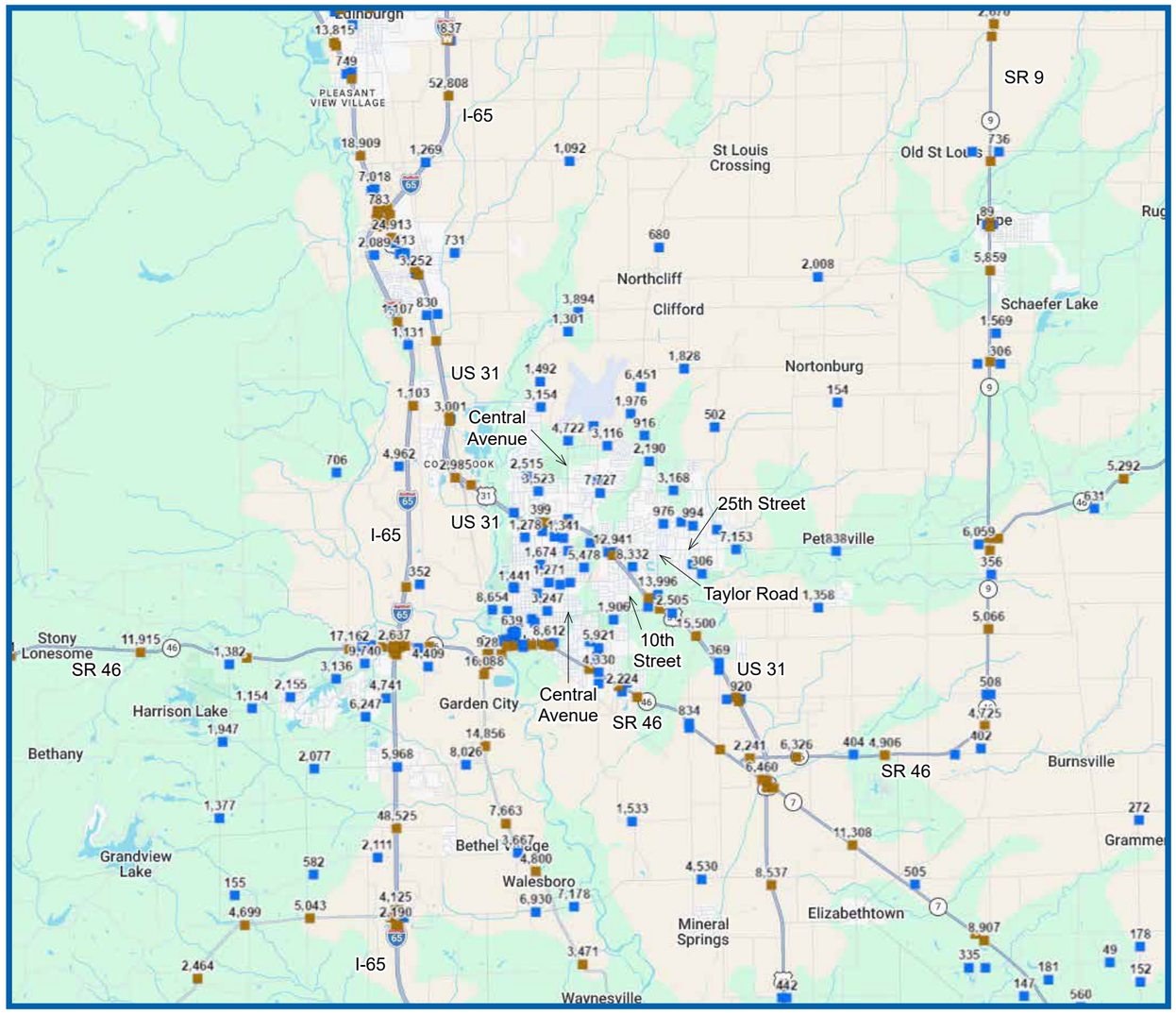


Figure 17: Average Daily Traffic (ADT) (Source: INDOT Traffic Data)

EXISTING FREIGHT CONDITIONS

The freight network is an important piece of the overall transportation infrastructure, especially as the freight transportation and logistics fields are projected to grow quickly over the coming years. Access to I-65, railroads, and the Columbus Municipal Airport are vital for the CAMPO MPA to compete with other regional centers in terms of economic development. The CAMPO MPA is suitably located with respect to freight at the connection of several facilities on the NHS and rail lines.

Based on an analysis of ***FHWA Freight Analysis Framework Data***, the CAMPO MPA exports about 826,000 tons of freight each year, and imports about 626,000 tons of freight each year. About 10% of all exports go to destinations in Marion County, and about 14% of all imports originate from Marion County. ***Table 13*** shows the annual tonnage of imports and exports across all freight modes for the CAMPO MPA in 2022. More than 95% of this freight is transported via truck.

Table 13: CAMPO MPA 2022 Imports and Exports to Indiana and Beyond (Source: FHWA Freight Analysis Framework Data)

ORIGIN/DESTINATION	CAMPO MPA EXPORTS (1000S OF TONS)	CAMPO MPA IMPORTS (1000S OF TONS)
WITHIN INDIANA	690.068	411.046
OUTSIDE INDIANA	135.888	215.130

COMMERCIAL TRUCKS

The CAMPO MPA is home to various industries and manufacturing firms that ship and receive freight at regional and national levels via commercial trucks. Strong growth in the MPA's freight, manufacturing, and distribution industry means there will be continued growth in truck traffic in the CAMPO MPA. With national freight movement expected to increase over the next 25 years, system preservation and improvement are a major concern. Major truck exits to Columbus include Exit 64 at Woodside Industrial Area, Exit 68 to downtown Columbus, and Exit 76 at Taylorsville.

COMMERCIAL AIR

The Columbus Municipal Airport sits on 2,000 acres in north Columbus and has an annual economic impact of over $650 million to the city. With more than 43,000 takeoffs and landings each year, the Airport boasts the fourth busiest tower and more military traffic than any other airport in Indiana. While no commercial flights operate today, substantial infrastructure exists with capabilities to easily handle MD80, Boeing 737, and DC8 aircraft and military capabilities up to the C-5 Galaxy.

FREIGHT RAIL

The freight rail in the Columbus area is operated by Jeffersonville, Indiana-based Louisville and Indiana Railroad Company (LIRC). The LIRC is a short line railroad operating approximately 106 miles of rail line that runs north-south between Indianapolis and Louisville. The LIRC connects to other Class I and Class II railroads including CSX Transportation (CSXT), Indiana Railroad (INRD), Norfolk Southern (NS), and Paducah and Louisville Railway (PAL). The LIRC has 11 locomotives, and annual volume is 20,000 carloads.

Within the CAMPO MPA, significant areas of activity for the LIRC include the industrial area north of the Outlet Mall in Taylorsville, the rail yard to the west of Commerce Drive, the South Mapleton Industrial Park, and Camp Atterbury. From September 2016 onward there were increases in train traffic on the LIRC line. Increases in frequency and length of freight trains contributed to higher traffic related delays for the SR 46 corridor at what used to be an at-grade crossing. INDOT completed an overpass project at SR 46 to remove this at-grade crossing, in partnership with the City of Columbus, Bartholomew County, Cummins, and LIRC. The overpass was officially opened to traffic in June 2020. *Figure 18* displays the locations of these key freight network locations within the CAMPO MPA.

OTHER TRANSPORTATION SERVICES

Since the discontinuation of the Kentucky Cardinal Service in 2003, there has not been any passenger rail service in the CAMPO MPA. However, in 2023 the Kentuckiana Regional Planning & Development Agency (KIPDA) received a planning grant from the Federal Railroad Administration (FRA) to assess the viability of re-establishing passenger rail service connecting Louisville to Indianapolis. This passenger rail service would pass through Columbus.

There is currently no intercity bus service in the MPA; however, Columbus' location on Interstate 65 provides an opportunity for future service on routes traveling between Indianapolis and Louisville.

PROJECT PRIORITIZATION CRITERIA

Personal automobiles are the primary mode of transportation in the MPA and this trend is expected to continue through the horizon year of this plan. Columbus has a good mix of north-south as well as east-west arterials, as well as a grid system in the core of the city providing a high degree of connectivity and capacity. While most of Columbus is well connected, residential and commercial areas west of the East Fork of the White River are separated from the rest of the city by railroads and natural barriers. SR 46 is the main corridor connecting the west part of the city to downtown.

While much of the new development in Columbus has been on the west side (along CR 200 South and in Tipton Lakes), most of the schools, existing hospital sites, employment centers and governmental facilities are east of the river. North-south movements from the CR 200 South residential areas are also limited to Jonesville Road, Carr Hill Road, and Terrace Lake Road. This use of Jonesville Road by newer residential developments further burdens SR 46 and the already poor connectivity to the Woodside industrial area. With continued growth on the west side of Columbus during the MTP planning period, it is important to enhance the east-west connections to support future transportation needs.

Some segments of SR 11 face significant *flooding* issues and there is a need for evaluating an alternative north-south route of SR 11 to address the flooding issues. County roads on the perimeter of the City also should be evaluated for potential capacity and safety concerns due to continued growth and development in the fringe of Columbus. Improvements to these roadways include capacity enhancements and implementation of complete streets to enable safe access to all users.

While emphasizing the roadway connectivity in the region is a priority, this MTP needs to also address the maintenance and rehabilitation of the existing transportation system and promote *multi-modal travel*. Without regular maintenance of the existing roadways, the addition of any new roadway would only provide localized improvement rather than improving the overall transportation system. It will also continue to be important to monitor traffic movements on major routes, particularly on roadways with at-grade *railroad crossings* in order to maintain and improve the efficiency of the transportation system.

Based on the existing conditions described above as well as inputs from local agency partners and the public on roadway project needs throughout the CAMPO MPA, a preliminary roadway project list was identified. The projects on that list were then evaluated based on nine prioritization criteria that were identified and weighted by importance based upon input from the MTP Steering Committee. The nine prioritization criteria and their relative weighting in the project scoring analysis is provided below in *Table 14*. Additional detail on how projects were scored according to these criteria is available in *Appendix C: Roadway Project Criteria and Evaluation*.

Table 14: Roadway Project Prioritization Criteria and Relative Weighting

CRITERIA (ORDERED BY WEIGHT)	CRITERIA WEIGHTING	*RELEVANT PLAN GOAL*
1. ENHANCING CONNECTIVITY THROUGHOUT BARTHOLOMEW COUNTY	Highest weight (5 points)	**Goal 2:** Increase Accessibility and Improve Quality of Life
2. IMPROVING SAFETY (CRASH FREQUENCY)	Highest weight (5 points)	**Goal 4:** Improve Safety and Efficiency
3. PROXIMITY TO EMPLOYMENT AND POPULATION GROWTH AREAS	High weight (4 points)	**Goal 1:** Support Economic Vitality
4. INCLUSION OF MULTIMODAL ELEMENTS	High weight (3 points)	**Goal 3:** Encourage Transportation Choices/ Multimodal Connectivity
5. CONGESTION MITIGATION	Moderate weight (2 points)	**Goal 2:** Increase Accessibility and Improve Quality of Life
6. PROXIMITY TO VULNERABLE POPULATIONS	Moderate weight (2 points)	**Goal 3:** Encourage Transportation Choices/ Multimodal Connectivity
7. IMPACT TO ENVIRONMENTAL AND HISTORIC RESOURCES	Moderate weight (2 points)	**Goal 5:** Prioritize Existing Preservation and Maintenance
8. CONSISTENCY WITH COMMUNITY PLANS	Lower weight (1 point)	**Goal 6:** Foster Coordination Throughout the MPA
9. IMPROVING PAVEMENT CONDITIONS	Lower weight (1 point)	**Goal 5:** Prioritize Existing Preservation and Maintenance

Using this scoring system, each roadway project could achieve a maximum score of 25 points. All projects were evaluated and scored consistently using this framework, and resulting high- scoring projects were incorporated into the fiscally constrained transportation plan (along with projects already included in the CAMPO FY 2026-2030 TIP). The remaining projects were included as illustrative.

FIGURE 18: KEY CAMPO MPA FREIGHT NETWORK LOCATIONS

ROADWAY PROGRAM AND FISCAL CONSTRAINT

Future projects for the CAMPO MPA were identified based on scenario analyses, Steering Committee input, ***public involvement***, and inputs from CAMPO staff to address the existing and projected transportation needs through the MTP planning period. The cost of the planned projects were compared against the estimated revenue to ensure the projects are fiscally constrained. The transportation projects are divided into short-term and long-term planning horizons.

The short-term projects include all federally funded projects programmed in the fiscally constrained CAMPO FY 2026-2030 TIP as well as those anticipated to be completed within the CAMPO MPA with the estimated federal revenue between FY 2031-FY 2040. The long-term projects include projects that are anticipated to be completed within the CAMPO MPA with the estimated federal revenue between FY 2041-FY 2050.

Tables 15-16 and ***Figure 19*** present the short-term and long-term projects identified as part of the plan to fulfill CAMPO's six MTP goals. ***Table 17*** and ***Figure 20*** present the additional illustrative projects that are not part of the fiscally constrained plan. The projects are categorized as Priority A (for short-term projects), Priority B (for long-term projects), and Illustrative based on the results of the roadway project scoring and prioritization process. In each table, the project owner is identified based upon the project location and road ownership. Projects designated as "Split" have elements owned by both the City of Columbus and Bartholomew County. Ownership is designated based on current jurisdictions and is subject to change as properties are annexed into the City of Columbus. More details on all roadway projects are provided in ***Appendix D: Roadway Project Details***.

Project costs for the Priority A and B lists were estimated in Year of Expenditure (YOE) dollars and are adjusted based on a 2% annual inflation rate. The planning level project costs were estimated based on the estimated costs in the CAMPO TIP, average planning level costs for roadway and bike/pedestrian infrastructure from INDOT, inputs from City and County staff, and engineering judgement. The cost of construction and the other costs involved in the major projects can fluctuate over a period of time. However, by averaging the costs incurred over a substantial time period, a reasonable estimate can be developed.

The anticipated revenue for the MTP planning horizon is expected to cover all Priority A and Priority B projects presented in ***Tables 15-16***. Even though the Priority A and priority B projects identified in the MTP are considered fiscally constrained based on reasonable revenue projections, the projects will only be implemented if federal and state funding becomes available. Each of these projects will require close planning and coordination among federal, state, and local agencies.

Other significant projects planned in the CAMPO planning area through FY 2050 which do not have dedicated funding are listed as illustrative projects in the MTP. ***Table 17*** presents the illustrative projects identified in the CAMPO MPA, should funding become available. These projects are eligible for several discretionary funding sources. If additional funding becomes available for illustrative projects, those projects may be included in subsequent CAMPO TIPs.

Several INDOT projects are identified within the CAMPO MPA for implementation in the MTP planning horizon. Since these projects are developed separately by INDOT from the rest of the local projects in the CAMPO MTP, they are also listed separately in ***Table 18***.

Table 15: TIP and Priority A Roadway Projects (Target Years 2026-2040)

MAP ID	PROJECT	OWNER	EXTENTS	BUILD YEAR (EST.)	BUILD YEAR COST
A1	Talley Rd*	City	25th St to Rocky Ford Rd	2027	$9,762,000
A2	Lowell Rd*	County	325 W to 200 W	2028	$5,985,000
A3	S 350 W*	City	SR 46 to Goeller Rd	2030	$6,300,000
A4	25th St (Center Segment)	City	Central Ave to US 31	2035	$3,585,278
A5	Sawin Dr	Split	Taylor Rd to Talley Rd	2035	$3,812,345
A6	S 300 W	City	International Dr / 500 S to Deaver Rd	2035	$4,397,941
A7	Marr Rd	City	25th St to US 31	2035	$1,051,681
A8	Goeller Rd at Terrace Lake Rd	City	Intersection	2035	$4,780,370
A9	Carr Hill Rd	City	I-65 to SR 46	2035	$4,849,686
A10	Talley Rd	Split	Rocky Ford Rd to Sawin Dr	2035	$3,585,278
A11	25th St (West Segment)	City	Washington St to Central Ave	2035	$4,774,395

Table 16: Priority B Roadway Projects (Target Years 2041-2050)

MAP ID	PROJECT	OWNER	EXTENTS	BUILD YEAR (EST.)	BUILD YEAR COST
B1	7th St	City	Central Ave to Gladstone Ave	2045	$3,066,588
B2	Gladstone Ave	City	10th St to State St	2045	$6,176,879
B3	Carr Hill Rd / Garden St Connector	Split	Carr Hill Rd to SR 11	2045	$5,535,882
B4	Deaver Rd	Split	175 W to 300 W	2045	$6,643,059
B5	Washington St (South Segment)	City	11th St to 25th St	2045	$7,371,465

Legend

- City
- County
- Split
- INDOT

** Denotes roadway project included in CAMPO FY 2026-2030 TIP*

Table 17: Illustrative Roadway Projects

MAP ID	PROJECT	OWNER	EXTENTS
I1	25th St at Talley Rd	City	Intersection
I2	525 W	County	SR 46 to Carr Hill Rd
I3	800 N	County	US 31 to Eastern County Line
I4	Carr Hill Rd	City	Champion Dr to Terrace Lake Rd
I5	Goeller Rd at Tipton Lakes Blvd E	City	Intersection
I6	Goeller Rd at Tipton Lakes Blvd W	City	Intersection
I7	I-65 and SR 46 Interchange*	INDOT	Interchange
I8	Marr Rd	City	25th St to Brentcross Dr
I9	Marr Rd at E 550 N	County	Intersection
I10	McKinley Ave	City	State St to Marr Rd
I11	Regency Dr	City	Prairie Dr to Taylor Rd
I12	Rocky Ford at Marr Road	City	Intersection
I13	Rocky Ford at Taylor Road	City	Intersection
I14	Southern Crossing	County	525 E to SR 7
I15	SR 46 Intersection Capacity Improvements	INDOT	Carr Hill Rd to S 350 W
I16	SR 7 Auxiliary Passing Lanes*	INDOT	Bartholomew County Line to US 31
I17	SR 9 at SR 46	INDOT	Intersection
I18	W 100 N / N 200 W	Split	Indianapolis Rd to Lowell Rd
I19	W 200 S	Split	Terrace Lake Rd to 400 W
I20	Washington St (Center Segment)	City	25th St to US 31
I21	Washington St (North Segment)	City	US 31 to Rocky Ford Rd
I22	West Side Connector (North Segment)	City	SR 46 to 200 S (via new terrain / 150 W / 175 W)
I23	West Side Connector (South Segment)	City	200 S to 450 S (via new terrain / 150 W / 175 W)

Table 18: INDOT-Only Roadway Projects

MAP ID	PROJECT	OWNER	EXTENTS
I7	I-65 and SR 46 Interchange*	INDOT	Interchange
I15	SR 46 Intersection Capacity Improvements	INDOT	Carr Hill Rd to S 350 W
I16	SR 7 Auxiliary Passing Lanes*	INDOT	Bartholomew County Line to US 31
I17	SR 9 at SR 46	INDOT	Intersection

FIGURE 19: CONSTRAINED ROADWAY PROJECTS (PRIORITY A AND PRIORITY B)

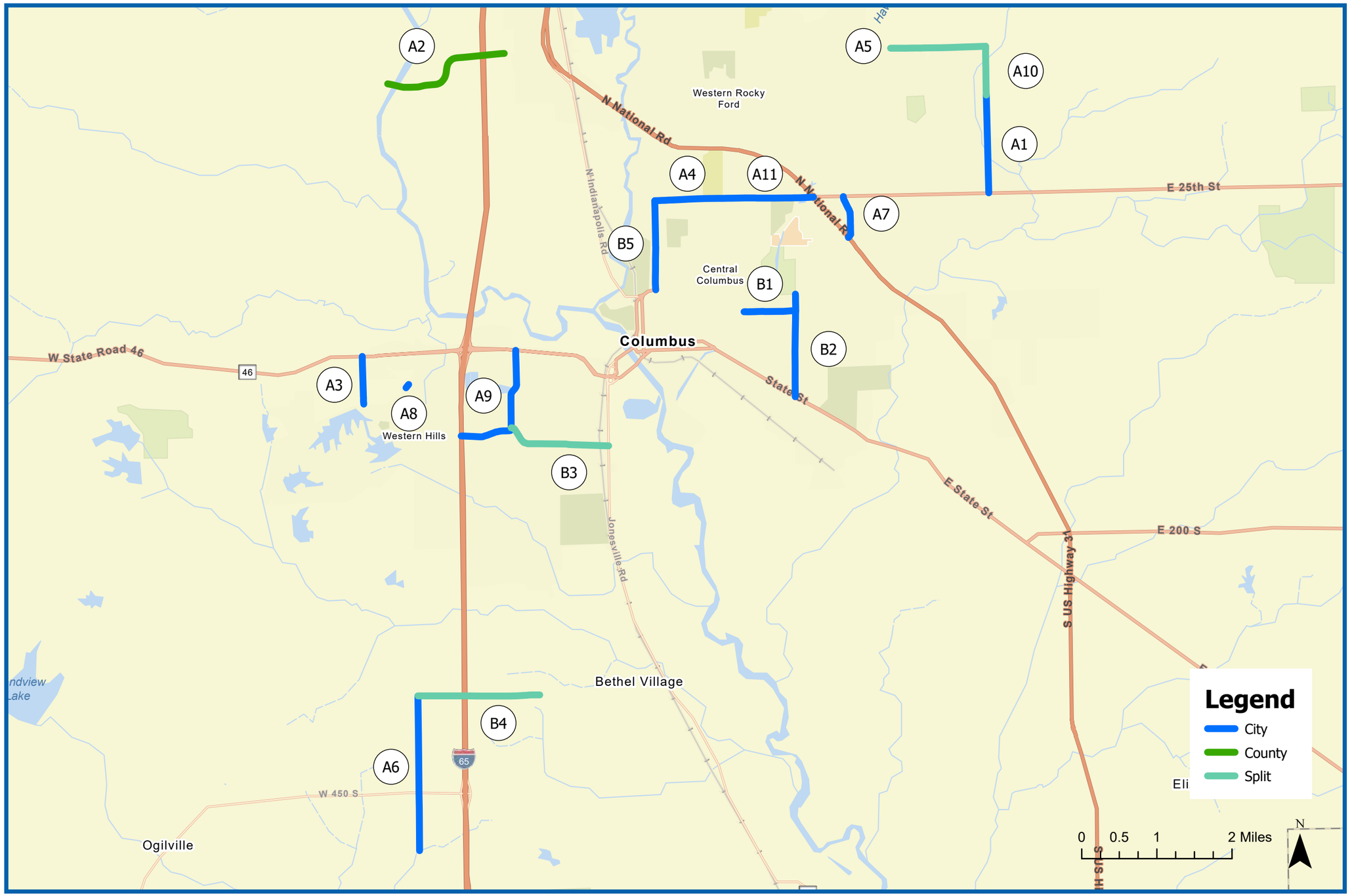
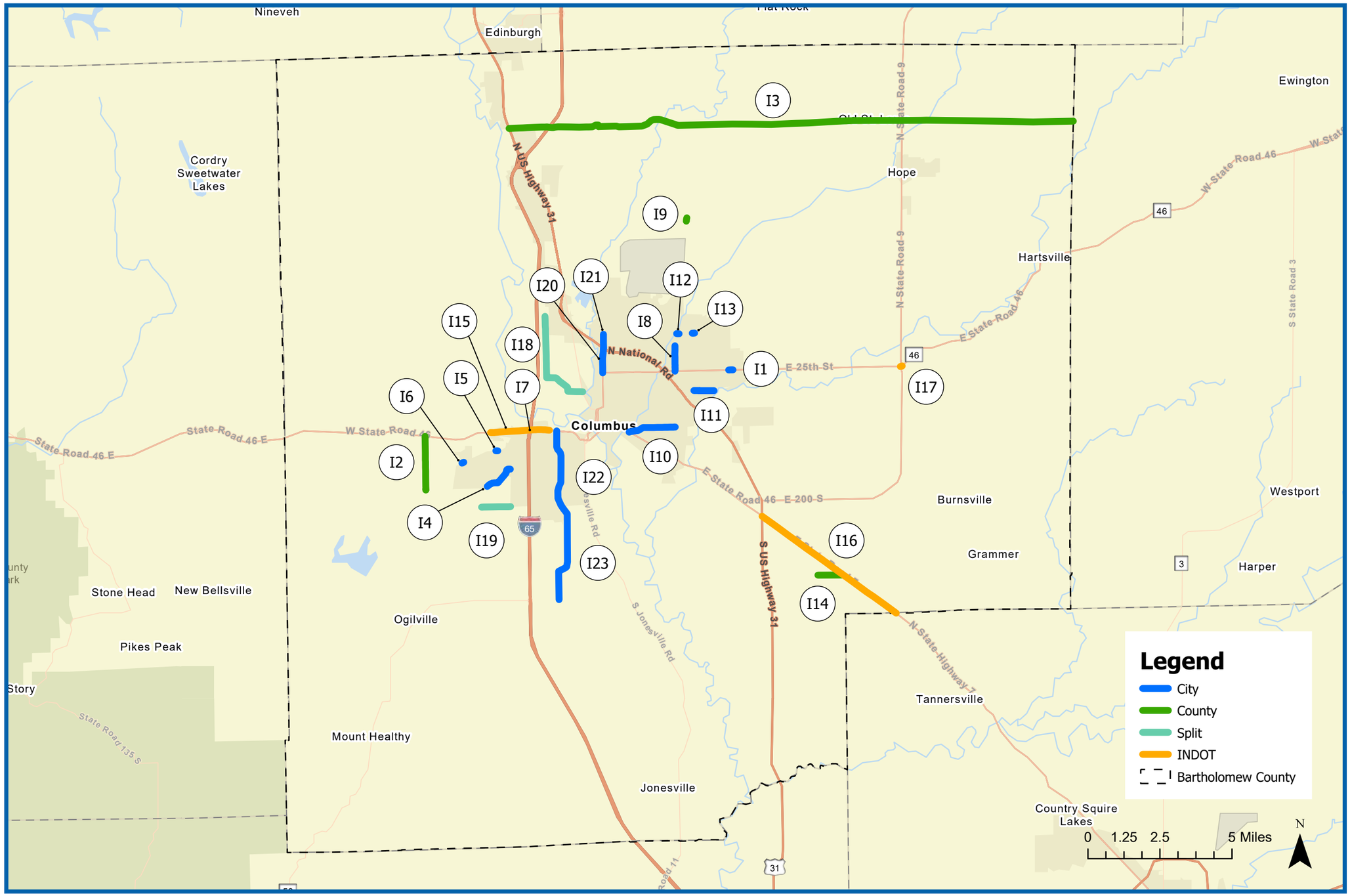


FIGURE 20: ILLUSTRATIVE ROADWAY PROJECTS



MODEL SCENARIO EVALUATION

The fundamental relationship between land use planning and transportation planning is undeniable. While transportation planning decisions affect land use development, land use conditions shape the future infrastructure. In order to identify future transportation needs as part of MTP development, future travel patterns are forecasted, programmed transportation infrastructure improvements are identified, and the adequacy of the transportation infrastructure is evaluated to determine if any significant deficiencies exist. The transportation improvement projects and policy changes are then identified to reduce or eliminate identified deficiencies and improve the overall performance of the network.

The CAMPO MTP analyzes year 2050 operating conditions on the existing transportation network to identify the programs and policies necessary to address the transportation needs of the CAMPO MPA. The MTP then analyzes year 2050 operating conditions on the transportation network with all fiscally constrained projects included to confirm that the identified projects address the transportation needs and deficiencies identified in the initial analysis.

Future land use forecasts are crucial to estimating future travel demands and identifying the needs of the transportation system through the plan period. The 2050 land use information is used as an input into the travel demand model to recognize any deficiencies in the local roadway infrastructure. In order to forecast future land use information, the CAMPO MPA was divided into traffic analysis zones (TAZs) to factor in the spatial component of the land use data.

The model base year (2022) land use information was derived from the 2020 US Decennial Census, ACS 5-Year estimates, US Census Bureau's LEHD data, Columbus and Bartholomew County ***comprehensive plans***, and information obtained from CAMPO staff. This land use information was subsequently forecasted to the plan horizon year of 2050. The socioeconomic forecast process was based on a top-down approach, where county-wide control totals are obtained and then disaggregated to TAZs. The forecasts were further adjusted for local conditions based on comments from CAMPO staff and the Steering Committee.

POPULATION GROWTH

The 2050 population control totals for Bartholomew County were developed based on averaging forecasts from the following sources:

- Historic growth trend lines
- 2045 CAMPO MTP projections
- STATS Indiana projections
- CAMPO staff input
- Columbus Strategic Growth Study

Once the county control totals were established, the population growth in Bartholomew County was allocated to the traffic analysis zone (TAZ) layer through consultation with the CAMPO staff. The TAZ population growth distribution is provided in ***Figure 21***. 22 TAZs in the CAMPO TDM are located to the north of the Bartholomew County boundary. These TAZs are in Johnson and Shelby Counties. Population and employment growth projections for these TAZs were obtained from the IMPO Travel Demand Model.

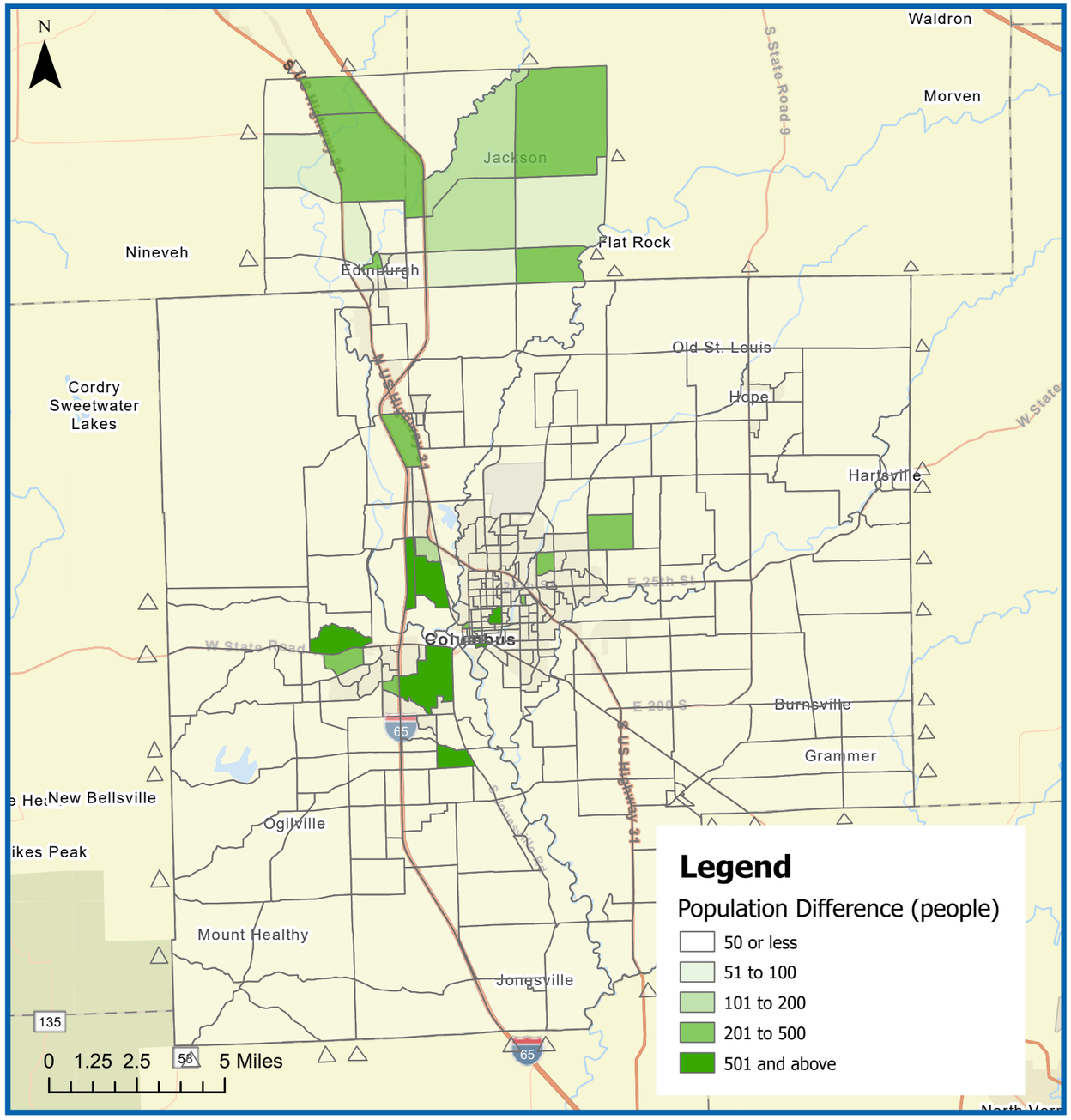


Figure 21: 2022-2050 Population Growth Distribution

EMPLOYMENT GROWTH

The 2050 employment control totals for Bartholomew County were derived from the following sources:

- 2020 Census Longitudinal Employer-Household Dynamics (LEHD) data
- 2045 MTP employment growth data
- Current employment growth trends
- CAMPO staff input
- Columbus Strategic Growth Study

Once the county control totals were established, employment growth was then sub-allocated to the TAZs based on recommendations from CAMPO staff. ***Figure 22*** illustrates the geographic distribution of employment growth between 2022 and 2050.

2050 BASELINE SCENARIO TRAVEL DEMAND MODEL

This scenario represents the CAMPO area baseline scenario, which was estimated using past performance data, county-level forecasts and an analysis of the land use and transportation plans currently in place. The roadway network for the baseline scenario was developed by incorporating projects identified in the current CAMPO TIP (FY 2026-2030).

Many projects identified in the TIP are extraneous to the travel model as they do not affect roadway capacities (storm water improvement projects, roadway resurfacing projects, bridge reconstruction/re-decking projects, etc.); as a result, these projects were not modeled. The existing and fiscally constrained projects that involved capacity modifications and were therefore modeled in the 2050 baseline scenario are shown in ***Table 19***. ***Figures 23 and 24*** show the level of service and average daily traffic volumes in the 2050 baseline scenario.

Table 19: Planned Roadway Projects with Capacity Modifications Modeled in the 2050 Baseline Scenario

PROJECT NAME	LOCATION	DESCRIPTION
SR 7	US 31 to Bartholomew County Line	Add Auxiliary Passing Lanes
I-65	SR 46 Interchange	Extend third travel lane through interchange in each direction
West 25th Street*	Washington Street to Central Avenue	Convert 4-lane to 3-lane (including center left turn lane)

* This lane conversion is city-led and separate from the Priority A project with the same extents that will be focused on roadway and sidewalk rehabilitation

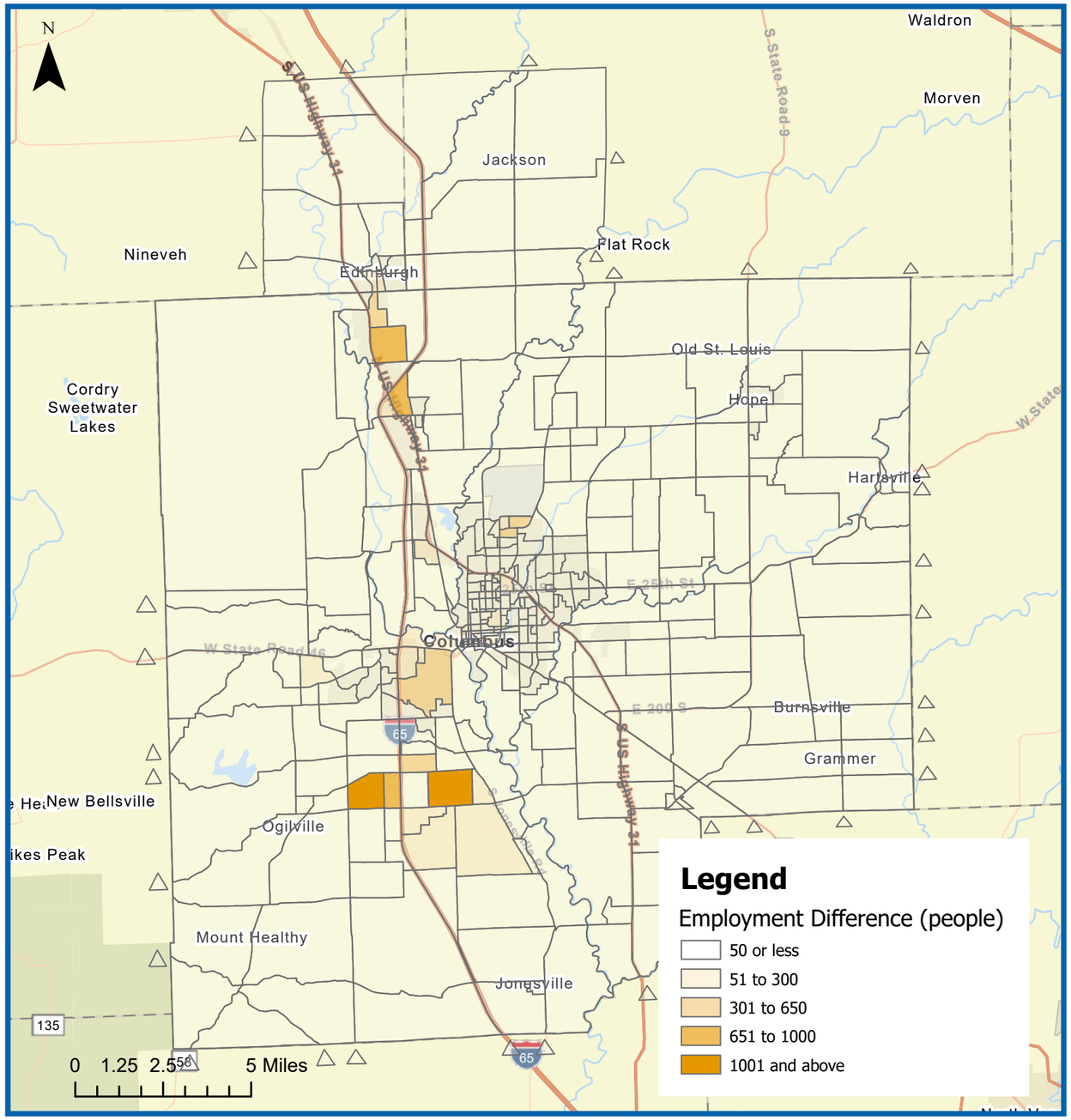
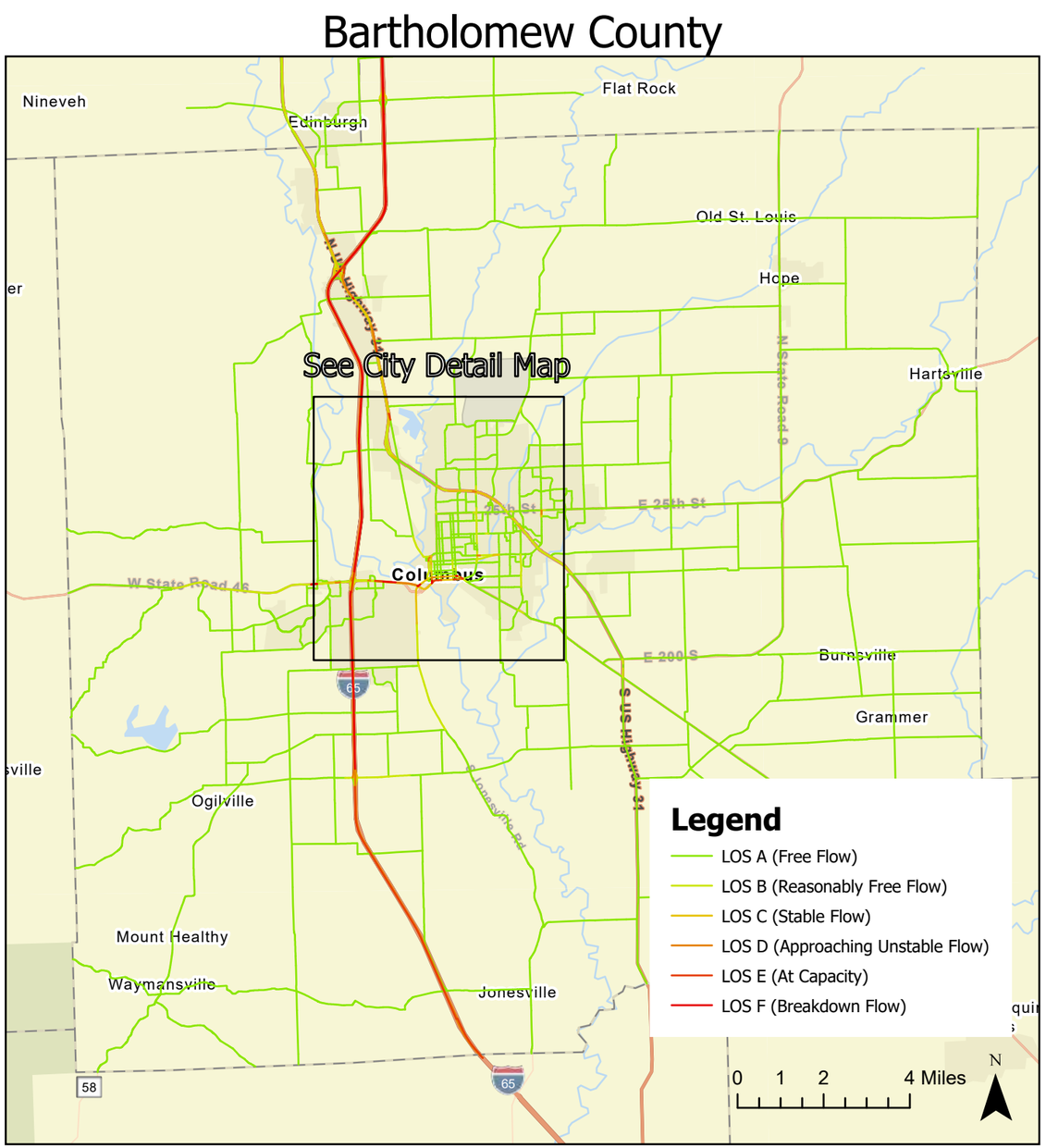


Figure 22: 2022-2050 Employment Growth Distribution

FIGURE 23: 2050 BASELINE SCENARIO LEVEL OF SERVICE



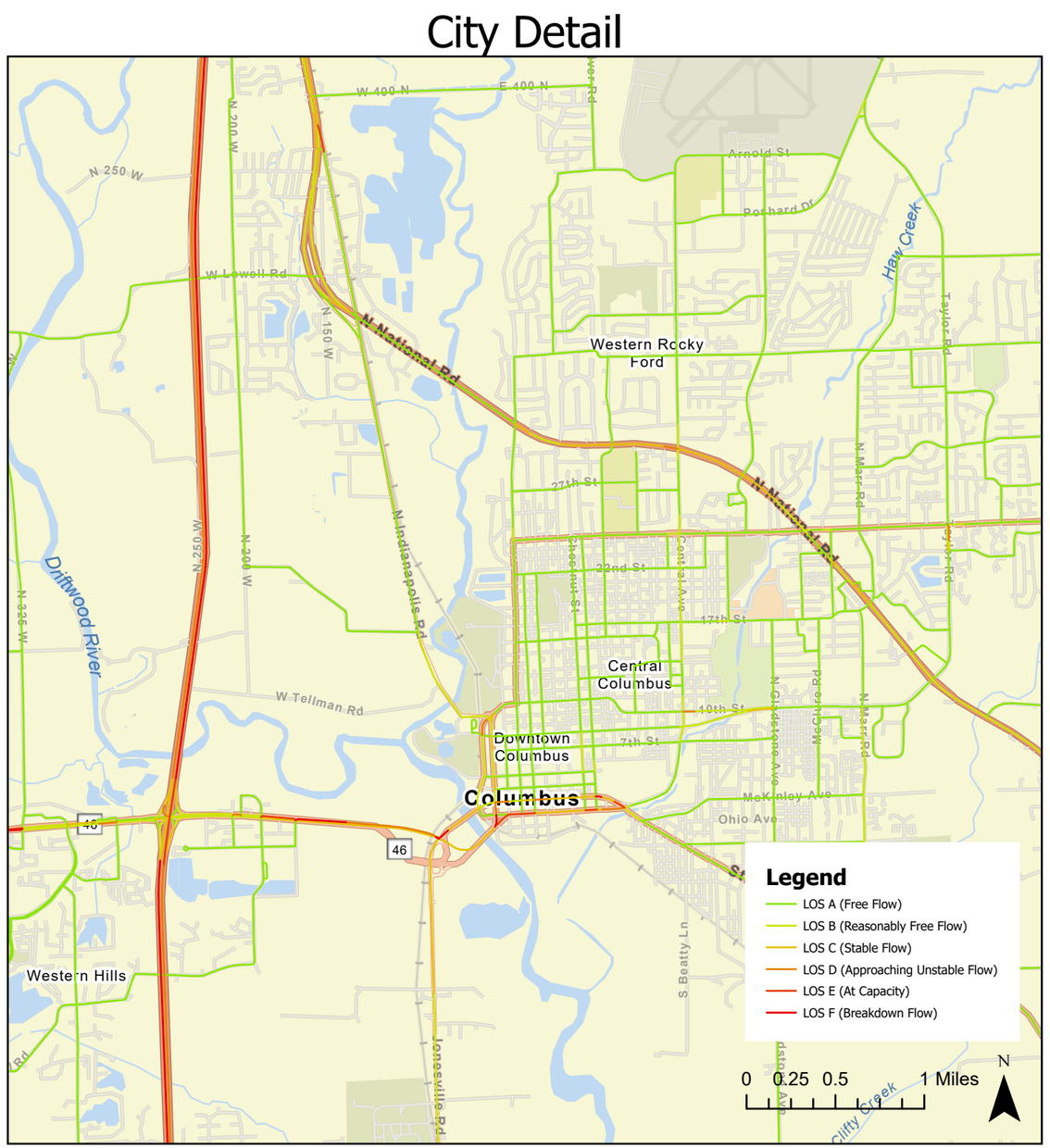
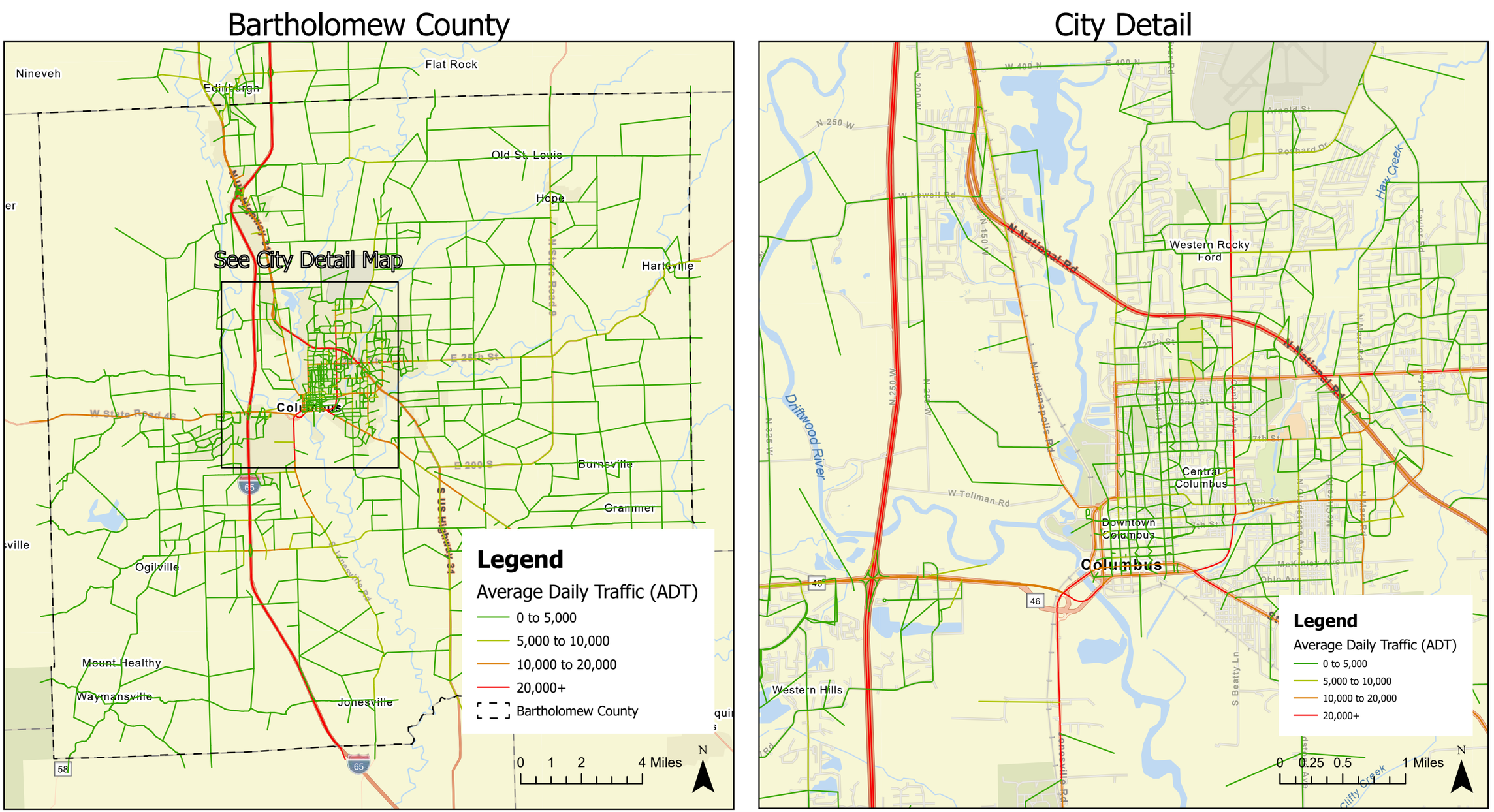


FIGURE 24: 2050 BASELINE SCENARIO AVERAGE DAILY TRAFFIC (ADT)



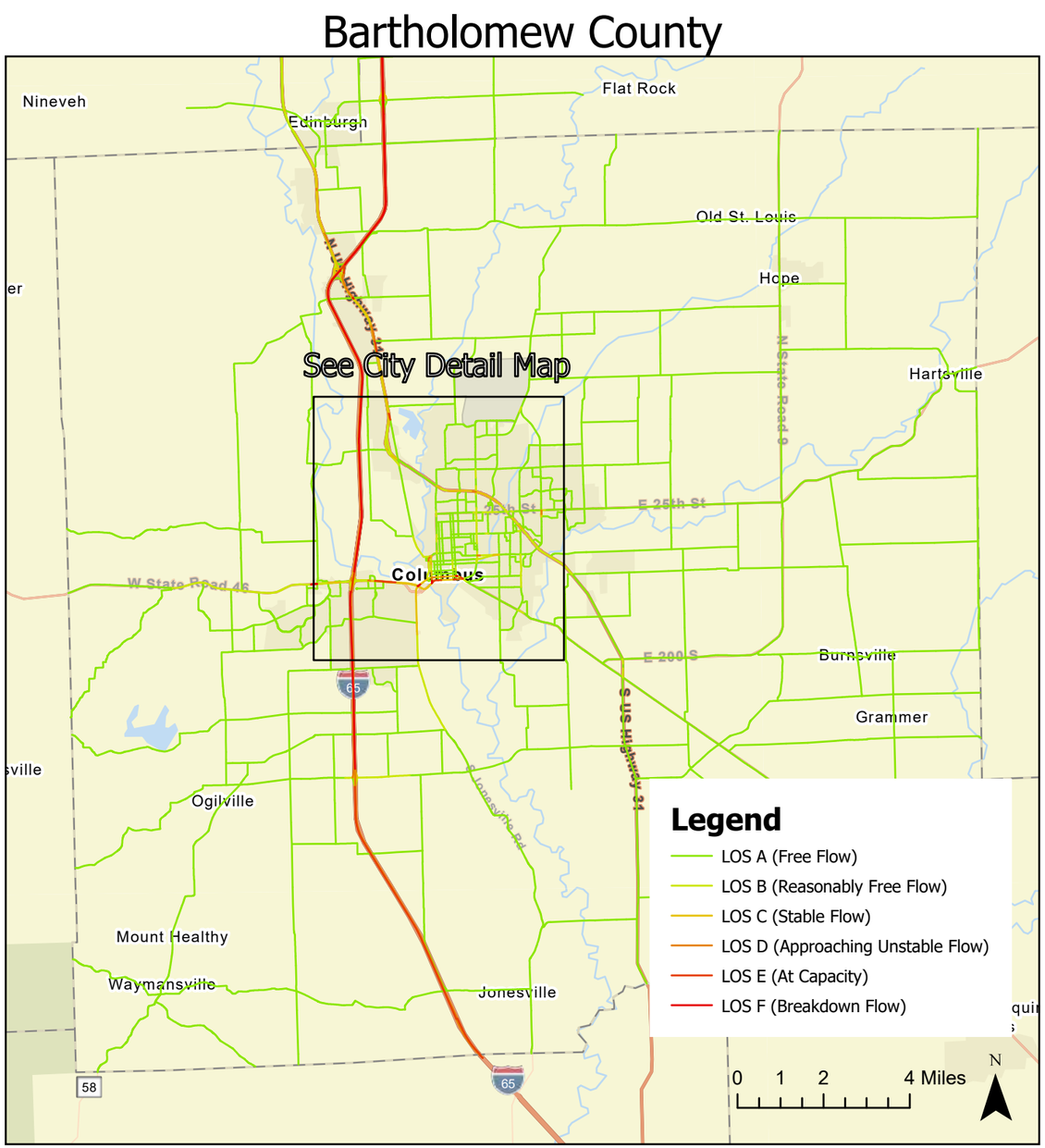
FISCALLY CONSTRAINED PROJECTS SCENARIO ANALYSIS

Based on project prioritization results, the fiscally constrained scenario for the CAMPO MPA was identified. ***Table 20*** details the proposed projects from the Priority A and Priority B project lists that involved capacity modifications that are modeled in the 2050 fiscally constrained scenario. ***Figures 25 and 26*** show the level of service and average daily traffic volumes in the 2050 fiscally constrained scenario.

Table 20: Planned Roadway Projects with Capacity Modifications Modeled in the 2050 Baseline Scenario

PROJECT NAME	LOCATION	DESCRIPTION
East 25th Street	Central Avenue to US 31	Convert 4-lane to 3-lane (including center left turn lane)
Washington Street (South Segment)	11th Street to 25th Street	Convert 4-lane to 3-lane (including center left turn lane)
Carr Hill Rd / Garden St Connector	Carr Hill Rd to SR 11	Construct new 2-lane road

FIGURE 25: 2050 FISCALLY CONSTRAINED PROJECTS SCENARIO LEVEL OF SERVICE



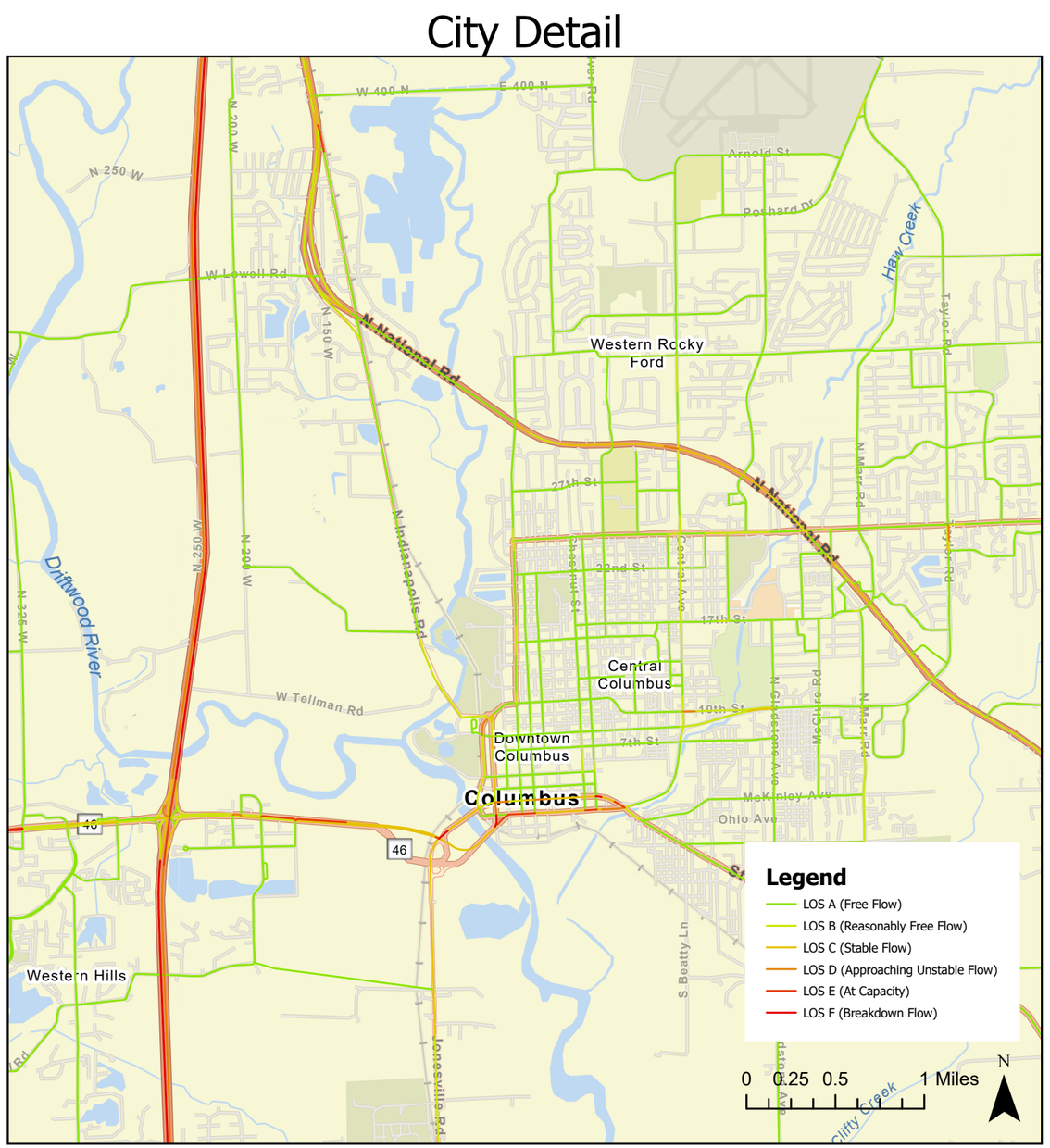
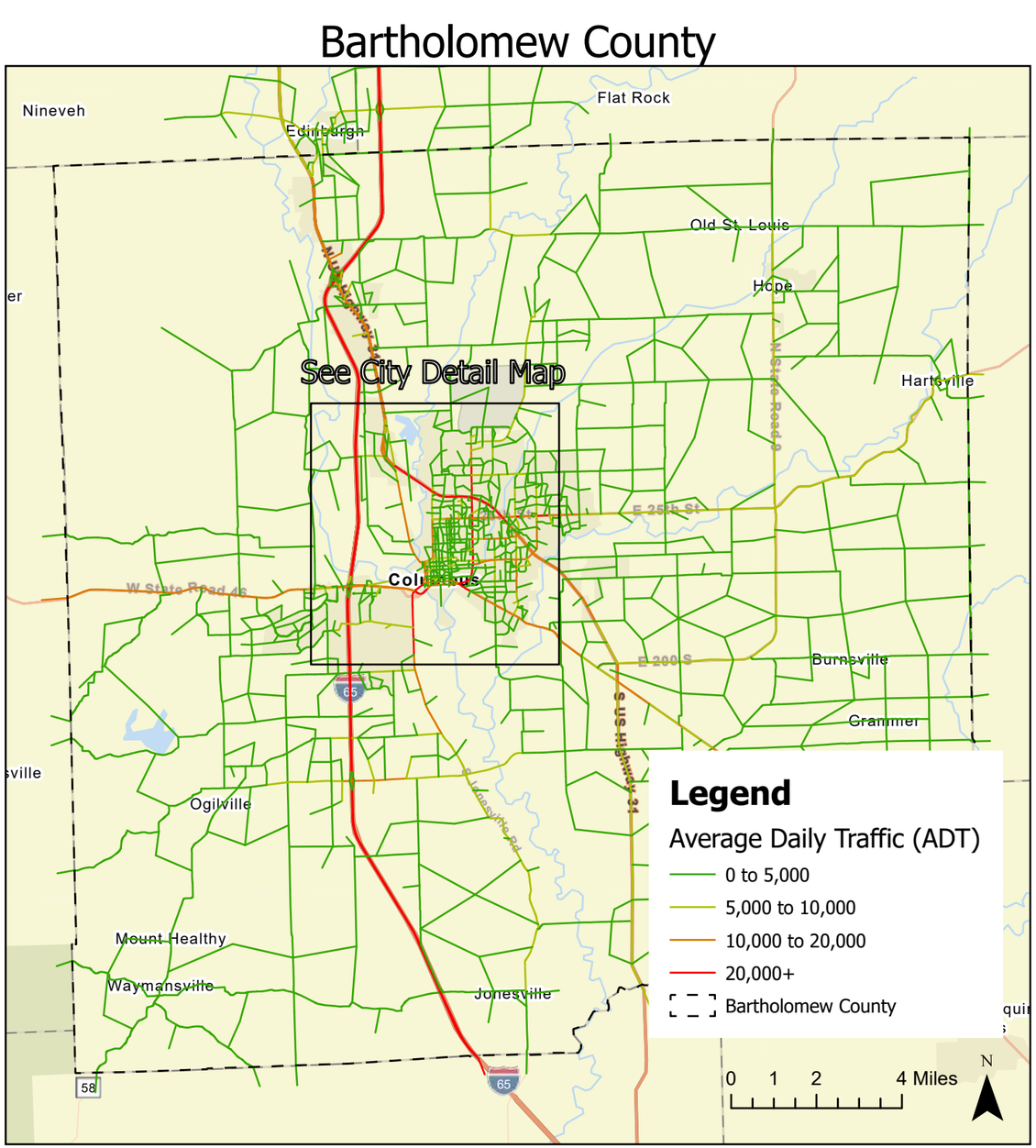
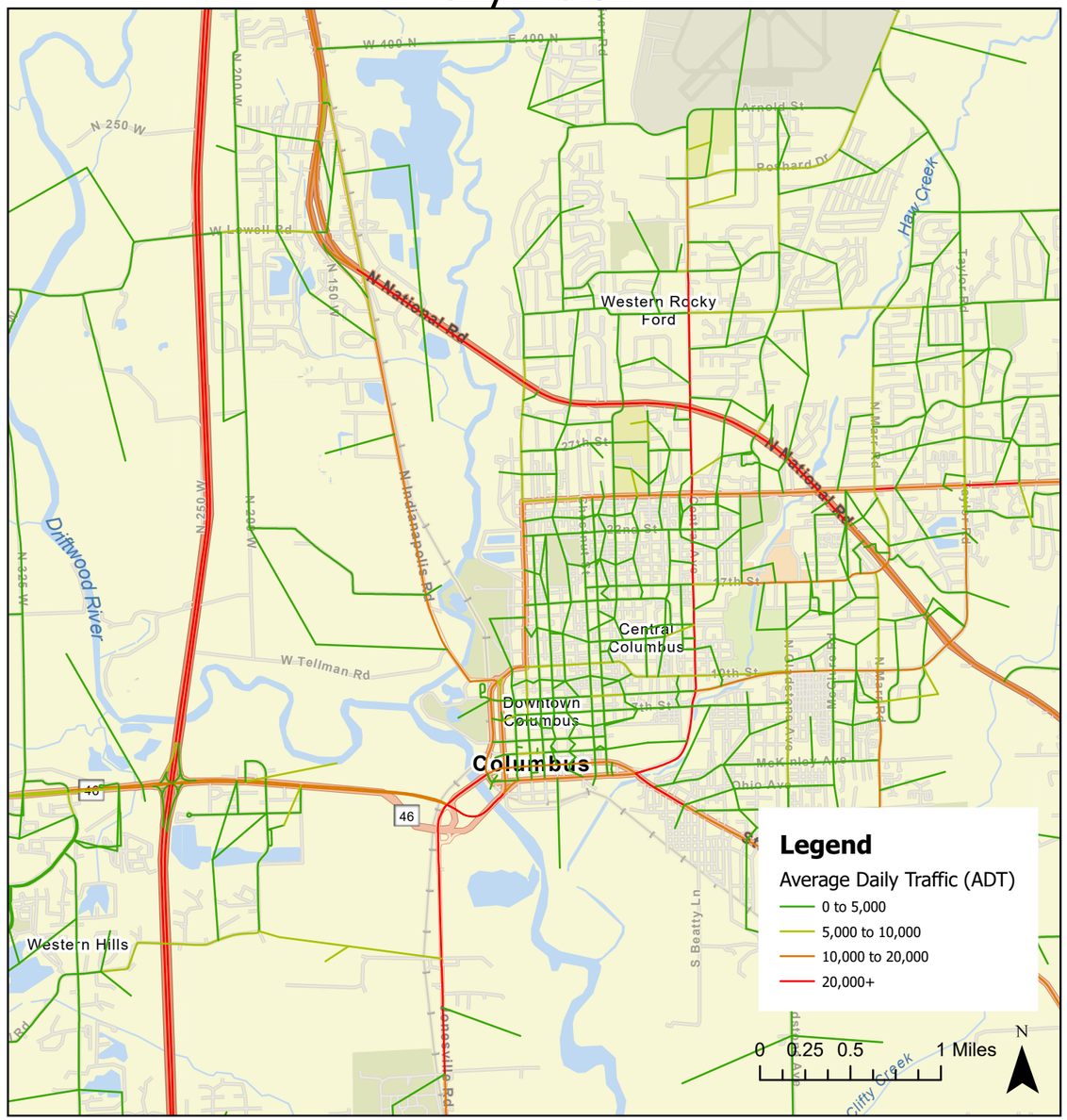


FIGURE 26: 2050 FISCALLY CONSTRAINED PROJECTS SCENARIO AVERAGE DAILY TRAFFIC (ADT)





TYPICAL FUNDING SOURCES

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS

This program is the most flexible federal-aid highway program. It provides financial support to state and local agencies for construction, reconstruction, rehabilitation, resurfacing, and operational improvements to federal-aid highways. It also can provide financial support to transit capital projects, bicycle and pedestrian projects, and replacement and rehabilitation of bridges on public roads. STBG covers 80% of the total cost of a project, with the rest covered by states, local, or other funding sources.

- 55% of STBG funding is obligated to MPOs and rural areas based on the relative share of the State's population.
- 10% of nationwide STBG funding must be set aside for transportation alternatives (typically bicycle and pedestrian-focused projects).
- No less than 20% of the State's FY 2009 Highway Bridge Program apportionment is set aside in the STBG program for off-system (not on federal-aid system) bridges.
- 2% of the STBG funding is to be set aside for State Planning and Research (SPR) funds.
- The remaining STBG funding may be used in any other area of the state.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) FUNDS

NHPP funding supports the construction and maintenance projects on the National Highway System (NHS) within the region, including the Interstate and US Highway systems that are essential to the nation's economy, mobility, and security.

- 2% of NHPP funding is to be set aside for State Planning and Research (SPR) funds.
- States are permitted to transfer up to 50% of NHPP dollars to other programs, such as STBG, Highway Safety Improvement Program (HSIP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ).

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

The NHFP is a program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support the following goals:

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas
- Improving the state of good repair of the NHFN
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability
- Improving the efficiency and productivity of the NHFN
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity
- Reducing the environmental impacts of freight movement on the NHFN

States are permitted to transfer up to 50% of NHFP dollars to other programs, including NHPP, STBG, HSIP, and CMAQ. 2% of NHPP funding is to be set aside for State Planning and Research (SPR) funds.

OTHER DISCRETIONARY PROGRAMS

Additional discretionary programs in the IIJA can also be used to fund roadway projects. Several of the most common programs available to CAMPO or its partner agencies include:

- **INFRA Grant Program:** INFRA awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
- **Mega Grant Program:** Mega supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.
- **Rural Surface Transportation Grant Program:** The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Chapter Six: Spot Safety Projects

EXISTING ROADWAY SAFETY CONDITIONS
PROJECT PRIORITIZATION CRITERIA
POSSIBLE COUNTERMEASURES AND PROJECT LOCATIONS
TYPICAL FUNDING SOURCES

EXISTING ROADWAY SAFETY CONDITIONS

Reducing crashes and increasing transportation safety is a priority at the local, state, and national level. Multimodal safety is an important part of the MTP development process, with several safety-related objectives identified for the transportation system. The first step towards mitigating traffic crashes is to analyze the existing traffic crash patterns and understand the underlying factors that contribute to traffic crashes.

When crashes occur, they are often categorized by severity to identify the locations with the most serious crashes. Fatal crashes result in one or more fatalities of the people involved. Incapacitating injury crashes are less severe and result in life-threatening but nonfatal injuries. Less severe crashes include those that result in minor injuries (non-incapacitating injury crashes) or ones that do not result in injuries to people but still damage personal property (property damage only crashes).

Figure 27 illustrates the locations of fatal and incapacitating injury crashes in the CAMPO MPA over the five-year period from 2020 through 2024. In addition to those on I-65, many of these crashes were on major corridors through the MPA including US 31, SR 46, SR 11, 25th Street, and Central Avenue. This is expected due to higher ADT and travel speeds on these corridors compared to other local streets and lower volume rural roads.

Figure 28 shows the location and severity of bicycle and pedestrian crashes in the CAMPO MPA. Nearly all *bicycle and pedestrian* crashes occurred within the City of Columbus.

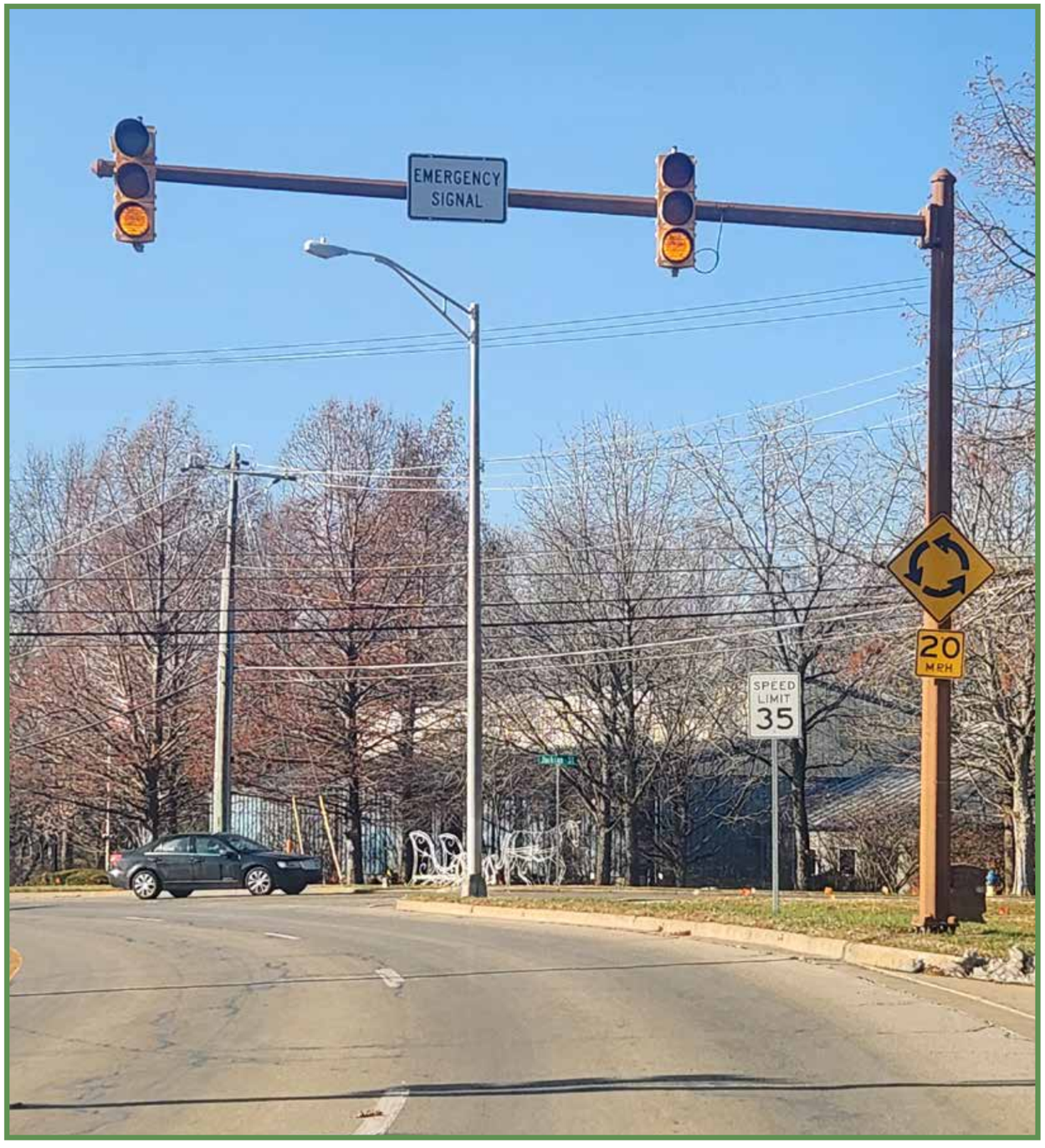
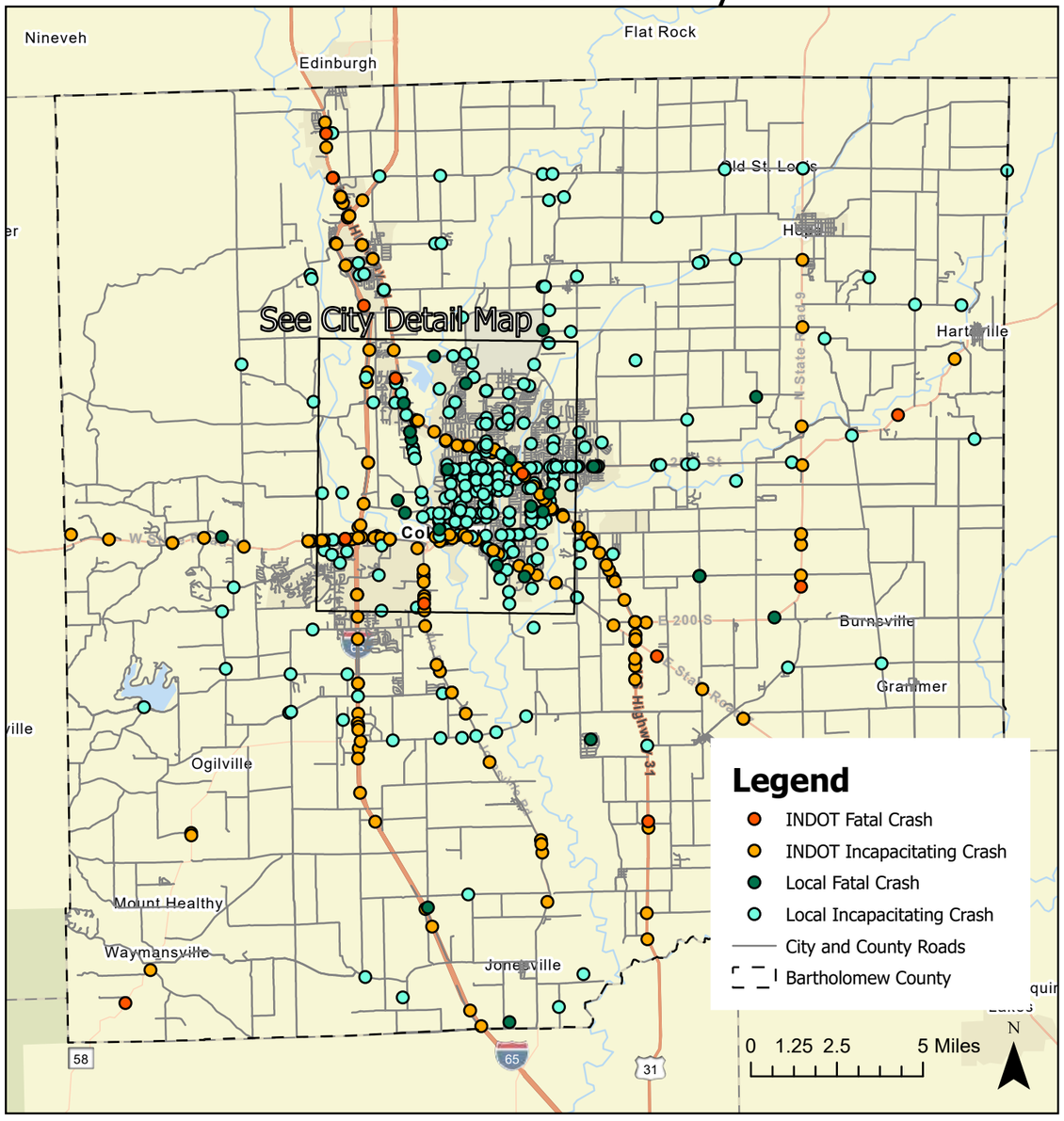


FIGURE 27: 2020-2024 FATAL AND INCAPACITATING INJURY CRASHES IN THE CAMPO MPA



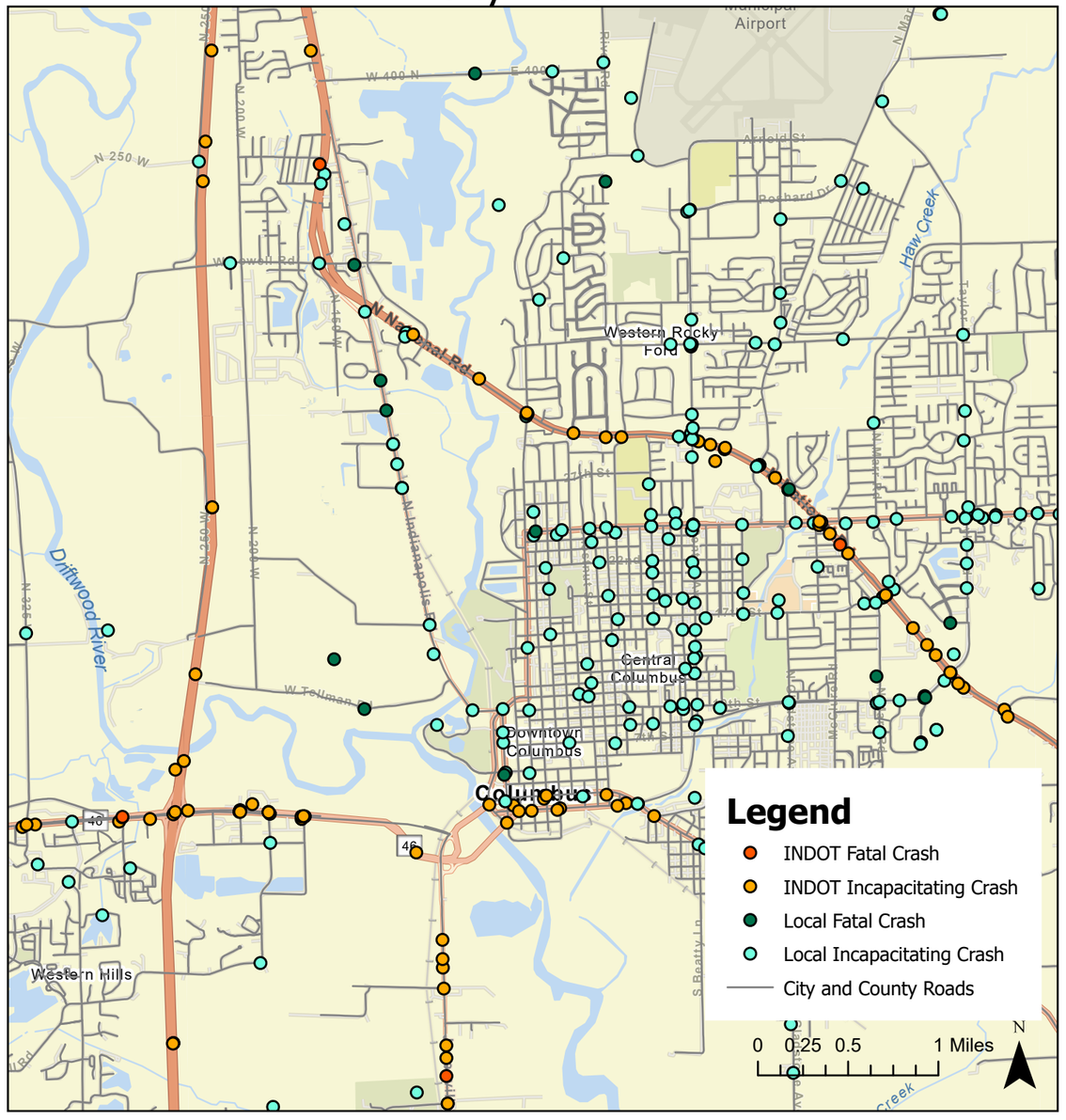
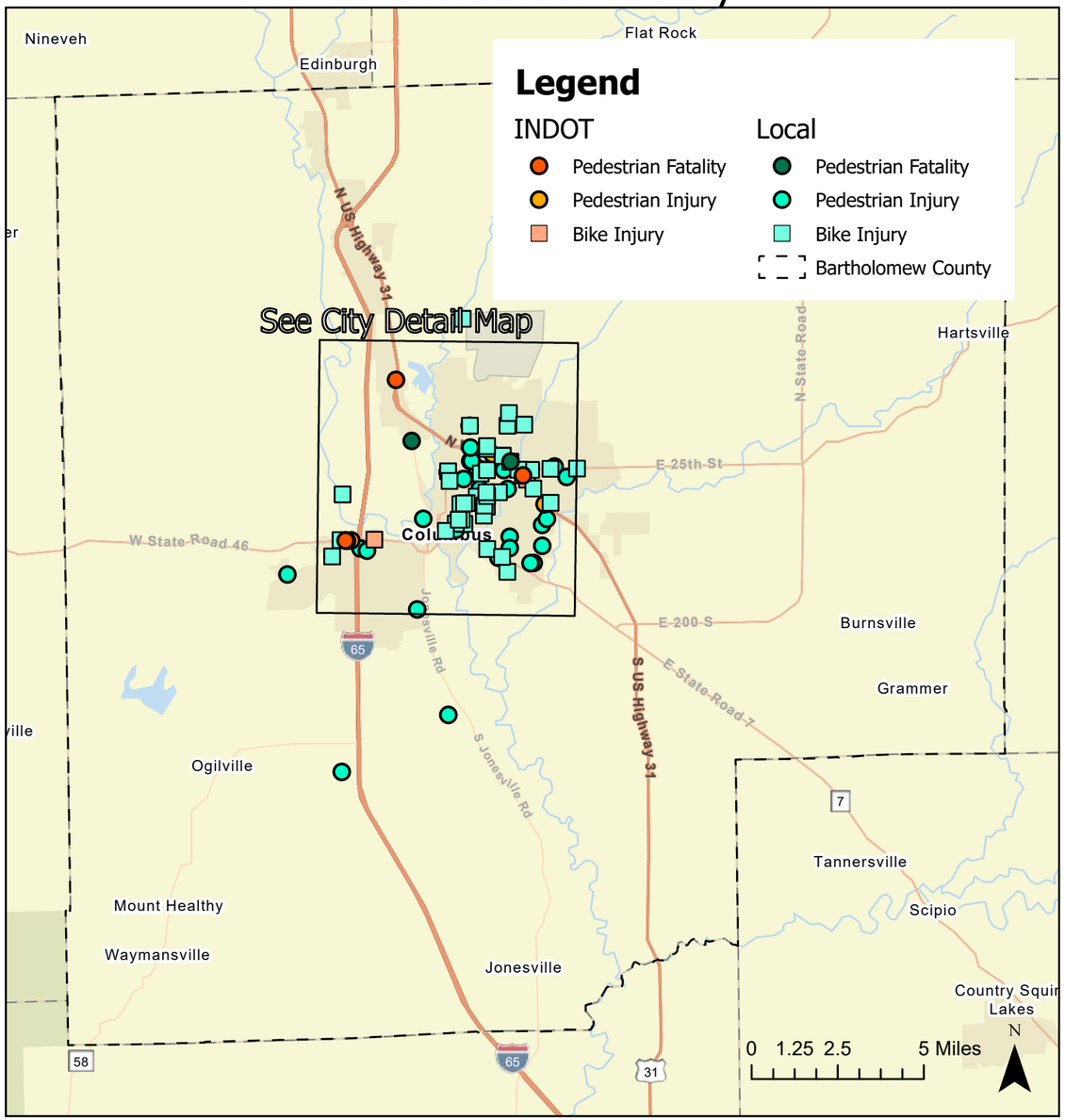
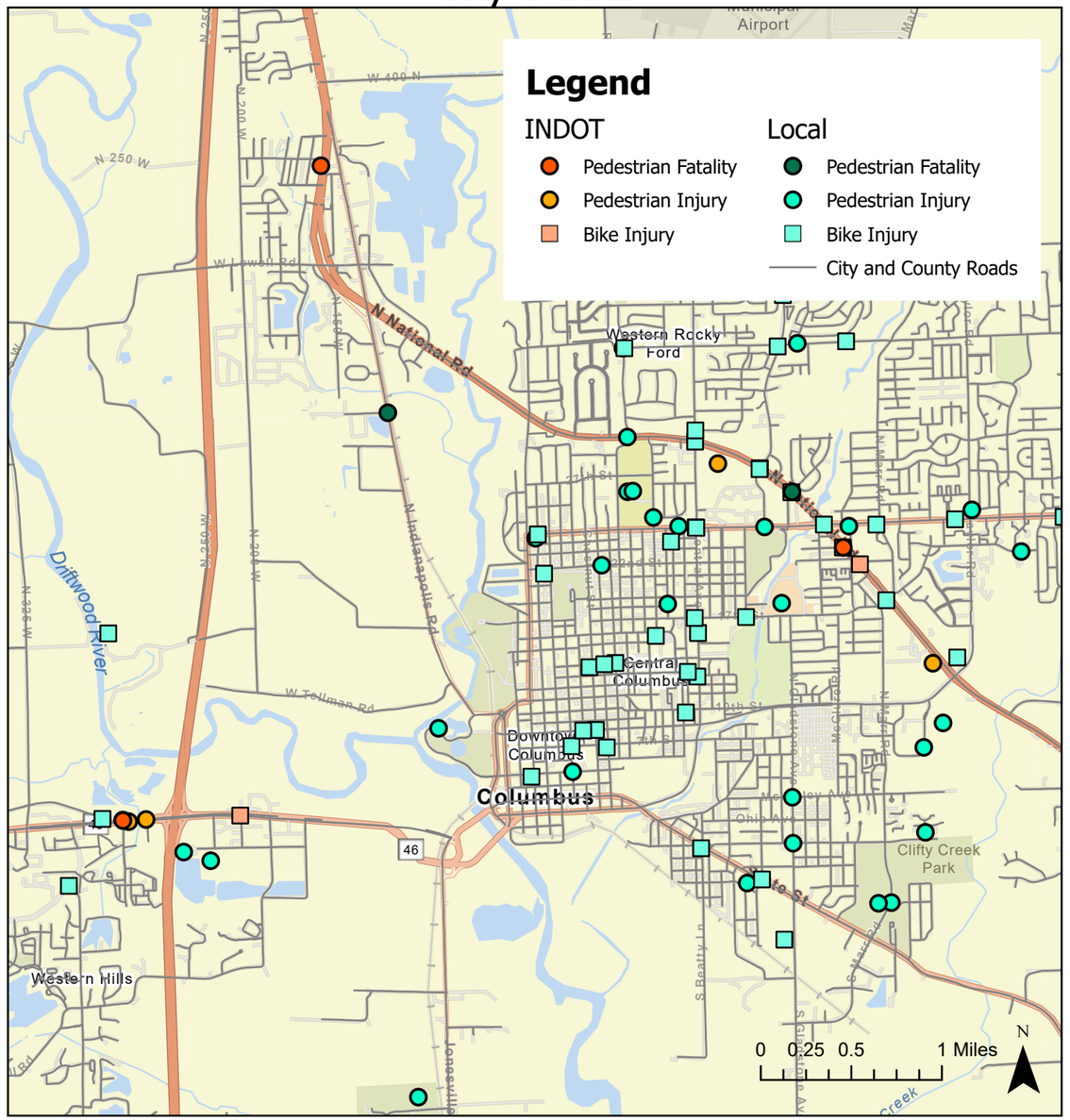


FIGURE 28: 2020-2024 BICYCLE AND PEDESTRIAN CRASHES BY SEVERITY





CRASH STATISTICS (2020 - 2024)

- There were 7,971 total crashes involving vehicles including 47 crashes that resulted in a fatality and 1,860 crashes that resulted in an injury.
- Crashes involving pedestrians and bicyclists accounted for 1.6% of the total crashes in the CAMPO MPA.
- There was an average of 0.7 fatal injuries per 100 million VMT in the CAMPO MPA, which is better than the target of less than 1.087 fatal injuries per 100 million VMT set by INDOT.
- Impaired driving accounted for 2.52% of all crashes in MPA, while distracted driving accounted for 7.74% of all crashes per the crash dataset provided by CAMPO.

Over the five-year analysis period, the number of crashes were highest during the AM peak period (7 AM – 9 AM) and the PM peak period (3 PM – 6 PM). ***Figure 29*** and ***Figure 30*** present the crash trends in the CAMPO MPA by time of day and by month of the year, respectively.

Rear end crashes are the most common collision type in the CAMPO MPA, contributing to more than 20 percent of total crashes. Run-off-road crashes are the second most prevalent collision type, and right angle crashes are the third most prevalent crash type. The rear end and right angle crashes commonly occur at intersections and along congested corridors. ***Figure 31*** presents the total crashes in CAMPO MPA by major collision types.

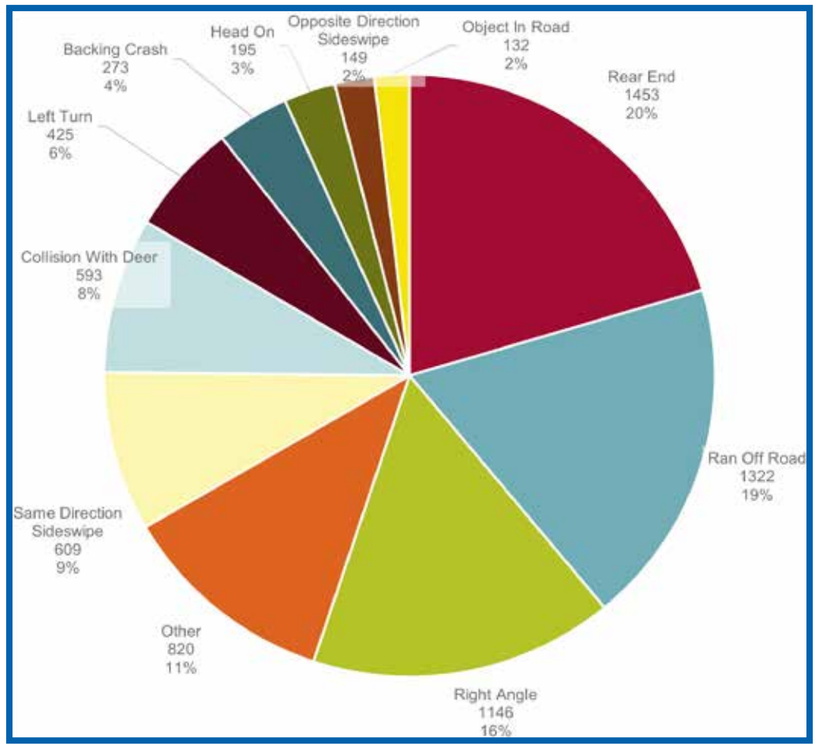


Figure 31: Crashes by Collision Type

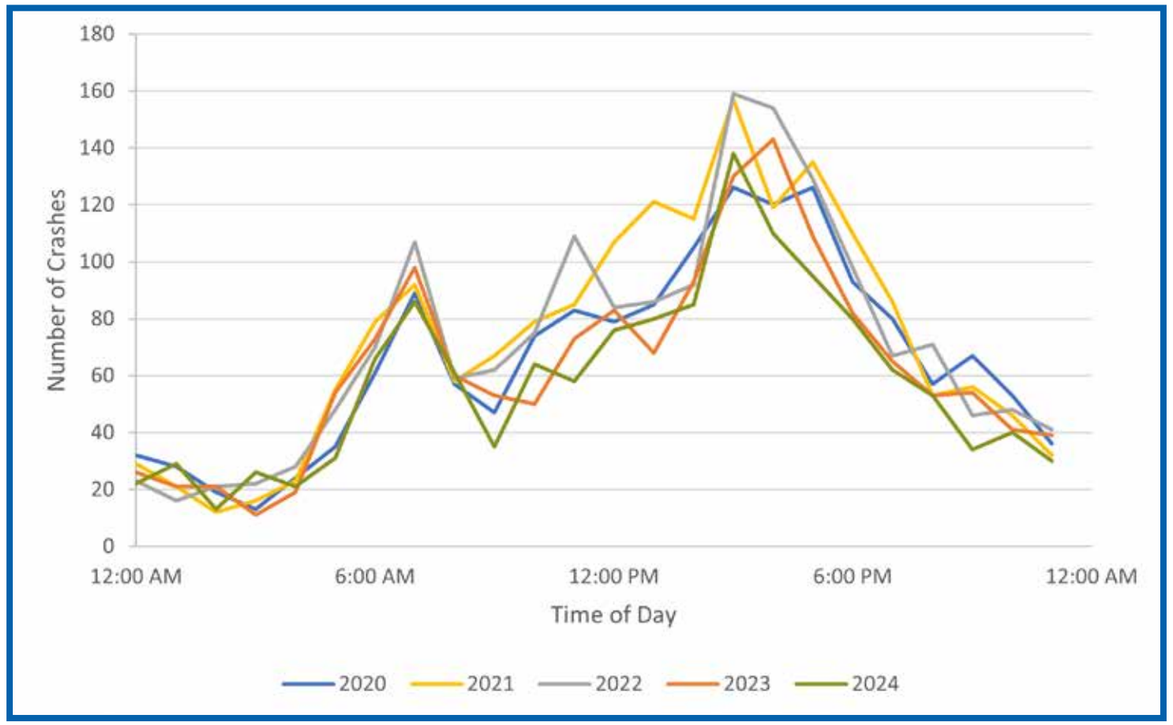


Figure 29: Crashes by Time of Day

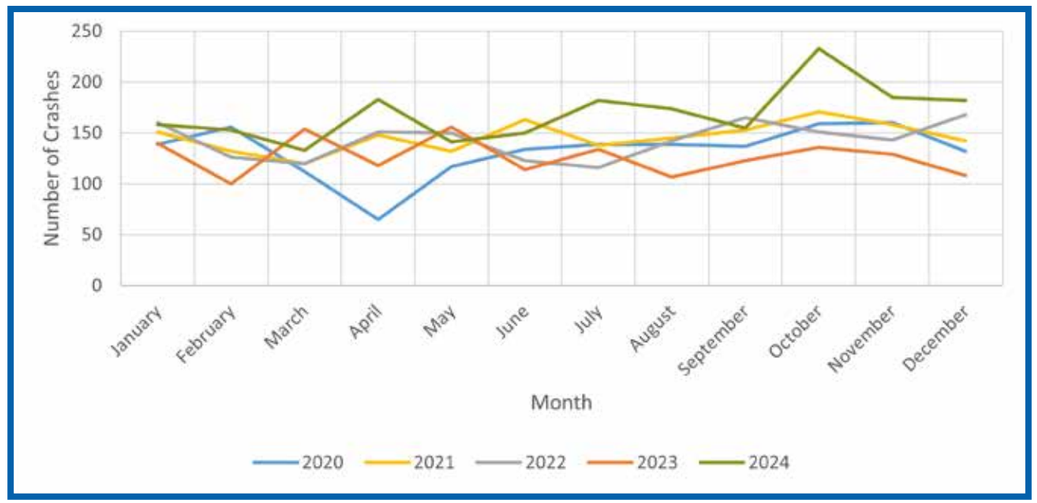


Figure 30: Crashes by Month

CORRIDOR AND INTERSECTION ANALYSIS

About 41% of traffic crashes occur along major corridors and intersections with high average daily traffic (ADT). *Figure 32* and *Table 21* show a map and table of mid-block crash data and resulting number of fatalities and injuries for the highest crash corridors in the CAMPO MPA. I-65, US 31, and SR 46 are the highest crash frequency corridors in the CAMPO MPA. The intersection of 25th Street and US 31 recorded the highest number of crashes over the five year period. Other high crash frequency intersections included 25th Street and Taylor Road, 10th Street and Marr Road, and 10th Street and National Road.

In 2026, the City of Columbus completed a *citywide safety action plan* through a Safe Streets and Roads for All grant. The plan set a target to reduce and eventually eliminate roadway fatalities and serious injuries within the city. It also established a citywide High Injury Network and identified roadway safety project opportunities for the city to consider implementing.

Table 21: Planned Roadway Projects with Capacity Modifications Modeled in the 2050 Baseline Scenario

CORRIDORS	CRASHES (2020-2024)	INJURIES (2020-2024)		
		FATALITIES	INCAPACITATING	NON-INCAPACITATING
I-65	1025	9	208	147
US 31	997	8	80	224
SR 46	591	5	83	112
25th St	485	3	94	117
SR 11/Jonesville Rd	268	2	55	68
Central Ave	253	1	18	60
Marr Rd	157	3	47	42
SR 7	147	1	10	25
SR 58	120	1	14	29
W 450 S*	106	1	37	19

* W 450 S has split jurisdiction between the City and County

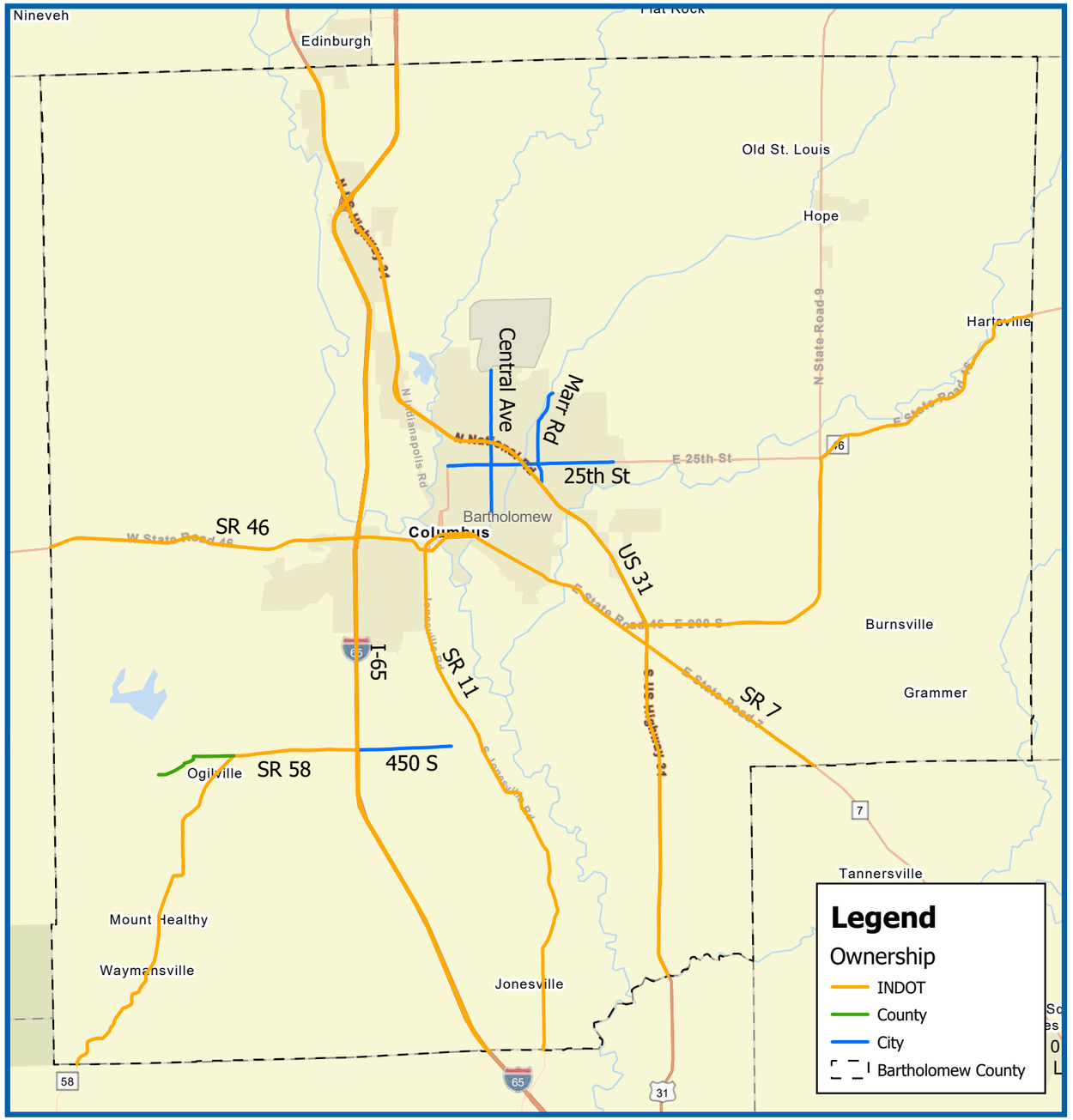


Figure 32: Mid-block Crash Data Reference Map for Major Corridors in the CAMPO MPA

PROJECT PRIORITIZATION CRITERIA

Identified spot safety projects in this MTP are all illustrative, and as a result the projects identified in the MTP are not prioritized. Local agencies responsible for each of the identified spot safety projects will implement them as funding and concurrent projects allow. In general, the following criteria will be used by CAMPO's partner agencies to prioritize the spot safety projects identified in the MTP:

- How severe and frequent past crashes have been at the project location
- How the project location is included in past or current community safety plans, road safety audits, or other documented observed safety concerns
- How the project incorporates proven safety countermeasures
- How the project improves safety near schools or railroad crossings
- How the project improves safety for vulnerable populations including children, senior citizens, and those with accessibility limitations

POSSIBLE COUNTERMEASURES AND PROJECT LOCATIONS

Spot safety projects identified in this MTP came from either the 2026 Columbus Safety Action Plan or from local agencies and public input regarding other high-priority safety corridors and at-grade railroad crossings. *Table 22* lists some of the illustrative spot safety projects and *Figure 33* displays each project location on a map. This list is not exhaustive, and CAMPO and its partner agencies may seek to advance other spot safety projects as implementation opportunities arise and crash data trends change. Many roadway projects described in *Chapter 5* also include spot safety elements.

The illustrative spot safety projects listed below will generally include as part of project design one or more of FHWA's Proven Safety Countermeasures shown to meaningfully reduce the risk of fatal and incapacitating injury crashes. The Columbus Safety Action Plan identified several preferred countermeasures (many of which are on FHWA's Proven Safety Countermeasure list) to be implemented as part of spot safety projects within the CAMPO MPA. A "*" denotes a FHWA Proven Safety Countermeasure.

- Refresh all signage and pavement markings, including possible raised pavement markings
- Improve intersection lighting*
- Install advanced intersection warning signage*
- Optimize signal timing and clearance intervals*
- Install signal backplates*
- Install protected left turn or flashing yellow arrow signal
- Provide crosswalk visibility enhancements, including Pedestrian Hybrid Beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFBs)*
- Install preemption to traffic signals for emergency vehicles or transit priority
- Implement leading pedestrian interval*
- Install pedestrian refuge islands*
- Implement access management*
- Install roundabout*
- Implement railroad crossing safety improvements

TYPICAL FUNDING SOURCES

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Highway Safety Improvement Program (HSIP) funds are intended to significantly reduce traffic fatalities and serious injuries on roadways, as well as publicly owned bicycle and pedestrian pathways or trails. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads. 2% of the HSIP funding is set aside for State Planning and Research (SPR) funds. Eligible projects include, but are not limited to, intersection improvements, traffic calming, rural corridor improvements, and bicycle and pedestrian safety projects. Most projects selected through this program are funded with a 90% federal cost share, and some projects are eligible to have construction costs fully funded by federal dollars.

RAILWAY-HIGHWAY CROSSING PROGRAM (SECTION 130)

The Railway-Highway Crossing program provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. The program is funded via a set aside from Indiana's HSIP apportionment. Projects selected through this program are fully funded by federal dollars.

OTHER DISCRETIONARY PROGRAMS

Other federal, state, and local discretionary programs can also be used to fund spot safety projects. Several of the most common safety-focused discretionary programs include:

- **Safe Streets and Roads for All (SS4A) Grant Program:** The federal SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries. The SS4A program supports the USDOT National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach.
- **Wildlife Crossings Pilot Program (WCPP):** WCPP is a competitive federal grant program with the goal of reducing wildlife vehicle collisions while improving habitat connectivity for terrestrial and aquatic species.
- **Safe Routes to School (SRTS) Grant Program:** SRTS is a comprehensive program that incorporates a set of interventions to improve safety. The goal of SRTS programs is to increase the number of students bicycling and walking to and from school while simultaneously improving safety for children bicycling or walking to school. Programs include education of children, school personnel, parents, community members, and law enforcement officers about safe bicycling and walking behavior and safe driving behavior around pedestrians and bicyclists. More importantly, programs can implement engineering activities to improve traffic safety and risky elements of the traffic environment around primary and secondary schools so children can safely bicycle or walk to school. SRTS projects are currently funded at the federal level through STBG. Funding is also currently available for SRTS efforts in Indiana through local nonprofit partners.
- **Indiana Railroad Grade Crossing Fund (RRGCF):** The Indiana RRGCF is a cost-reimbursement grant managed by INDOT that provides funding for railroad-highway crossing improvement projects throughout Indiana.

In the table, the project owner is identified based upon the project location and road ownership. Projects designated as “Split” have elements owned by both the City of Columbus and Bartholomew County. Ownership is designated based on current jurisdictions and is subject to change as properties are annexed into the City of Columbus.

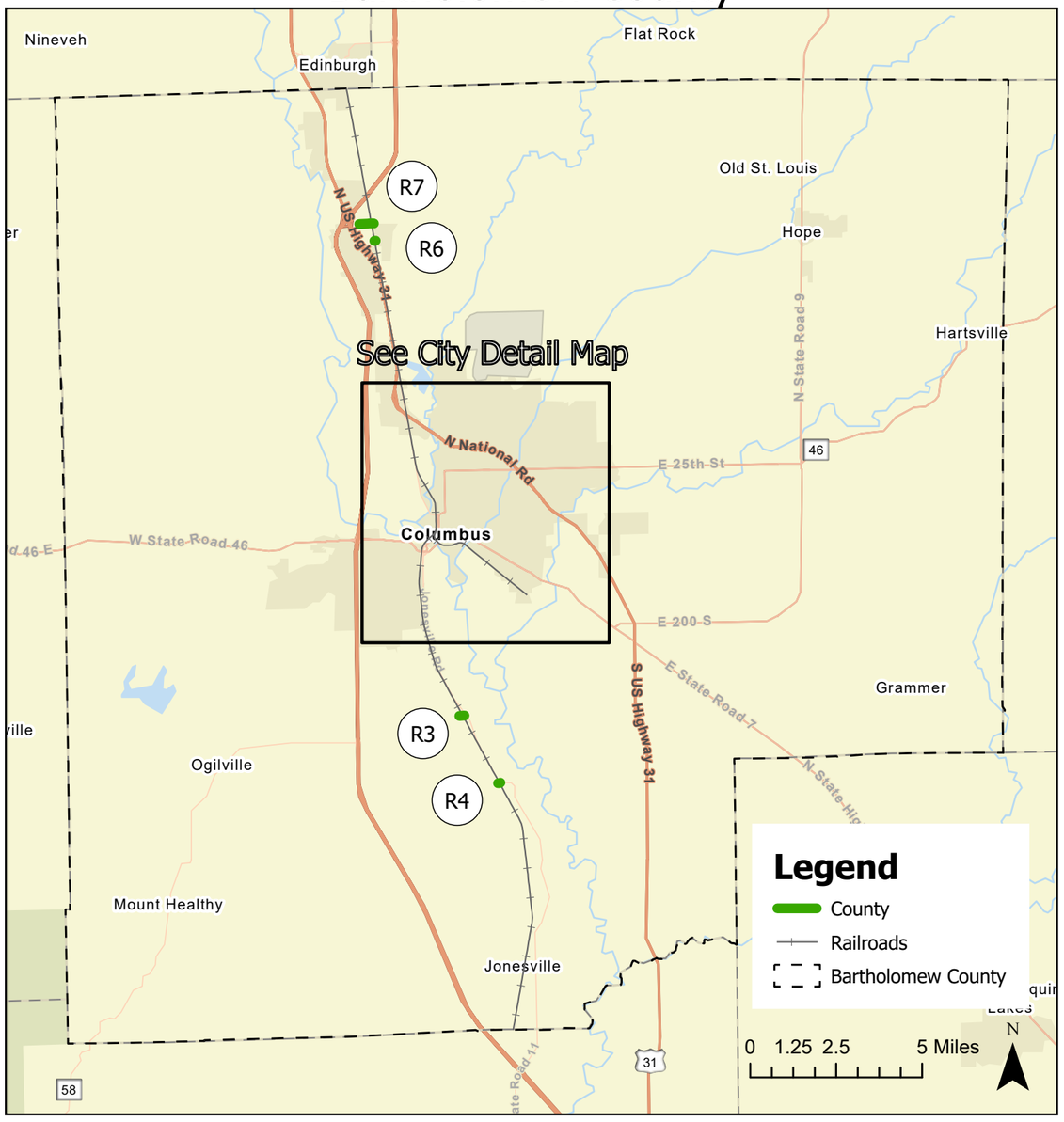
Table 22: Illustrative Spot Safety Project List

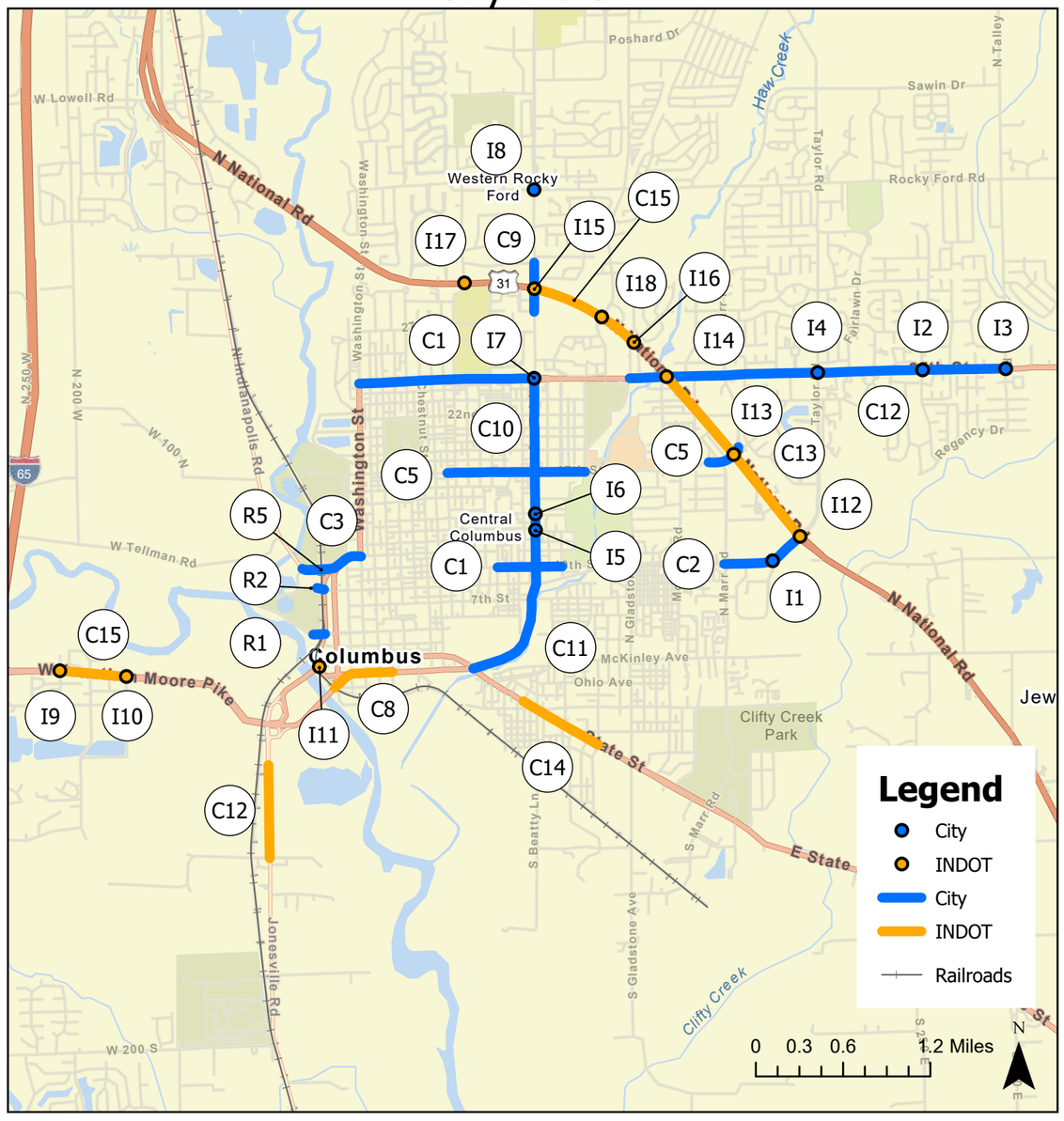
MAP ID	PROJECT LOCATION	EXTENTS	OWNER	DESCRIPTION
R1	5th St	Railroad Crossing near Lindsay Rd	City	Railroad Crossing Improvement
R2	8th St	Railroad Crossing near Lindsay Rd	City	Railroad Crossing Improvement
R3	E 400 S	Railroad Crossing near Commercial St	County	Railroad Crossing Improvement
R4	E 550 S	Railroad Crossing near SR 11	County	Railroad Crossing Improvement
R5	Indianapolis Rd	Carl Miske Drive to Lindsay St	City	Railroad Crossing Improvement
R6	Mill St	County Road 650 N to Depot St	County	Railroad Crossing Improvement
R7	W 700 N (Taylorsville)	East St to Hubler Dr	County	Railroad Crossing Improvement
C1	10th St	Maple St to Iowa St	City	Corridor Improvement
C2	10th St	Marr Rd to US 31	City	Corridor Improvement
C3	11th St	Carl Miske Dr to Washington St	City	Corridor Improvement
C4	17th St	Union St to Hawcreek Ave	City	Corridor Improvement
C5	17th St	Lee St to Jolinda Dr	City	Corridor Improvement
C6	25th St	Washington St to Central Ave	City	Corridor Improvement
C7	25th St	Hawcreek Blvd to N Taylor Rd	City	Corridor Improvement
C8	2nd St / SR 46	Brown St to Lafayette Ave	INDOT	Corridor Improvement
C9	Central Ave	Laurel Dr to National Rd	City	Corridor Improvement
C10	Central Ave	25th St to 13th St	City	Corridor Improvement
C11	Central Ave	2nd Street to 13th Street	City	Corridor Improvement
C12	SR 11 / Jonesville Rd	KH Auto Repair to Garden St	INDOT	Corridor Improvement
C13	SR 46	Johnson Blvd to Morgan Willow Trace	INDOT	Corridor Improvement
C14	SR 46	Dahn St to Cherry St	INDOT	Corridor Improvement
C15	US 31	Central Ave to Hawcreek Blvd	INDOT	Corridor Improvement
C16	US 31	25th St to 10th St/Taylor Rd	INDOT	Corridor Improvement
I1	10th St and Whitfield Dr	Intersection	City	Intersection Improvement
I2	25th St and Flintwood Dr/ Lockerbie Dr	Intersection	City	Intersection Improvement
I3	25th St and Talley Rd	Intersection	City	Intersection Improvement
I4	25th St and Taylor Rd	Intersection	City	Intersection Improvement
I5	Central Ave and 13th St	Intersection	City	Intersection Improvement
I6	Central Ave and 14th St	Intersection	City	Intersection Improvement
I7	Central Ave and 25th St	Intersection	INDOT	Intersection Improvement
I8	Central Ave and Rocky Ford Rd	Intersection	City	Intersection Improvement
I9	SR 46 and Johnson Blvd	Intersection	INDOT	Intersection Improvement
I10	SR 46 and Morgan Willow Trace	Intersection	INDOT	Intersection Improvement
I11	SR 46/3rd St and Lindsay St	Intersection	INDOT	Intersection Improvement
I12	US 31 and 10th St/Taylor Rd	Intersection	INDOT	Intersection Improvement
I13	US 31 and 17th St/Marr Rd	Intersection	INDOT	Intersection Improvement
I14	US 31 and 25th St	Intersection	INDOT	Intersection Improvement
I15	US 31 and Central Ave	Intersection	INDOT	Intersection Improvement
I16	US 31 and Hawcreek Blvd	Intersection	INDOT	Intersection Improvement
I17	US 31 and Home Ave/ Westenedge Dr	Intersection	INDOT	Intersection Improvement
I18	US 31 and Middle Rd/ Herman Darlage Dr	Intersection	INDOT	Intersection Improvement

Legend

- City
- County
- Split
- INDOT

FIGURE 33: ILLUSTRATIVE SPOT SAFETY PROJECT MAP





Chapter Seven: Bicycle and Pedestrian Projects

EXISTING BICYCLE AND PEDESTRIAN NETWORK CONDITIONS

PROJECT PRIORITIZATION CRITERIA

POSSIBLE FACILITY TYPES AND PROJECT CORRIDORS

TYPICAL FUNDING SOURCES

EXISTING BICYCLE AND PEDESTRIAN NETWORK CONDITIONS

Bicycling and walking are integral components of a balanced, sustainable and efficient multi-modal transportation system. Area sidewalks and designated bicycle lanes increase mobility and access to jobs and recreational opportunities. Non-motorized transportation plays an important role in reducing vehicle miles traveled, supporting economic vitality, and improving quality of life in the CAMPO MPA.

OVERALL BICYCLE AND PEDESTRIAN INFRASTRUCTURE

The City of Columbus updated its ***Bicycle and Pedestrian Plan*** in 2022. As of 2022, the city had 29.1 miles of shared use paths, 9.9 miles of bicycle lanes, and 4.7 miles of signed bicycle routes. The plan also identified locations of known sidewalk coverage gaps within the city. ***Figure 34*** shows existing bicycle network from the 2022 plan, and ***Figure 35*** shows the pedestrian facility inventory from the plan.

Currently, the City of Columbus requires that sidewalks are constructed as part of all residential, commercial, and industrial development. The city also continues to construct new sidewalks as part of all roadway projects and to fill in sidewalk gaps along its existing roadways. Outside of the City of Columbus, sidewalks and other pedestrian infrastructure are less frequently available.

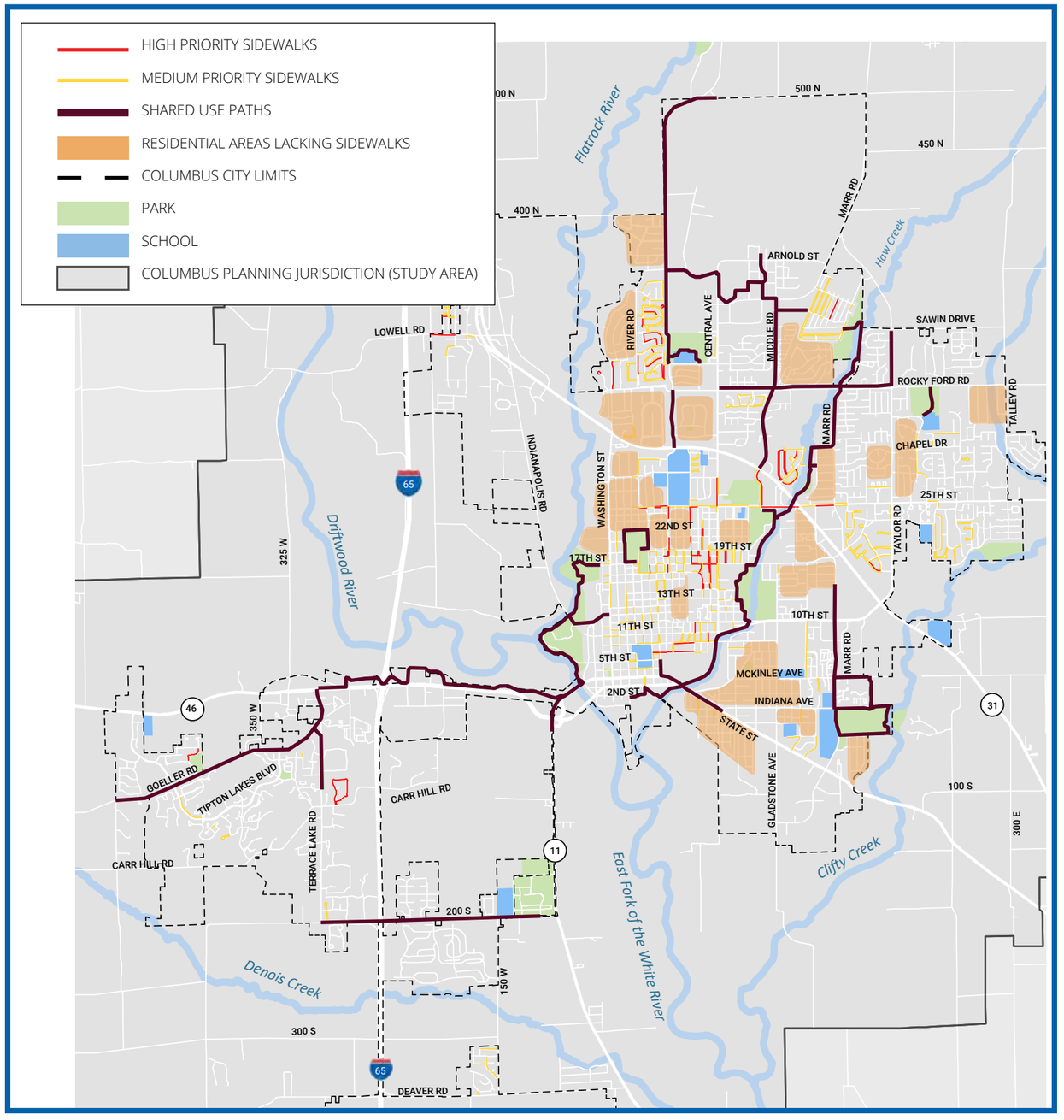
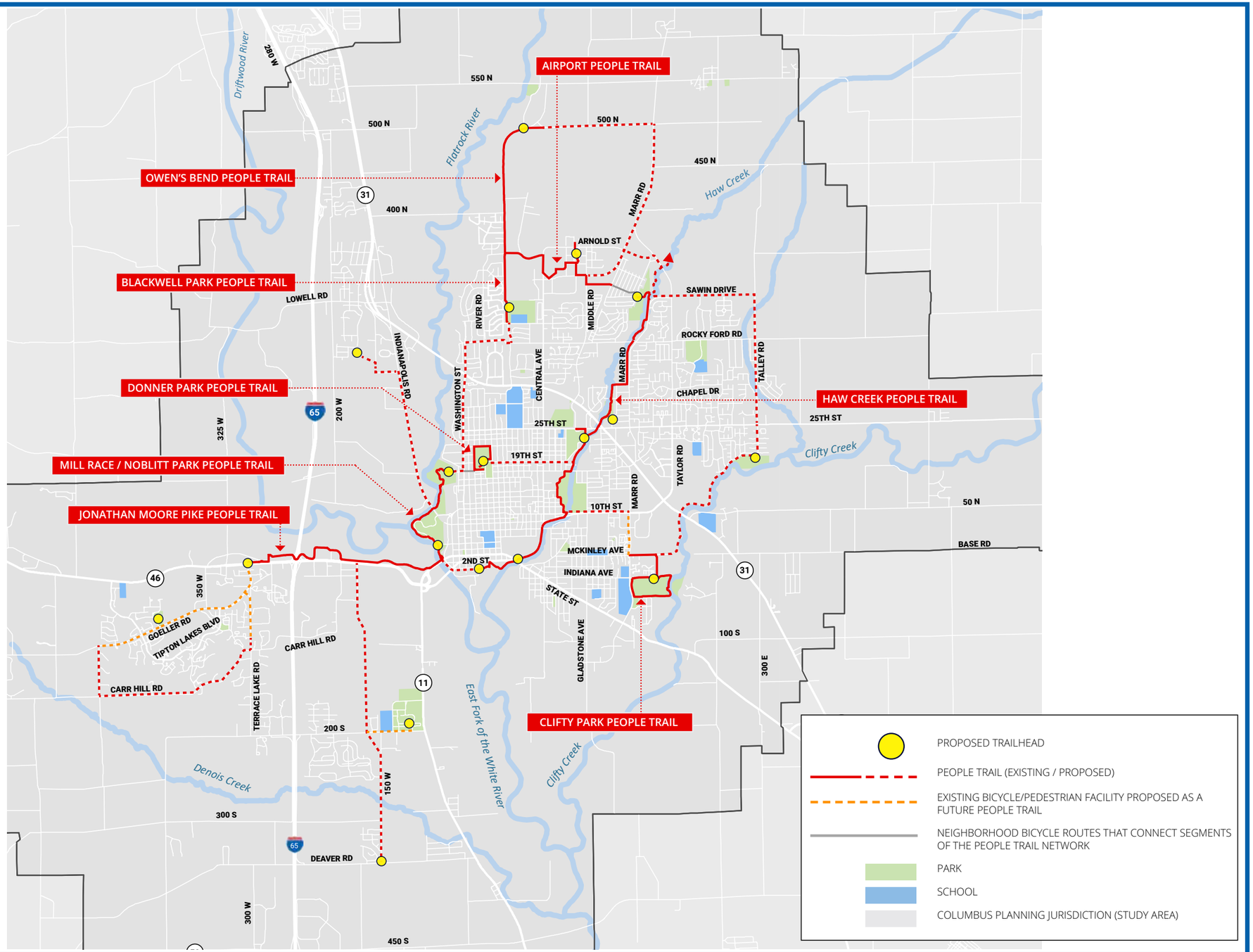


Figure 35: City of Columbus Pedestrian Facility Inventory (Source: Columbus Bicycle and Pedestrian Plan)

FIGURE 36: PEOPLE TRAIL NETWORK

The City of Columbus has constructed more than 20 miles of "People Trails" across the city that function as a subset of the city's bicycle and pedestrian network. These People Trails are low-stress recreational shared use paths throughout the city that have special wayfinding and provide access to schools, parks, arts and architecture, and other important destinations in Columbus. ***Figure 36*** shows the People Trail network from the 2022 Bicycle and Pedestrian Plan.



Source: Columbus Bicycle and Pedestrian Plan

PROJECT PRIORITIZATION CRITERIA

Identified bicycle and pedestrian projects in this MTP are all illustrative, and as a result the projects identified in the MTP are not prioritized. Local agencies responsible for each of the identified bicycle and pedestrian projects will implement them as funding and concurrent projects allow.

In general, the following criteria will be used by CAMPO's partner agencies to prioritize the bicycle and pedestrian projects throughout the MPA:

- How consistent the project is with other community plans, including the Columbus Bicycle and Pedestrian Plan, BCSC Safe Routes to School Plan, Local Comprehensive Plan Special Elements, Columbus Parks Master Plan, ColumBUS Transit Route Study, and CAMPO Coordinated Public Transit Human Services Transportation Plan
- How the project improves safety for vulnerable populations including children, senior citizens, and those with accessibility limitations
- How close the project is located to ***high-use transit hotspots***
- How the project increases access for the community workforce
- How the project increases access to community destinations
- How the project provides connectivity across the county or with nearby communities, including by filling in network gaps
- How automobile-competitive the project is

POSSIBLE FACILITY TYPES AND PROJECT CORRIDORS

Bicycle and pedestrian projects identified in this MTP came from either the 2022 Columbus Bicycle and Pedestrian Plan or from local agencies and public input regarding other high-priority bicycle and pedestrian project corridors. ***Table 23*** lists some of the illustrative bicycle and pedestrian projects and ***Figure 37*** displays each project location on a map. In the table, the project owner is identified based upon the project location and road ownership. Projects designated as "Split" have elements owned by both the City of Columbus and Bartholomew County. Ownership is designated based on current jurisdictions and is subject to change as properties are annexed into the City of Columbus. This list is not exhaustive, and CAMPO and its partner agencies may seek to advance other bicycle and pedestrian projects as implementation opportunities arise and community needs and development patterns change. Many roadway projects described in ***Chapter 5*** also include bicycle and pedestrian project elements.

The illustrative bicycle and pedestrian projects listed below will generally include as part of project design one or more of the approved bicycle and pedestrian facility types identified in the 2022 Columbus Bicycle and Pedestrian Plan and shown in ***Figure 38***:

- Sidewalk
- Rural Bicycle Route
- Neighborhood Bicycle Route
- Bicycle Lane
- Buffered Bike Lanes
- Bicycle Boulevard
- Cycle Track
- Shared Use Path

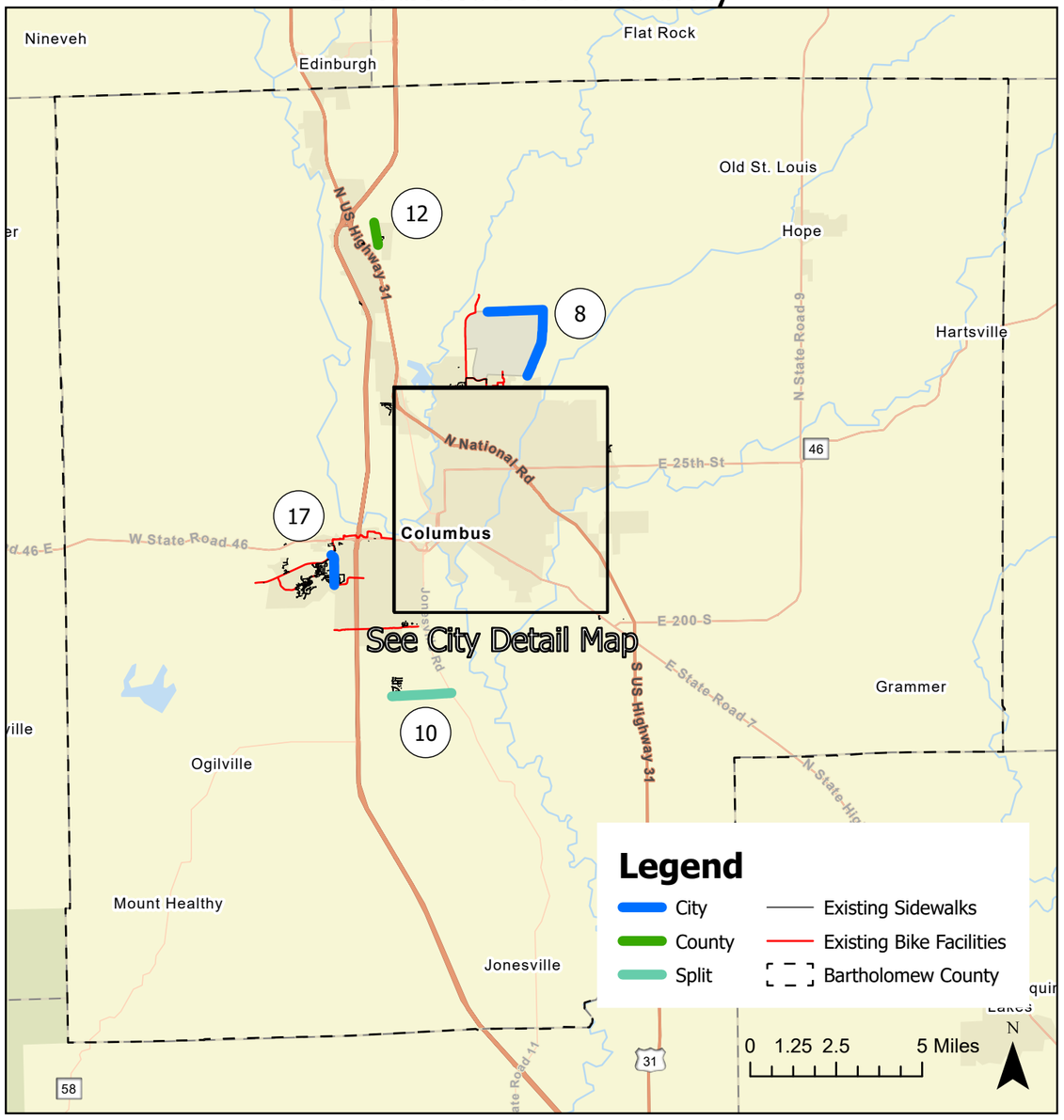
Table 23: Illustrative Bicycle and Pedestrian Project List

MAP ID	PROJECT LOCATION	EXTENTS	OWNER
1	10th Street	Haw Creek Trail to US 31	City
2	11th St / 10th St	Washington St to Hawcreek Trail	City
3	13th Street	Central Avenue to Chestnut Avenue	City
4	22nd Street	Between Washington St and Hawcreek Ave	City
5	25th Street	Between US 31 and Talley Road	City
6	27th Street	Home Avenue to Central Avenue	City
7	5th Street - 6th Street - 7th Street	Lindsay Street to Central Avenue	City
8	Airport Loop Path	North and East Sides of Columbus Municipal Airport	City
9	Chestnut and California St	Between 3rd and 19th Streets	City
10	Deaver Road	SR 11 to 175 W	Split
11	Downtown Trail Connection	Between Brown Street and 3rd Street	City
12	East Street (Taylorsville)	Between 650 N and 700 N	County
13	Indianapolis Road	Between Mill Race Park and Lowell Road	City
14	Jackson Street	Between 1st and 11th Streets	City
15	Noblitt-Donner-Lincoln Parks Trail Connection	Between Noblitt and Lincoln Parks along 17th and 19th Streets	City
16	Sycamore Street - Tipton Lane	22nd Street to Home Avenue	City
17	Terrace Lake Road	Between Goeller Road and Carr Hill Road	City

Legend

- City
- County
- Split
- INDOT

FIGURE 37: ILLUSTRATIVE BICYCLE AND PEDESTRIAN PROJECT MAP



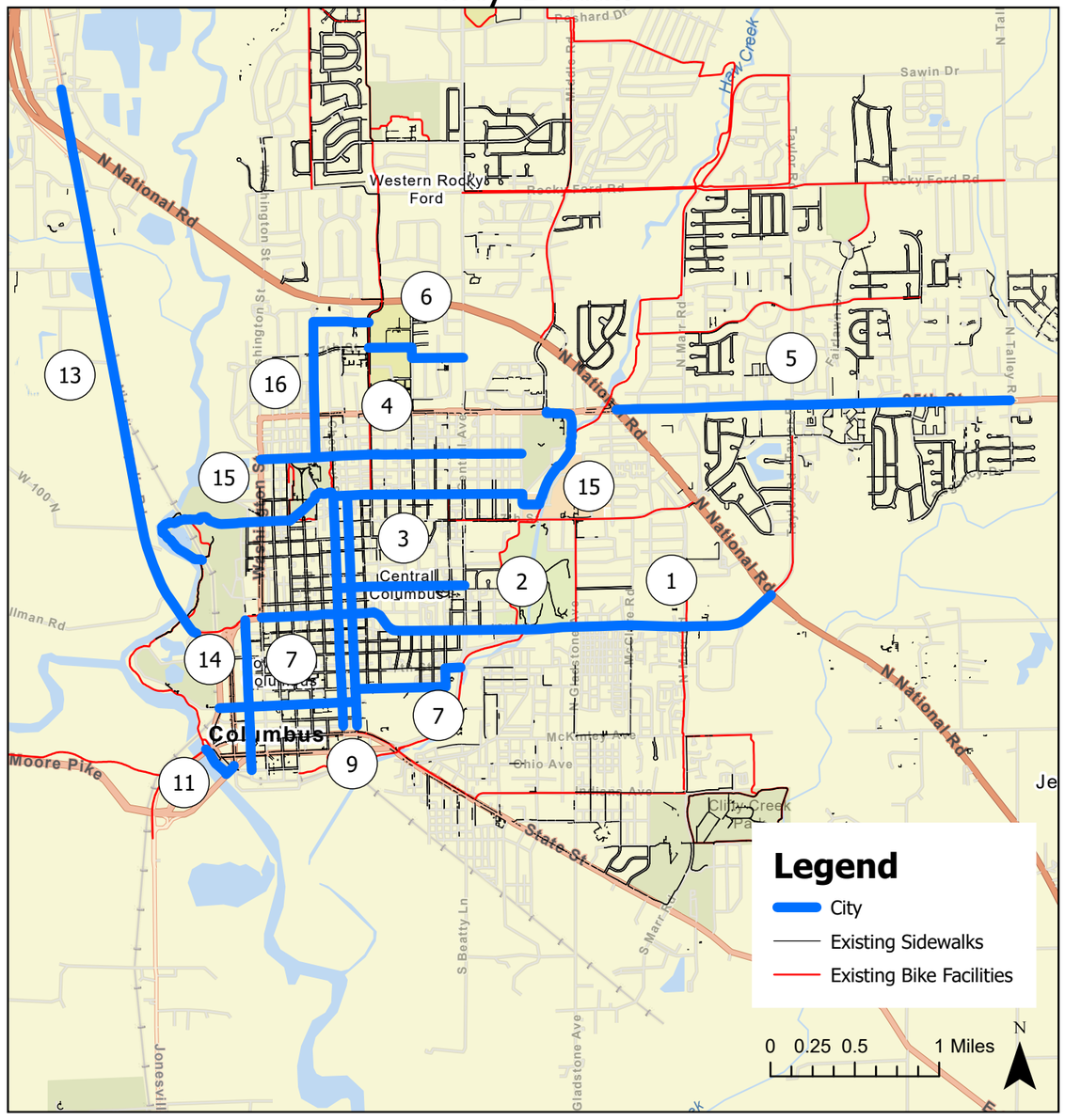


FIGURE 38: APPROVED BICYCLE AND PEDESTRIAN FACILITY TYPES

LOW-STRESS BICYCLE FACILITIES

SHARED USE PATH

Shared use paths are physically separated from motor vehicle traffic and provide shared space for two-way bicycle and pedestrian traffic. They may be located parallel to roadways or in areas outside of the roadway network, such as in parks or along rivers.

Shared use paths should be a minimum of 10 feet wide to accommodate bidirectional traffic and both bicyclists and pedestrians.

CYCLE TRACK

A cycle track is an exclusive facility for bicyclists that is physically separated from motor vehicle traffic by vertical elements.

Cycle tracks may be one-way or two-way and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb separates them from motor vehicle traffic while different pavement color or texture separates the cycle track from the sidewalk. If at street level, the cycle track can be separated from motor vehicle traffic by bollards, raised medians, flexible delineators, or on-street parking.

Cycle tracks are differentiated from conventional and buffered bicycle lanes by the vertical element that separates them from motor vehicle traffic. Cycle tracks are sometimes called “protected bicycle lanes” or “separated bicycle lanes.”

NEIGHBORHOOD BICYCLE ROUTE

Neighborhood bicycle routes are streets with low motor vehicle volumes and speeds where bicyclists share the roadway space with motor vehicle traffic. On neighborhood bicycle routes, traffic calming measures are implemented as needed to enhance comfort for bicyclists and to further minimize motor vehicle traffic volumes and speeds. Neighborhood bicycle routes are identified by signage and pavement markings and should be complemented by sidewalks on both sides of the street.

Neighborhood bicycle routes are differentiated from rural bicycle routes, which are also shared road bicycle facilities, by their location and traffic volumes/speeds. Neighborhood bicycle routes are located on low-volume, low-speed, in-town streets where traffic calming is utilized to further improve the bicyclist experience. Rural bicycle routes, conversely, are located along preferred routes in rural areas with higher traffic volumes and speeds.

BUFFERED BICYCLE LANE

Buffered bicycle lanes are on-street dedicated lanes for bicycle travel separated from motor vehicle traffic by a painted buffer.

Buffered bicycle lanes may be one or two-way facilities and are intended for exclusive use by bicyclists.

BICYCLE LANE

Conventional bicycle lanes are on-street dedicated lanes for bicycle travel adjacent to vehicle travel lanes.

Bicycle lanes are one-way facilities that parallel the direction of travel and are located on each side of a two-way roadway or one side of a one-way roadway.

RURAL BICYCLE ROUTE

Rural bicycle routes are a system of signs and pavement markings that guide bicyclists along preferred routes in rural areas outside of the Columbus city limits.

Bicycle routes are used to identify preferred routes where bicycle infrastructure is not needed or is not feasibile.

Source: 2022 Columbus Bicycle and Pedestrian Plan

TYPICAL FUNDING SOURCES

TRANSPORTATION ALTERNATIVES PROGRAM

The Transportation Alternatives (TA) Set-Aside from the STBG program provides funding for a variety of generally smaller-scale transportation projects. These include pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. 10% of the funding for STBG nationwide is set aside for TA projects.

INDIANA TRAILS PROGRAM

The Indiana Trails Program (ITP) is Indiana's version of the federal Recreational Trails Program. The ITP provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. It can fund trails for hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

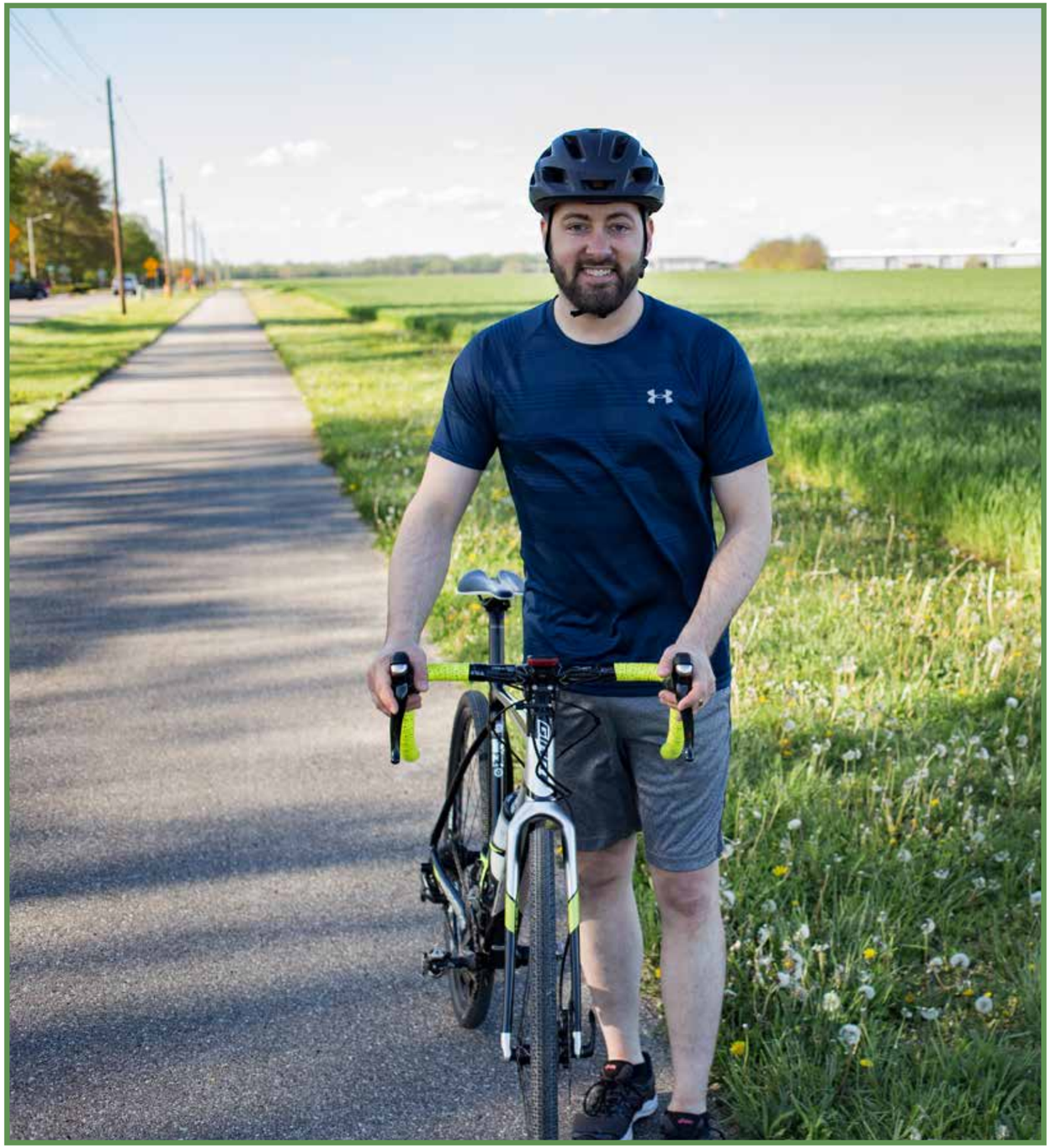
TRANSIT-ADJACENT FUNDING FLEXIBILITY

FHWA funds in several funding programs can be flexed to projects that enhance transit or access to transit. Any pedestrian improvement within half a mile of a transit station or stop and any bicycle improvement within three miles of a transit station or stop improves access to transit and is therefore eligible. Pedestrian or bicycle improvements beyond these distances may also be eligible if a project sponsor can demonstrate the improvement is within the distance that people will travel by foot or bicycle to a transit stop or station. Such projects may include small-scale improvements like ADA-compliant curb cuts, or mobility hubs for bicycle sharing; or larger-scale infrastructure projects such as pedestrian and bicycle overpasses and off-road trails.

OTHER DISCRETIONARY PROGRAMS

Other federal, state, and local discretionary programs can also be used to fund spot safety projects. There is considerable crossover in applicable grant programs with those for spot safety projects. Several of the most common bicycle-focused and pedestrian-focused discretionary programs include:

- Safe Streets and Roads for All (SS4A) Grant Program: The SS4A grant program funds regional, local, and Tribal initiatives that prevent roadway fatalities and serious injuries. The SS4A program supports the USDOT National Roadway Safety Strategy and the goal of zero roadway deaths using a Safe System Approach.
- Safe Routes to School (SRTS) Grant Program: SRTS is a comprehensive program that incorporates a set of interventions to improve safety. The goal of SRTS programs is to increase the number of students bicycling and walking to and from school while simultaneously improving safety for children bicycling or walking to school. Programs include education of children, school personnel, parents, community members, and law enforcement officers about safe bicycling and walking behavior and safe driving behavior around pedestrians and bicyclists. More importantly, programs can implement engineering activities to improve traffic safety and risky elements of the traffic environment around primary and secondary schools so children can safely bicycle or walk to school. SRTS projects are currently funded at the federal level through STBG. Funding is also currently available for SRTS efforts in Indiana through local nonprofit partners.



Chapter Eight: Transit Projects

EXISTING TRANSIT SERVICES AND PARTNERS
PROJECT PRIORITIZATION CRITERIA
POSSIBLE PROJECTS AND PRIORITIES
TYPICAL FUNDING SOURCES

EXISTING TRANSIT SERVICES AND PARTNERS

Public transportation is crucial to providing personal mobility and an inexpensive option for traveling for residents in the CAMPO MPA. Buses accommodate more people than personal vehicles and can potentially help reduce vehicle miles travelled (VMT), thereby positively impacting the amount of funds required for maintenance and improvement of transportation infrastructure. Public transportation also provides opportunities for residents without access to a personal vehicle or with other mobility limitations.

ColumBUS Transit provides transit services throughout much of the City of Columbus. The system includes both fixed-route and demand response services. The service provides mobility to residents who cannot drive or choose not to drive, including 3.5% of the MPA's residents who do not own a personal vehicle. The transit provider recently completed a ***ColumBUS Route Study***.

As of April 2026, ColumBUS operates four fixed-route bus loops and one point deviation loop that serves Walesboro and Taylorsville as shown in ***Figure 39***. Each of these routes has 14 trips per day on weekdays, and nine trips per day on weekends. These lines have one-hour headways, and all depart from the Mill Race Transit Center at the same time to allow for timed connections between routes. The blue route switches between two slightly deviated routes every other hour. The red loop alternates between providing service to Walesboro and Taylorsville on one-hour point deviation at different times of day.

In addition to the fixed-route bus loops, ColumBUS operates demand-response paratransit service which is branded as "Call-a-Bus." This service is provided at no cost to people who, because of disability, are unable to use the ColumBUS fixed-route buses. As of April 2026, both the fixed-route and paratransit services are provided Monday – Friday, 6:00am – 8:00pm and Saturday, 8:00am – 5:00pm. ColumBUS has identified as part of its long range planning a desire to expand its "Call-a-Bus" service to offer point-to-point rides more broadly for the public. This service will accommodate the needs of individuals whose trip locations fall outside of the fixed route service area, or who need a point-to-point ride for logistical or other reasons. The service will initially be piloted in a limited service area and may eventually be expanded after a successful pilot period.

Through the transit agency's "Rack & Roll" program, bicycle racks have been added to all of the buses on the fixed-route lines to address the first-mile/last-mile issue encountered by transit riders. All buses in the fleet are wheelchair accessible. As of 2026, ColumBUS transit's fleet inventory consists of eight 29-foot buses for fixed route operations, nine vans for demand response operations, and one pickup truck and van for maintenance and supervisory operations; the average age of the fleet is 7.5 years.

All ColumBUS services are currently fare free. Ridership declined significantly in 2020 because of the pandemic but has steadily increased each year since and has now returned to pre-pandemic levels. ***Table 24*** shows total ColumBUS system annual ridership from 2019 through 2025. ***Figure 40*** shows a heatmap of ColumBUS use at bus stops throughout the City of Columbus as of April 2026.

Table 24: ColumBUS Transit Annual Ridership (Source: National Transit Database)

YEAR	2019	2020	2021	2022	2023	2024	2025
ANNUAL RIDERSHIP	228,818	127,986	160,789	168,618	217,636	226,319	242,358

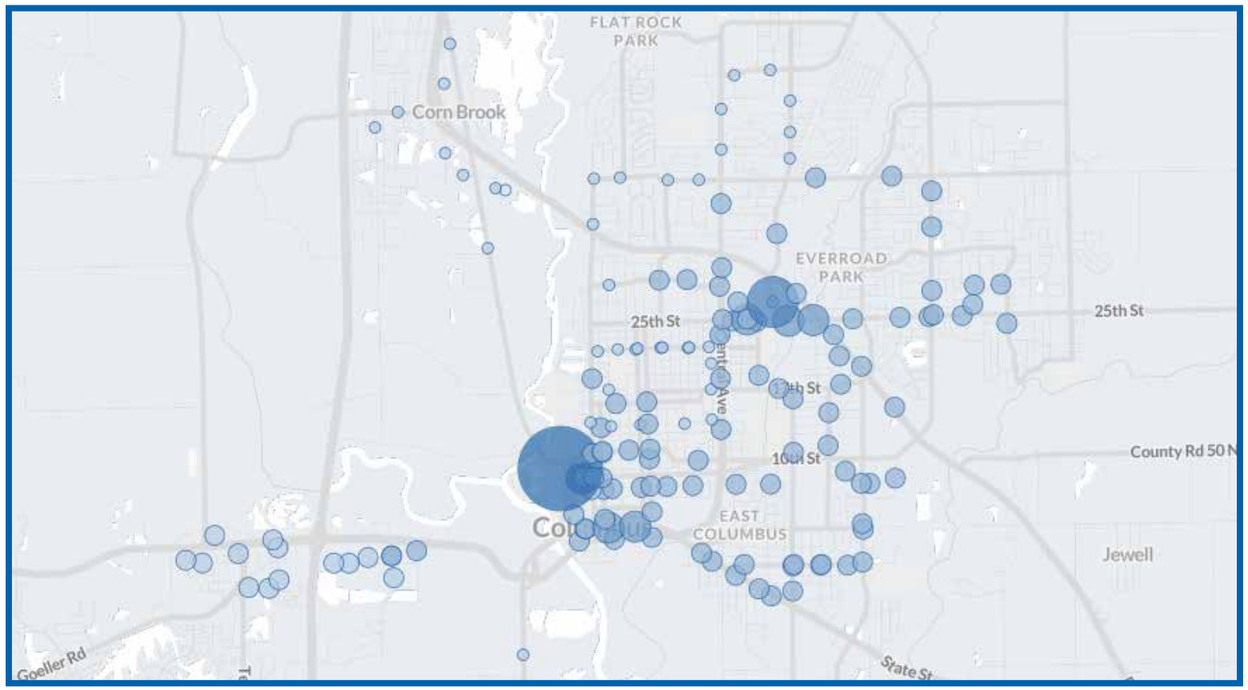
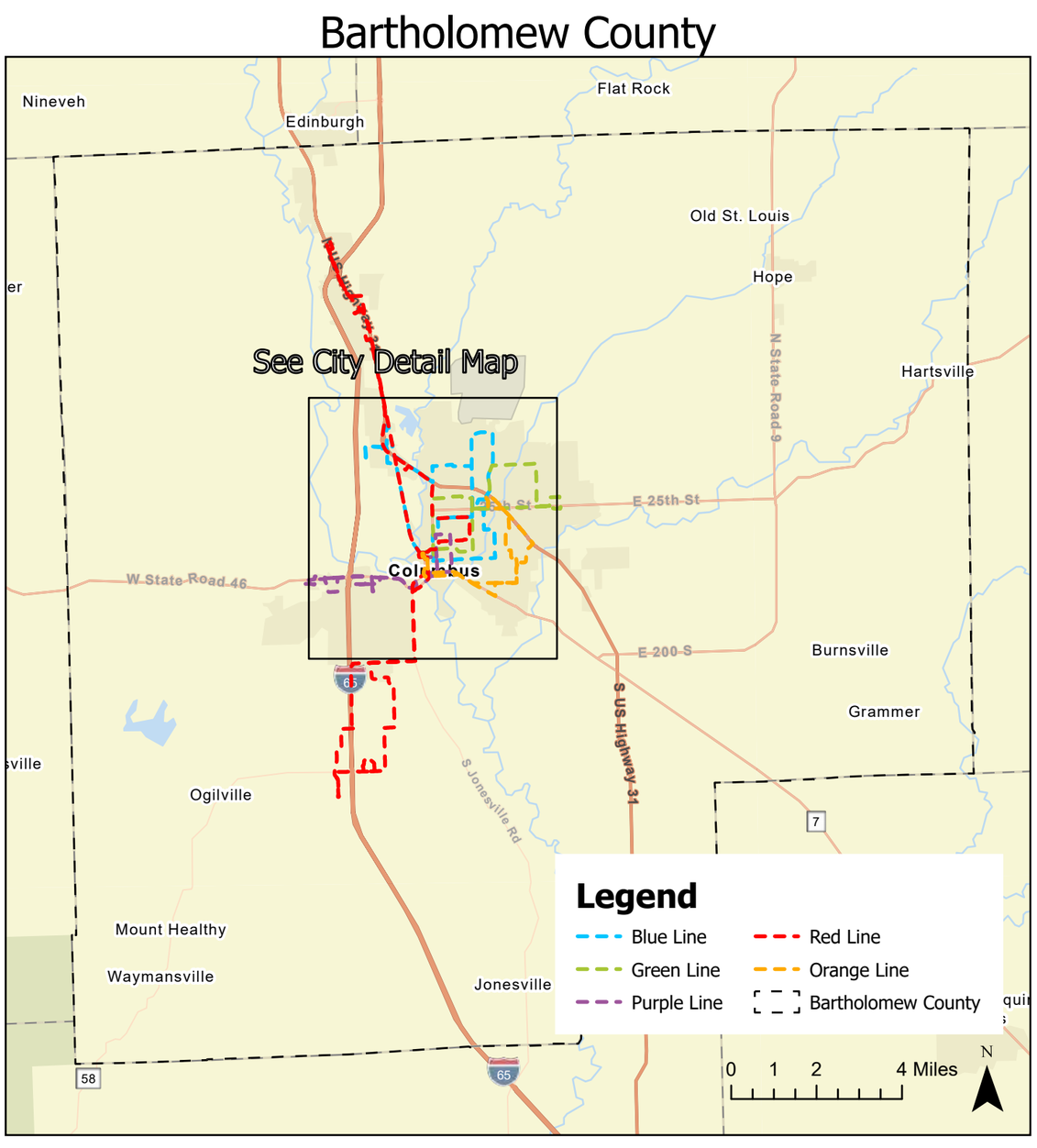
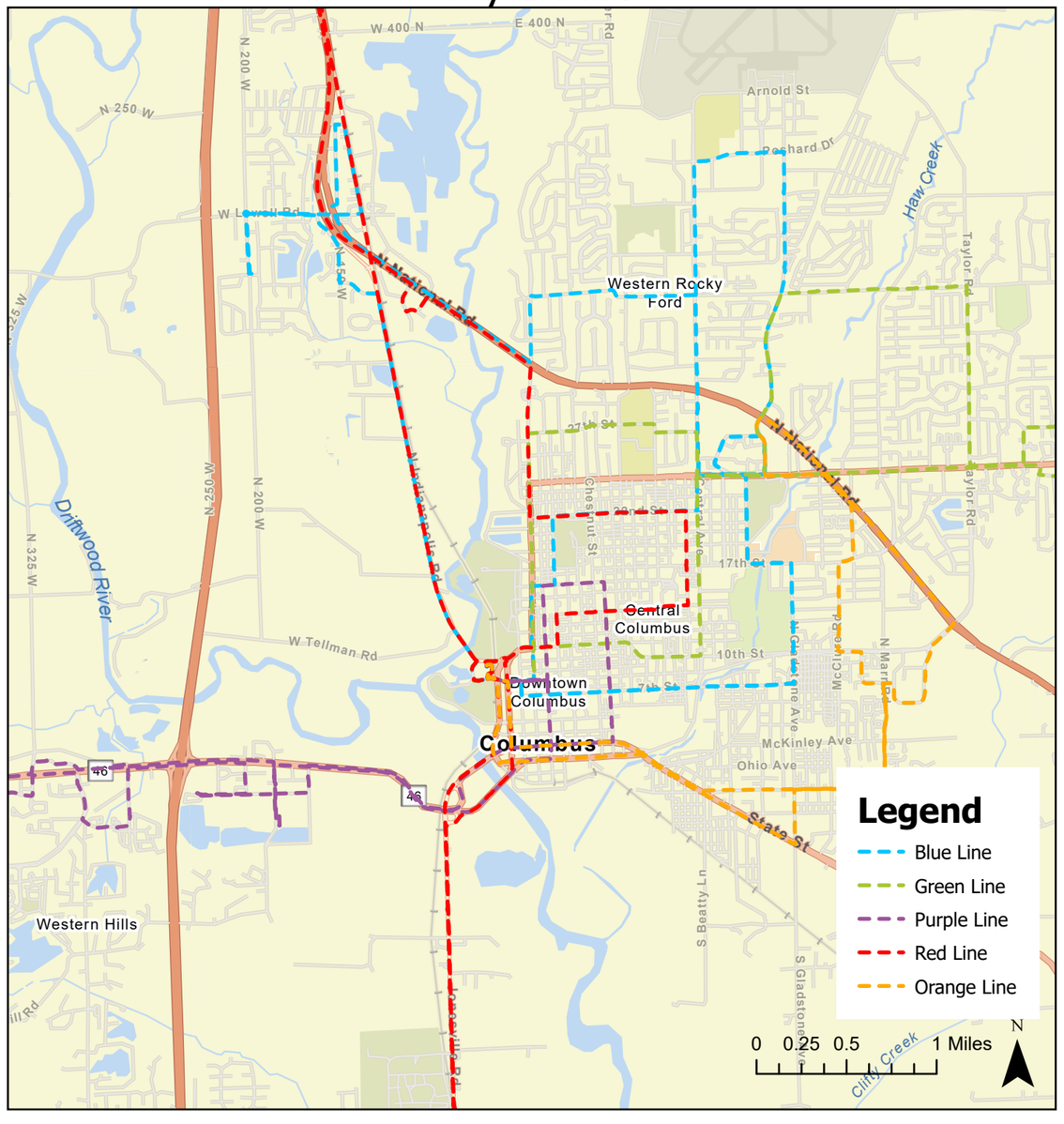


Figure 40: Columbus Rider Heat Map from April 2026

FIGURE 39: COLUMBUS FIXED TRANSIT ROUTES, AS OF APRIL 2026





PROJECT TYPES AND COMMUNITY PARTNERS

Identified transit projects in this MTP are all illustrative, and as a result the projects identified in the MTP are not prioritized. Local agencies responsible for each of the identified transit projects will implement them as funding and concurrent projects allow. In general, the following transit project types will be used by CAMPO's partner agencies to identify transit projects throughout the MPA:

- Community Consistency
- Workforce and Depot
- Fleet
- Community Amenities
- Service Coverage

In addition to ColumBUS, several other community partners provide transit-supportive services within the CAMPO MPA. These partners are shown in ***Table 25***.

Table 25: Other Local Human Service Transportation Providers
(Source: 2022 CAMPO Coordinated Public Transit - Human Services Transportation Plan Update)

	DEVELOPMENTAL SERVICES, INC.	JUST FRIENDS	MILL RACE CENTER	BARTHOLOMEW CO. VETERANS SERVICES
LOCATION AND CONTACT INFORMATION	2920 Tenth St., Columbus, IN 47202 (800) 745-7686 https://www.dsiservices.org	900 Lindsey St., Columbus, IN 47201 (812) 372-6415 https://www.justfriendscolumbus.com	900 Lindsey St., Columbus, IN 47201 (812) 376-9241 https://www.millracecenter.org	440 Third St., Ste. C, Columbus, IN 47201 (812) 379-1540 https://www.bartholomew.in.gov/veteran-services.html
SERVICE AREA	50 counties in central and southern Indiana	Columbus	Bartholomew County	Bartholomew County/ VA Facilities
ELIGIBILITY CRITERIA	Agency Clients	Older adults; Medical and senior center trips	Older adults; Medical and senior center trips	Veterans traveling to VA medical appointments
DAYS/HOURS OF SERVICE	Monday - Sunday, 6:00 AM - 11:00 PM	Monday - Friday, 8:00 AM - 4:00 PM	Not Reported	Monday - Friday
FUNDING SOURCES	Medicaid; FTA Section 5310	Medicaid; Older Americans Act Title III-B; Veterans Administration; FTA Section 5310	Medicaid; Older Americans Act Title III-B; Veterans Administration; FTA Section 5310	Bartholomew County
FLEET BY LOCATION AND WHEELCHAIR ACCESSIBILITY	Not Reported	Columbus-3 (WC accessible)	Columbus-3 (WC accessible)	Columbus-1
SERVICE TYPE(S)	Demand Response	Demand Response	Demand Response	Demand Response

TYPICAL FUNDING SOURCES

URBAN AREA FORMULA PROGRAM (SECTION 5307)

Section 5307 is the primary federal funding source to support public transportation. Urban Formula Program funds may be used to support public transportation capital projects, operating assistance, workforce development, and for transit-related planning. For areas of 50,000 to 199,999 in population, the formula is based on population, low-income population, and population density. Consistent with the Memorandum of Agreement between CAMPO, ColumBUS Transit, and INDOT, ColumBUS Transit is designated the recipient of Section 5307 funding in the Urban Area. The federal share of projects funded by Section 5307 may not exceed 80% for planning and capital expenses and 50% for operating assistance.

ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES (SECTION 5310)

This program addresses the special transit needs of elderly individuals and individuals with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet their needs. The federal share of projects funded by Section 5310 may not exceed 80% for planning and capital expenses and 50% for operating assistance. Section 5310 funds can be spent on "traditional" projects, such as buses and vans, wheelchair lifts, ramps and securement devices, and transit-related information technology systems. Funds can also be spent on "non-traditional" projects such as:

- Travel training
- Volunteer driver programs
- Building an accessible path to a bus stop, including curb cuts, sidewalks, accessible pedestrian signals or other accessible features
- Improving signage or wayfinding technology

BUS AND BUS FACILITIES PROGRAM (SECTION 5339(A))

Section 5339(a) provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, the program includes two competitive components: the Bus and Bus Facilities Competitive Program and the Low or No Emissions Bus Vehicle Program. The Federal share of project costs is 80 percent.

TRANSIT-ADJACENT FUNDING FLEXIBILITY

FHWA funds in several funding programs can be flexed to projects that enhance transit or access to transit. Any pedestrian improvement within half a mile of a transit station or stop and any bicycle improvement within three miles of a transit station or stop improves access to transit and is therefore eligible. Pedestrian or bicycle improvements beyond these distances may also be eligible if a project sponsor can demonstrate the improvement is within the distance that people will travel by foot or bicycle to a transit stop or station. Such projects may include small-scale improvements like ADA-compliant curb cuts, or mobility hubs for bicycle sharing; or larger-scale infrastructure projects such as pedestrian and bicycle overpasses and off-road trails.

LOCAL OPERATING FUNDS

Local operating funds, from sources including local taxes and transit farebox revenues, are another typical source of transit funding.

POSSIBLE PROJECTS AND PRIORITIES

Transit projects identified in this MTP were provided by ColumBUS and CAMPO staff and are intended to capture all local providers and possible county coordination. *Table 26* lists some of the illustrative transit projects across different project types. This list is not exhaustive, and CAMPO and its partner agencies may seek to advance other transit projects as implementation opportunities arise and community needs and development patterns change.

Table 26: Illustrative Transit Projects

TOPIC	COMMUNITY CONSISTENCY	WORKFORCE AND DEPOT		FLEET		COMMUNITY AMENITIES		SERVICE COVERAGE	
GOALS AND PRIORITIES	Maintain consistency with other community documents as they are updated	Continued workforce development	Continued depot maintenance and improvement	Continued fleet maintenance and management	Update fleet technology	Provide benches and shelters through the network, prioritizing those as higher-user locations first	Improve connectivity between *bicycle-pedestrian facilities*	Increase loop frequency	Increase service to a greater percentage of the MPA
EXAMPLES	♦ CAMPO Coordinated Public Transit Humans Services Transportation Plan ♦ ColumBUS Transit Route Study ♦ ColumBUS Transit Asset Management (TAM) Plan ♦ Columbus Bicycle and Pedestrian Plan ♦ BCSC Safe Routes to School Plan	♦ Gilig School ♦ Professional certifications through Community Transportation Association of America (CTAA) and American Public Transportation Association (APTA) ♦ Safety and security training via Transportation Security Administration (TSA)/ Department of Homeland Security (DHS)	♦ Increase office space ♦ Security system improvements ♦ Generator Maintenance	♦ Vehicle preventative maintenance ♦ Purchase new vehicles according to the TAM Plan	♦ Computer-Aided Dispatch (CAD) ♦ Automatic Vehicle Location (AVL) ♦ Automatic Passenger County (APC) ♦ Public Information Systems (wayfinding)	♦ Shelters in the top 1/3 of stops would be approximately 50 shelters	♦ Bus stop improvements prioritized near high-user bicycle-pedestrian facilities ♦ Install wayfinding ♦ Install sidewalks to improve connectivity for transit users (Flex Funding may be used within 3 miles of transit network)	♦ Improve loop route frequency from existing hourly schedule, with a goal of 15-minute loop route frequency ♦ New ColumBUS transfer station	♦ Implement county-wide rural transit ♦ Increase access to individuals with disabilities ♦ Increase access to senior citizens ♦ Increase access for community workforce ♦ Automobile competitive ♦ Woodside/ Walesboro ColumBUS Route ♦ Indiana Outlets ColumBUS Route

Chapter Nine: Bridge Projects

EXISTING BRIDGE CONDITIONS
PROJECT PRIORITIZATION CRITERIA
POSSIBLE PROJECTS AND PRIORITIES
TYPICAL FUNDING SOURCES

EXISTING BRIDGE CONDITIONS

As of 2025 there are 269 bridges in Bartholomew County on the National Bridge Inventory. *Table 27* summarizes bridge condition information as of June 2025, by number of bridges and by bridge deck area. Bridge elements including the bridge deck, superstructure, substructure, and culvert are inspected for each bridge and then are each assigned a condition score from 1-10, with 10 being the highest score. The lowest rated element then determines the overall bridge rating. If the lowest rated element scores a 4 or below, that bridge is defined as in poor condition. Ten bridges in Bartholomew County are in poor condition, with the remainder in fair or better condition.

Table 27: Bartholomew County Bridge Condition Information (Source: 2025 National Bridge Inventory)

	BRIDGE COUNTS			
	ALL	GOOD	FAIR	POOR
Bartholomew County	269 bridges (125,006 square meters)	139 bridges (60,820 square meters)	120 bridges (61,547 square meters)	10 bridges (2,638 square meters)

PROJECT PRIORITIZATION CRITERIA

Identified bridge projects in this MTP are all illustrative, and as a result the projects identified in the MTP are not prioritized. Local agencies responsible for each of the identified bridge projects will implement them as funding and concurrent projects allow. CAMPO's partner agencies will prioritize bridge projects for implementation based upon annual bridge inventory results and project importance as a connection across the county.

POSSIBLE PROJECTS AND PRIORITIES

Bridge projects identified in this MTP came from local agencies' input regarding needed bridge repairs based upon condition inventory data. *Table 28* lists some of the illustrative bridge projects and *Figure 41* displays each project location on a map. This list is not exhaustive, and CAMPO and its partner agencies may seek to advance other bridge projects as implementation opportunities arise and bridge condition data changes.

Table 28: Illustrative Bridge Project List

MAP ID	PROJECT LOCATION	OWNER	DESCRIPTION
1	25th Street - Clifty Creek Bridge	County	Bridge Replacement
2	E 900 N - Flatrock River Bridge	County	Historic Truss Rehab
3	Lowell Road - I-65 Bridge	INDOT	INDOT Bridge Project
4	S 400 W - Denios Creek Bridge	County	Bridge Replacement and Sight Distance Correction
5	State Road 11 - Denios Creek Bridge	INDOT	INDOT Bridge Project
6	State Road 46 - East Fork White River Bridge	INDOT	INDOT Bridge Project
7	Tannehill Road - Driftwood River Bridge	County	Bridge Replacement and Widening

Legend

County INDOT

TYPICAL FUNDING SOURCES

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FUNDS

This program is the most flexible federal-aid highway program. It provides financial support to state and local agencies for construction, reconstruction, rehabilitation, resurfacing, and operational improvements to federal-aid highways. It also can provide financial support to transit capital projects, bicycle and pedestrian projects, and replacement and rehabilitation of bridges on public roads. STBG covers 80% of the total cost of a project, with the rest covered by states, local, or other funding sources. No less than 20% of the State's FY 2009 Highway Bridge Program apportionment is set aside in the STBG program for off-system (not on federal-aid system) bridges. This set-aside can be used to fund local bridge projects.

COMMUNITY CROSSINGS MATCHING GRANT PROGRAM

The Indiana Community Crossings Matching Grant (CCMG) program helps local governments invest in infrastructure projects that catalyze economic development, create jobs, and strengthen transportation networks. Applications are accepted by INDOT twice annually and are evaluated based on need, traffic volume, pavement and bridge conditions, and impact on connectivity and mobility within the community. All Indiana city, town, and county governments are eligible to apply; however, applicants must have an Asset Management Plan in place. Cities with a population greater than 10,000 or counties with a population greater than 50,000 can receive funds using a 50%/50% match.

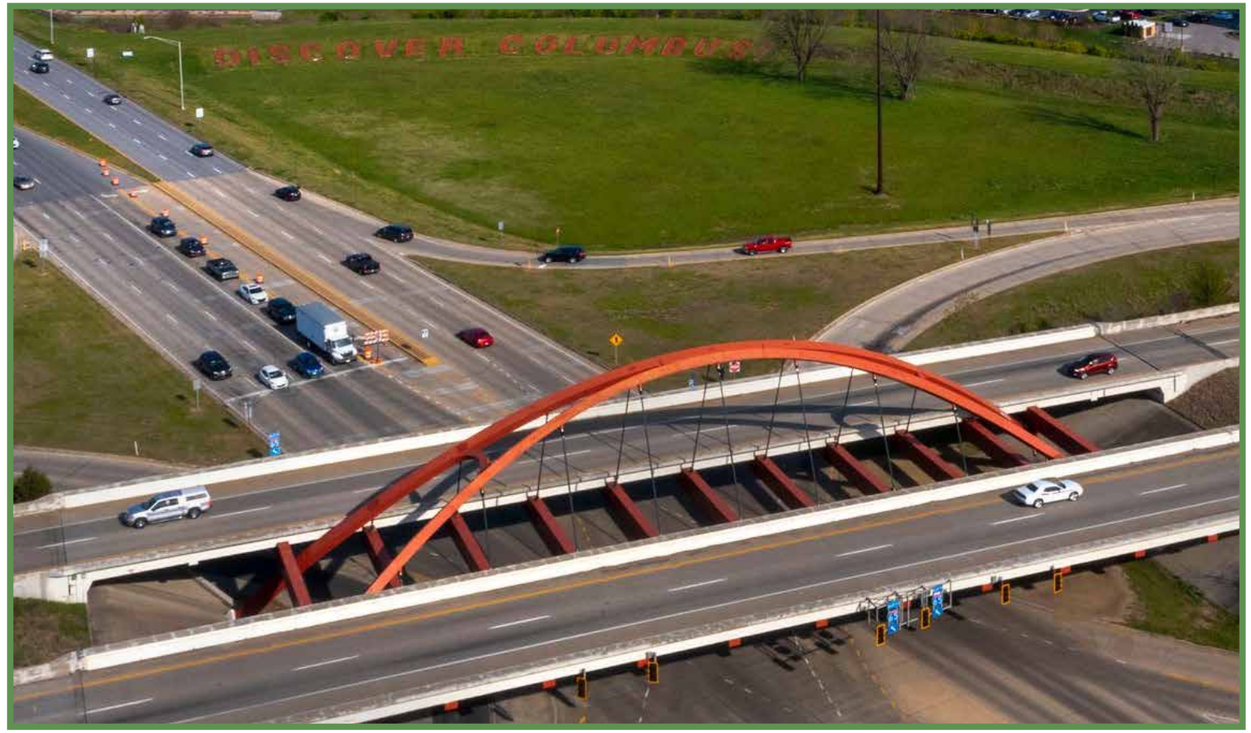
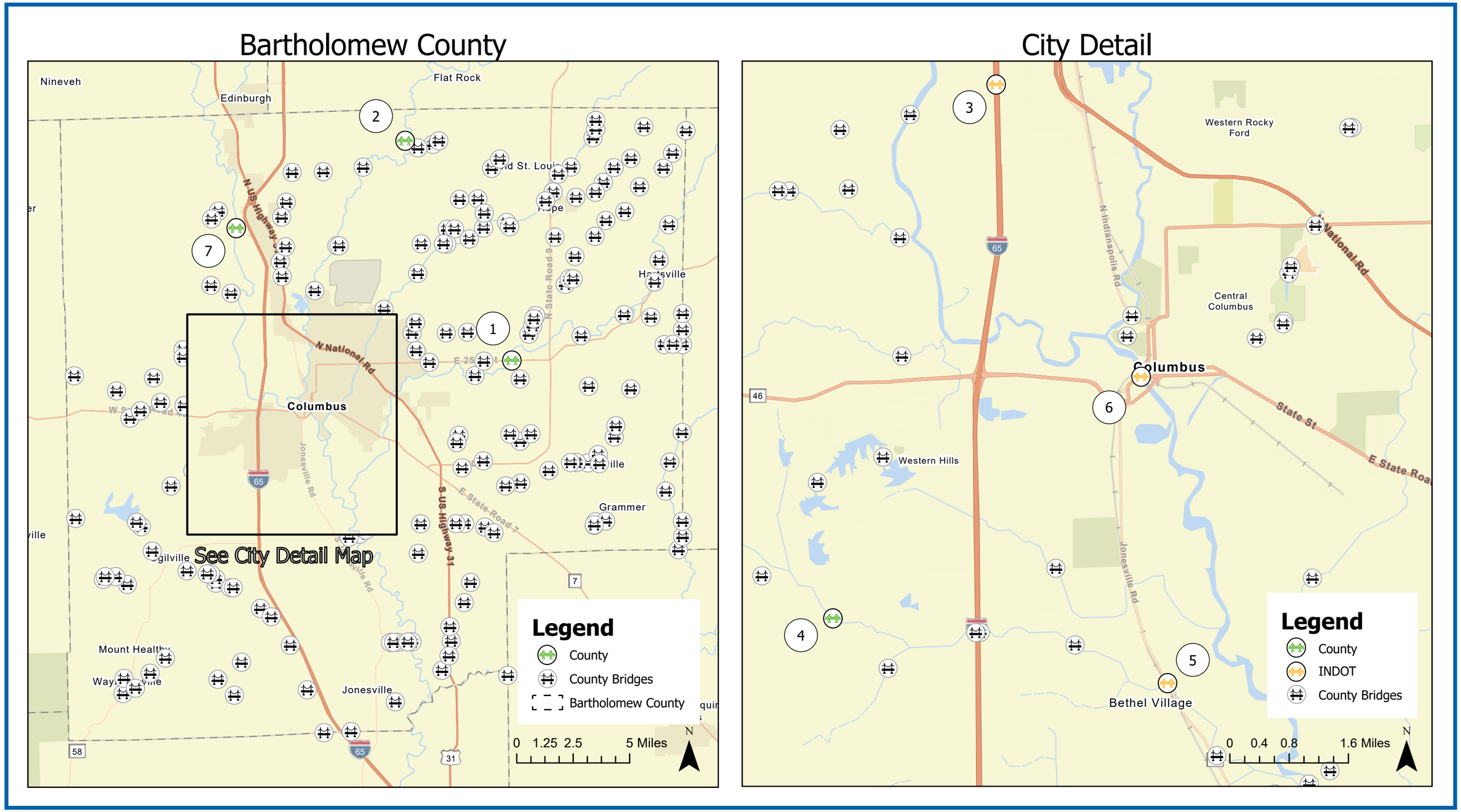


FIGURE 41: ILLUSTRATIVE BRIDGE PROJECT MAP



Appendices

APPENDIX A: PUBLIC INPUT

APPENDIX B: TIP PROJECT LISTS

APPENDIX C: ROADWAY PROJECT CRITERIA & EVALUATION

APPENDIX D: ROADWAY PROJECT DETAILS

APPENDIX E: INDOT-MPO FEDERAL REQUIREMENTS CHECKLIST

APPENDIX A: PUBLIC INPUT

Content is drawn from public engagement efforts conducted during plan development, including surveys, meetings, and comment periods. It documents how community feedback informed plan priorities and decision-making.

ID	How far do you travel in a typical day?	How do you currently get around? (Select all that apply.)	How would you prefer to get around? (Select all that apply.)	What barriers exist that prevent you from using your preferred way of getting around? (Select all that apply.)	Regardless of your destination, do any of these barriers discourage you from walking or biking more? (Select all that apply.)	Over the past 5 years, do you think the transportation system in Columbus and Bartholomew County has gotten...	Which of the statements below best describes your experience as a traveler around Columbus & Bartholomew County?	Roads and Streets	Bike Lanes	Sidewalks	Multi-Use Trails	Buses and Bus Stops	Intersections/Traffic Lights	What do you feel are the most important goals that the Columbus & Bartholomew County Transportation Plan should address?	What types of transportation improvements should the Columbus & Bartholomew County Transportation Plan prioritize?	Should this plan prioritize... a few big projects (0), or a greater number of small projects (10)?	Should this plan prioritize projects that... are near businesses and destinations (0), or are near residential neighborhoods (10)?	Should this plan prioritize projects that... fill in network gaps (0), or expand infrastructure to new places (10)?	Should this plan prioritize projects that... build new infrastructure (0), or maintain existing infrastructure (10)?	Should this plan prioritize projects identified through... public opinion (0), or data analysis (10)?	What is your age?	Do you consider yourself a person with a disability?	What is your race and ethnicity? (Select all that apply.)	What is your household income?	Did someone else help you complete this survey?
1	5-10 Miles	I drive my car/personal vehicle or carpool.;	I would prefer to drive my car/personal vehicle or carpool.;	No barriers,I already travel using my preferred method.;test;	Lack of safe places to cross busy streets;	Much better	I notice more road safety issues than road congestion issues.	Average	Good	Good	Excellent	Good	Good	test;Existing System Preservation and Maintenance;	Improving intersections;Improving and expanding our bicycle and pedestrian system;Replacing and repairing our bridges;	8	2	4	1	2	22-40	No	White, Not Hispanic or Latino	More than $100,000	
2	21-30 Miles	I drive my car/personal vehicle or carpool.;I walk.;	I would prefer to drive my car/personal vehicle or carpool.;	No barriers,I already travel using my preferred method.;	Destinations too far away/not enough time;	Somewhat better	Little to no congestion or safety issues.	Good	Average	Good	Excellent		Good	Safety and Efficiency;Existing System Preservation and Maintenance (roads, streets, sidewalks, etc.);Economic Vitality;	Local roads;Intersections;Bridges;	2	5	3	5	9	41-64	No	Prefer not to answer;	More than $200,000	
3	1-5 Miles	I drive my car/personal vehicle or carpool.;	I would prefer to bike.;	Other Drivers, Concealed Carry;	Vehicle speeds or driver behavior;Lack of safe places to cross busy streets;Lack of sidewalks or trails;Poor sidewalks or trail conditions;Personal safety concerns;	I'm not sure	More congestion issues than safety issues.	Good	Good	Good	Good	Good	Good	Accessibility and Improved Quality Of Life;	Bicycle and pedestrian system;	7	5	2	8	5	41-64	Prefer not to answer	European-American;	$50,000-$100,000	
4	1-5 Miles	I drive my car/personal vehicle or carpool.;I walk.;I bike.;	I would prefer to bike.;I would prefer to walk.;I would prefer to drive my car/personal vehicle or carpool.;	No barriers,I already travel using my preferred method.;	Lack of safe places to cross busy streets;Personal safety concerns;	About the same	More safety issues than congestion issues.	Good	Excellent	Good	Excellent	Average	Average	Safety and Efficiency;Existing System Preservation and Maintenance (roads, streets, sidewalks, etc.);Accessibility and Improved Quality Of Life;	Bicycle and pedestrian system;Intersections;Local roads;	5	5	5	6	9	41-64	Yes	White;	More than $200,000	
5	21-30 Miles	I drive my car/personal vehicle or carpool.;I bike.;I walk.;	I would prefer to bike.;I would prefer to walk.;I would prefer to drive my car/personal vehicle or carpool.;	Availability of Infrastructure (sidewalks, street connections, bike lanes, etc.);Travel Distance;Location of Travel Destination;	Lack of safe places to cross busy streets;Vehicle speeds or driver behavior;link up routes;	Somewhat better	More safety issues than congestion issues.	Good	Poor	Poor	Poor	Poor	Average	Accessibility and Improved Quality Of Life;Safety and Efficiency;Existing System Preservation and Maintenance (roads, streets, sidewalks, etc.);	Bicycle and pedestrian system;Intersections;Local roads;	8	8	5	5	10	65+	No	White;	More than $200,000	
6	1-5 Miles	I bike.;I drive my car/personal vehicle or carpool.;	I would prefer to bike.;	Availability of Infrastructure (sidewalks, street connections, bike lanes, etc.);	Lack of safe places to cross busy streets;	Somewhat better	More safety issues than congestion issues.	Good	Average	Average	Good	Poor	Average	Safety and Efficiency;Accessibility and Improved Quality Of Life;Existing System Preservation and Maintenance (roads, streets, sidewalks, etc.);	Bicycle and pedestrian system;Intersections;Local roads;	5	10	2	5	5	41-64	No	White;	$100,000-$200,000	
7	5-10 Miles	I drive my car/personal vehicle or carpool.;I walk.;I bike.;I take public transit.;	I would prefer to walk.;I would prefer to bike.;I would prefer to take public transit.;	Availability of Infrastructure (sidewalks, street connections, bike lanes, etc.);Travel Distance;Reliability of Options;Location of Travel Destination;	Lack of sidewalks or trails;Poor sidewalks or trail conditions;Destinations too far away/not enough time;	Somewhat better	More safety issues than congestion issues.	Good	Average	Average	Good	Average	Good	Transportation Choices and Connectivity;Accessibility and Improved Quality Of Life;Safety and Efficiency;	Public transit services;Bicycle and pedestrian system;Intersections;	6	5	2	4	7	22-40	No	White;	More than $200,000	
		I drive my car/personal vehicle or	I would prefer to drive my car/personal vehicle or carpool.;I	Availability of Infrastructure (sidewalks, street connections,	Vehicle speeds or driver behavior;Lack of sidewalks or trails;Lack of bike lanes;Lack of safe									Accessibility and Improved Quality Of Life;Transportation Choices and Connectivity;Safety and Efficiency;Safety and Efficiency;Existing System Preservation and Maintenance (roads, streets, sidewalks, etc.);	Intersections;Bicycle and										

Comments categorized by CAMPO staff based on jurisdiction and topic areas. LEGEND: INDOT/ Transit / Private / School / Sidewalks or Bicyles / City / County

CAMPO anaylized message to determine if commenter wants change / no-change

Location (manually listed by CAMPO staff based on Long/Lat)	Message from Public (typed into map by commenter or copied from hard-copy open house maps)	CommentCategoryChosenByCommenter	SentimentTypeFromAIAnalysis	Up Votes	Down Votes	EmailAddress (updated to "Citizen #" for privacy)	Latitude	Long
Crossing on north side of 5th Street at Pearl	**Drainage improvements and/or crosswalk improvements needed**. This area holds significant water during rainfall that makes it difficult to cross the street at the crosswalks (one has to go out into traffic and around the gigantic pools that form) which is unsafe for children crossing during school dropoff and pickup.	Walking/Sidewalk Improvement Needed	Mixed	2	0	Citizen 1	39.20370018	-85.91714381
10th & US 31 (icon south-west side of intersection)	**Sidewalks** needed.	Walking/Sidewalk Improvement Needed	Neutral	0	0		39.21054737	-85.87782793
10th Street (icon on south side between Gladstone & McClure)	People are ALWAYS walking along the street here (between Marr and all the way up to where the People Trail goes under E. 10th). There is clearly a need for a **sidewalk or sidepath along 10th**. **Crosswalks** too.	Walking/Sidewalk Improvement Needed	Neutral	2	0	Citizen 1	39.20869302	-85.89242213
13th & Hutchins Ave	**Road/Bricks** need fixed as it wore down where everyone has drove on it for years and it a rough transition.	Driving Improvement Needed	Negative	1	0	Citizen 2	39.21152822	-85.90638807
13th Street	People fly up and down this road like it is a drag strip. I'd love to see some **speed bumps** to help protect the kids that are taken in to the building for WIC as well as people that have Intellectual Disabilities that may not understand traffic doesn't always see them.	Safety Improvement Needed	Positive	1	0	Citizen 2	39.21146402	-85.90728923
E 200 N East of SR 46	**widen this road** as it has lots of neighboring county traffic **E 200 N** (From Open House 1 - 11/19/20)	Driving Improvement Needed	Neutral	0	0	Open House Comment	39.23267656	-85.71992221
200 South Near Southside	**during school pickup** traffic **backup up along 200 south. causing congestion.**	Driving Improvement Needed	Negative	0	0	Citizen 3	39.17145394	-85.93687805
200 South Near Southside	During school **drop off / pickup turning left from southside onto 200 south** is difficult - suggest moving the exit to a 4 way stop with 150W & 200S	Driving Improvement Needed	Negative	0	0	Citizen 3	39.17142023	-85.9388349
200 South Near Southside	During **school drop off and pick up** it would be nice to have an **officer** directing traffic due to the sheer amount of people that are trying to maneuver through the area all at the same time.	Driving Improvement Needed	Neutral	0	0	Citizen 2	39.17126709	-85.9394886
	Pedestrian experience through this corridor feels unpleasant and unsafe. With amount of houses and recent busines… this corridor, I think a **road diet** with … a **dedicated tw…**							

For the full Appendix A, please visit CAMPO's website.

APPENDIX B: TIP PROJECT LISTS

Information is sourced from the Transportation Improvement Program (TIP), which identifies funded, near-term projects. It shows how these programmed projects align with and implement the long-range plan.

INDOT Projects in Columbus Area Metropolitan Planning Organization (CAMPO)

Project in CAMPO's MPA (Bartholomew County) or Urbanized Area (Edinburgh Area)
Project in Various Counties
PE Preliminary Engineering
UT Utilities
CN Construction
Red Changes since origional TIP approval

INDOT Performance Measures:
Safety
Pavement Condition
Bridge Condition
Reliability/System Performance
CMAQ Emissions Reduction

DES Number	Contract Number	Route	Location	Work Type	County	District	Funding Category	Phase	Fiscal Year	Federal Funds	Match Funds	Phase Total	Project Total Cost	Amendment Date
1802997	46217	SR 11	3.17 mil S of SR 46 @ Denois Creek	Bridge Deck Overlay	Bartholomew	Seymour	BR	CN	2027	$ 964,086	$ 241,022	$ 1,205,108	$1,724,018	9/22/2025, 1/21/2026
2000230	R-43277	SR 7	SR 7 from US 50 to 0.19 miles N of US 31	Auxiliary Lanes, Passing	Bartholomew	Seymour	HSIP	RW	2027	$ 2,662,232	$ 295,804	$ 2,958,035		8/28/25
2000230	R-43277	SR 7	SR 7 from US 50 to 0.19 miles N of US 31	Auxiliary Lanes, Passing	Bartholomew	Seymour	HSIP	CN	2029	$ 12,087,124	$ 1,343,014	$ 13,430,138	$37,448,798	8/28/25
2000230	R-43277	SR 7	SR 7 from US 50 to 0.19 miles N of US 31	Auxiliary Lanes, Passing	Bartholomew	Seymour	HSIP	PE	2026	$ 3,931,709	$ 436,857	$ 4,368,565		8/28/25
2000239	43264	11	(0.9 mile N of Jonesville)	Other Project Type	Bartholomew	Seymour	STBG	UT1	2028	$ 8,000	$ 2,000	$ 10,000	$1,826,273	
2000276	R-43277	SR 7	SR 7 from US 50 to 0.19 miles N of US 31	Auxiliary Lanes, Passing	Bartholomew	Seymour	HSIP	CN	2029	$ 14,260,674	$ 1,584,519	$ 15,845,193	$32,031,462	
2000291	45039	31	US 31 Southbound over Conrail, Indpls & Service Rd, 04.75 S I-65	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	STBG	CN	2026	$ 1,450,401	$ 162,600	$ 1,813,001	$3,052,929	8/28/25
2000292	B-45039	US 31	NB over Conrail, Indpls & Ser Rd, 04.75 S I-65	Bridge Deck Overlay	Bartholomew	Seymour	STBG	CN	2026	$ 1,391,206	$ 347,801	$ 1,739,007	$1,774,357	8/28/25
2000347	45693	I65	Bridge Over I 65, 01.18 miles N US 31	Bridge Thin Deck Overlay	Bartholomew	Seymour	NHPP	CN	2026	$ 9,000	$ 1,000	$ 10,000	$1,317,500	
2000347	45693	I65	Bridge Over I 65, 01.18 miles N US 31	Bridge Thin Deck Overlay	Bartholomew	Seymour	NHPP	CN	2027	$ 1,059,750	$ 117,750	$ 1,177,500		
2001561	42995	VARI	Statewide Various locations - Conflict Warning Systems	District Traffic Project	Various	Multiple	STBG	CN	2026	$ 1,230,187	$ 307,547	$ 1,537,734	$1,537,734	
2001788		MIS	Geotechnical on call - multiple locations throughout the state	Other Project Type	Various	Multiple	STBG	PE1	2026	$ 2,400,000	$ 600,000	$ 3,000,000	$30,983,399	
2002952		VARI	Software License for Statewide ATMS for FY 26	Traffic Management System Project	Various	Multiple	NHPP	PE1	2026	$ 450,000	$ 50,000	$ 500,000	$500,000	
2002953		VARI	Statewide TMC Dispatcher Operations & Eng Support Contract for FY 26	Traffic Management System Project	Various	Multiple	NHPP	PE1	2026	$ 1,620,000	$ 180,000	$ 1,800,000	$1,800,000	
2002955		VARI	Statewide O&M fee for CARS/511 (Cond., Acquisition & Reporting System) FY 26	Traffic Management System Project	Various	Multiple	STBG	PE1	2026	$ 400,000	$ 100,000	$ 500,000	$500,000	
2002956		VARI	Statewide INRIX Traffic Data for FY 26	Traffic Management System Project	Various	Multiple	NHPP	PE1	2026	$ 1,080,000	$ 120,000	$ 1,200,000	$1,200,000	
2100157	44143	VARI	Various locations; SR 60 and Payne Kohler Rd • I-65 US 31 Lowell Rd	District Signal Project	Various	Seymour	STBG	CN	2026	$ 1,104,000	$ 276,000	$ 1,380,000	$1,380,000	
2100189	44142	VARI	Various locations through the Seymour District	District Pavement Marking Project	Various	Seymour	STBG	CN	2026	$ 600,000	$ 150,000	$ 750,000	$750,000	
2100195	44144	VARI	From SR 445 to SR 37	Other Project Type	Various	Seymour	STBG	CN	2026	$ 1,600,000	$ 400,000	$ 2,000,000	$2,000,000	
2100243	43775	11	4.84 miles S of SR 46 (Southern Crossing) to SR 46	District Pavement Project (Non-I)	Bartholomew	Seymour	STBG	CN	2027	$ 2,892,989	$ 723,247	$ 3,616,236	$4,518,546	8/28/25
2100247	43787	46	0.31 miles E of SR 11 to 1.63 miles E of SR 11 (near Hege Ave)	Pavement Replacement	Bartholomew	Seymour	NHS	RW	2026	$ 25,984	$ 6,496	$ 32,480	$14,246,288	9/25/25
2100247	43787	46	0.31 miles E of SR 11 to 1.63 miles E of SR 11 (near Hege Ave)	Small Town Reconstruction Project	Bartholomew	Seymour	NHPP	CN	2028	$ 10,232,457	$ 2,558,114	$ 12,790,571		1/7/26
2100568	43771	58	over WHITE CREEK, 05.61 W I-65	District Bridge Project (Replacement)	Bartholomew	Seymour	STBG	CN	2026	$ 120,000	$ 30,000	$ 150,000	$4,672,779	
2100568	43771	58	over WHITE CREEK, 05.61 W I-65	District Bridge Project (Replacement)	Bartholomew	Seymour	STBG	CN	2027	$ 3,187,596	$ 796,899	$ 3,984,495		
2100601	43744	7	over LITTLE SAND CREEK, 01.81 S US 31	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	STBG	CN	2026	$ 192,945	$ 48,236	$ 241,181	$241,181	
2100998		SR11	SR 11 over UNT, 3.1 miles S of SR 46	Small Structure Replacement	Bartholomew	Seymour	STBG	CN	2027	$ 276,000	$ 69,000	$ 345,000	$433,331	8/28/25
2100999		SR 11	SR 11 over UNT, 4.7 miles S of SR 46	Small Structure Replacement	Bartholomew	Seymour	STBG	CN	2027	$ 272,000	$ 68,000	$ 340,000	$429,980	8/28/25
2101135		46	WB SR 46 to EB SR 46 -Old SR 46 aka Lindsey Street & 2nd Street	HMA Overlay, Preventive Maintenance	Barthomoew	Seymour	STBG	CN	2028	$ 118,444	$ 29,611	$ 148,055	$148,055	
2101642		MIS	Post-Const. BMP Program Implementation/MS4 MCM5 – Various Locations	Other Project Type	Various	Multiple	STBG	PE	2026	$ 885,840	$ 221,460	$ 1,107,300	$3,318,400	
2200197	44279	31	The intersection of US 31 and Co Rd. 800 N, approx. 1 mile north of I-65	Intersection Improvement Project	Bartholomew	Seymour	NHPP	CN	2026	$ 200,000	$ 50,000	$ 250,000	$1,672,033	
2200197	44279	31	The intersection of US 31 and Co Rd. 800 N, approx. 1 mile north of I-65	Intersection Improvement Project	Bartholomew	Seymour	NHPP	CN	2027	$ 894,818	$ 223,705	$ 1,108,523		
2200492	44454	7	over Brush Creek, 0.09 mile N of US 31	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	STBG	CN	2029	$ 991,067	$ 247,767	$ 1,238,834	$1,843,134	8/28/25
2200551	45306	46	over Fishers Fork, 02.01 miles W of SR 9	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	NHPP	CN	2027	$ 138,734	$ 34,683	$ 173,417	$341,432	
2200593		SR 58	Over UNT South Fork White Creek, 6.84 miles E of SR 258	Small Structure Replacement with Bridge	Bartholomew	Seymour	STBG	CN	2027	$ 622,641	$ 155,660	$ 778,301	$1,076,474	
2200617	44407	46	over East Fork White River, 00.12 mile E of SR 11	District Bridge Project (Rehabilitation)	Bartholomew	Seymour	NHPP	CN	2027	$ 2,182,943	$ 545,735	$ 2,728,678	$3,597,678	12/5/25
2200939	44476	VARI	I-275, 1.9 miles N of Exit 17 to 3500' S of Exit 17, from Ohio SL to Kentucky SL	Other Project Type	Various	Seymour	STBG	CN	2027	$ 600,000	$ 150,000	$ 750,000	$1,026,300	
2200940	44451	VARI	Seymour District Systemic Safety - New or Slotted Left Turn (No ROW)	Other Project Type	Various	Seymour	STBG	CN	2027	$ 2,112,000	$ 528,000	$ 2,640,000	$3,205,000	
2201149	44690	VARI	Traffic Signal Modernizations at various locations in Seymour District	District Signal Project	Various	Seymour	STBG	CN	2027	$ 760,000	$ 190,000	$ 950,000	$1,187,875	
2201179		VARI	Statewide Cell Service Communications for Signals and ITS Devices for FY 26	Traffic Management System Project	Various	Multiple	STBG	PE1	2026	$ 1,000,000	$ 250,000	$ 1,250,000	$1,250,000	
2201180		VARI	Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY 26	Traffic Management System Project	Various	Multiple	STBG	CN	2026	$ 280,000	$ 70,000	$ 350,000	$350,000	

For the full Appendix B, please visit CAMPO's website.

APPENDIX B: TIP PROJECT LISTS

Information is sourced from the Transportation Improvement Program (TIP), which identifies funded, near-term projects. It shows how these programmed projects align with and implement the long-range plan.

CAMPO Transporation Improvement Program Project List - Local Projects
Updated 4/8/2026

Local Projects in Columbus Area Metropolitan Planning Organization (CAMPO), Bartholomew County, Seymour District

Bartholomew County
City of Columbus
Transit
CAMPO Funds
Non-MPO Federal Funds

PE Preliminary Engineering
RW Right-of-Way
UT Utilities
CE Construction Engineering
CN Construction

Contract Number	Route	DES#	Work Type and *[Performance Measure]*	Location	Sponsor	Funding Category	Phase	Year	Total	Over/ Under	Total From Right	2026 (State FY: July 1, 2025 - June 30, 2026) Federal Funds: Non-MPO Funds	2026 Federal Funds: MPO Max (AKA 80%)*	2026 Federal Funds: MPO Funds (Allocated)	2026 Local Funds	2027 (State FY: July 1, 2026 - June 30, 2027) Federal Funds: Non-MPO Funds	2027 Federal Funds: MPO Max (AKA 80%)*	2027 Federal Funds: MPO Funds (Allocated)	2027 Local Funds	2028 (State FY: July 1, 2027 - June 30, 2028) Federal Funds: Non-MPO Funds	2028 Federal Funds: MPO Max (AKA 80%)*	2028 Federal Funds: MPO Funds (Allocated)	2028 Local Funds	2029 (State FY: July 1, 2028 - June 30, 2029) Federal Funds: Non-MPO Funds	2029 Federal Funds: MPO Max (AKA 80%)*	2029 Federal Funds: MPO Funds (Allocated)	2029 Local Funds	2030 (Illustrative) (State FY: July 1, 2029 - June 30, 2030) Federal Funds: Non-MPO Funds	2030 Federal Funds: MPO Max (AKA 80%)*	2030 Federal Funds: MPO Funds (Allocated)	2030 Local Funds	Date Amended to TIP
40295	**Lowell Rd Phase 1**	1700732	Road Reconstruction (3R/4R Standards) *[Reliability]*	Lowell Road between CR 325 W and Columbus City Limits	Bartholomew County	STBG	PE	2024	$495,589																						
							RW	2025	$108,989																						
							CE	2028	$690,000	$0	$690,000																				
							CN	2028	$4,600,000	$0	$4,600,000									$ -	*$ 552,000*	$ 236,000	$ 454,000							
							Total		$5,894,578											$ -	*$ 3,680,000*	$ 3,293,446	$ 1,306,554							
44301	**Lowell Road and Bridge #170**	2101683	Intersection Improvements *[Safety]*	Intersection of CR 325 West and Lowell Road	Bartholomew County	HSIP	PE	2024	$498,601																						
							RW	2026	$92,785	$0	$92,785	$ 60,000		$ -	$ 32,785																
							UT	2027	$122,000	$0	$122,000					$ 97,600		$ -	$ 24,400											
							CE	2027	$420,920	$0	$420,920					$ 300,000		$ -	$ 120,920											
							CN	2027	$2,806,130	$0	$2,806,130					$ 2,000,000		$ -	$ 806,130											
		2101702	Bridge Replacement *[Bridge Condition]*	Lowell Road east of CR 325 W (Bridge #170)	Bartholomew County	Group IV	PE	2024	$691,099																						
							RW	2026	$70,000	$0	$70,000	$ 56,000		$ -	$ 14,000																
							CE	2027	$1,267,500	$0	$1,267,500					$ 720,000		$ -	$ 547,500											
							CN	2027	$8,450,000	$0	$8,450,000					$ 4,800,000		$ -	$ 3,650,000											
							Total		$14,419,035																						
40375	**Talley Road and Bridge #103**	1701323	Road Reconstruction (3R/4R Standards) *[Reliability]*	Talley Road between 25th Street and Rocky Ford Road	Columbus	STBG	PE	2024	$280,000																						
							RW	25/26	$1,234,665		$687,330	$ -	*$ 549,864*	$ 456,931	$ 230,399																8/28/25, 1/30/26, 4/8/26
							CE	2027	$400,000	$0	$400,000					$ -	*$ 320,000*	$ 240,000	$ 160,000											
							CN	2027	$4,500,000	$0	$4,500,000					$ -	*$ 3,600,000*	$ 2,014,609	$ 2,485,391											4/8/2026
		1800008	Bridge Replacement *[Bridge Condition]*	Talley Road over Sloan Branch (Bridge #103)	Bartholomew County	STBG	PE	2024	$108,000																						
							CE	2027	$465,000	$0	$465,000					$ -	*$ 372,000*	$ 240,000	$ 225,000											
							CN	2027	$3,100,000	$0	$3,100,000					$ -	*$ 2,480,000*	$ 2,405,355	$ 694,645											
							Total		$10,087,665																						
45508	**IR-1044 Tannehill Bridge #149**	2301632	Bridge Replacement *[Bridge Condition]*	Tannehill over Driftwood River (Bridge# 149)	Bartholomew County	Local Bridge	PE	2025	$851,594																						
							RW	2028	$60,000	$0	$60,000									$ 48,000		$ -	$ 12,000							
							UT	2030	$100,000	$0	$100,000																	$ 80,000		$ -	$ 20,000	
							CE	2030	$1,080,000	$0	$1,080,000																	$ 864,000		$ -	$ 216,000	
							CN	2030	$7,200,000	$0	$7,200,000																	$ 5,760,000		$ -	$ 1,440,000	
							Total		$9,291,594																						
	IR-1043 Railroad Protection	2000745	Safety *[Safety]*	400 S, 700 N, 550 S, Mill Street	Bartholomew County	Sec 130	RR CN	2026	$1,375,000	$0	$1,375,000	$ 1,375,000		$ -	$ -																9/17/2025
							Total		$1,375,000																						
T-45948	**ST 1023 Preemption**	2401672	Traffic Signals *[Safety]*	Various (62 intersections)	Columbus	HSIP	PE	2025	$195,000																						
							CE	2026	$162,500	$0	$162,500	$ 146,250		$ -	$ 16,250																
							CN	2026	$1,300,000	$0	$1,300,000	$ 1,170,000		$ -	$ 130,000																
							Total		$1,657,500																						
	County Road 350 West	1401742	Road Reconstruction (3R/4R Standards) *[Reliability]*	CR 350 West from Goeller Road to SR 46	Columbus	STBG	PE	2020	$639,305																						
							RW	2028	$680,000	$0	$680,000													$ -	*$ 544,000*	$ 544,000	$ 136,000				
							CE	2029	$600,000	$0	$600,000																	$ -	*$ 480,000*	$ 100,000	$ 500,000	
							CN	2029	$4,400,000	$0	$4,400,000																	$ -	*$ 3,520,000*	$ 3,468,223	$ 931,777	
							Total		$6,319,305																						
	Bridge Inspections	2300079	Countywide Bridge Inspection *[Bridge Condition]*	Various	Bartholomew County	Local Bridge	PE	2026	$305,807	$0	$305,807	$ 244,645		$ -	$ 61,161																
								2027	$67,364	$0	$67,364					$ 53,891		$ -	$ 13,473										
								2028	$313,030	$0	$313,030									$ 250,424		$ -	$ 62,606							
								2029	$61,509	$0	$61,509													$ 49,207		$ -	$ 12,302				
							Total		$747,709																						
							Total		$49,792,386			$3,051,895	*$549,864*	$456,931	$484,595	$7,971,491	*$6,772,000*	$4,899,964	$8,727,459	$298,424	*$4,232,000*	$3,529,446	$1,835,160	$49,207	*$544,000*	$544,000	$148,302	$6,704,000	*$4,000,000*	$3,568,223	$3,107,777	
												$3,508,826				$12,871,455				$3,827,870				$593,207			$10,272,223				
														County Local Match	$ 107,946			*County Local Match*	$ 6,082,068			*County Local Match*	$ 1,835,160			*County Local Match*	$ 12,302			*County Local Match*	$ 1,676,000	
														City Local Match	$ 376,649			*City Local Match*	$ 2,645,391			*City Local Match*	$ -			*City Local Match*	$ 136,000			*City Local Match*	$ 1,431,777	

*CAMPO is permitted to provide up to 80% federal match for the total project cost on eligible projects. The *MPO Max (AKA 80%)* column shows the maximum CAMPO could provide for each project phase. In some fiscal years, CAMPO does not have enough money to cover a project at the full 80% while remaining fiscally constrained, so the local match is higher to offset the cost. The *MPO Funds (Allocated)* column is what CAMPO is allocating for said project phase to remain fiscally constrained.

2026 Funds

Anticipated CAMPO Appropriation	$ 2,539,223
Updated March 2026	$ 2,562,319
2025 Adjustment	$ (86,165)
$ from EMPO	$ 1,000,000
$ to BMCMPO	$ (1,179,000)
$ to EMPO	$ (500,000)
$ to KIPDA	$ (1,340,223)
MPO Total Available	$ 456,931
Programmed	$ 456,931
Un-Programmed (Available)	$ -
Needed to Hit 80% Match	$ 92,933

2027 Funds

Anticipated CAMPO Appropriation	$ 2,539,223
Updated Estimate March 2026	$ 2,510,877
$ from NIRPC	$ 1,500,000
$ from DMMPC	$ 389,087
$ from KIPDA	$ 500,000
MPO Total Available	$ 4,899,964
Programmed	$ 4,899,964
Un-Programmed (Available)	$ -
Needed to Hit 80% Match	$ 1,872,036

2028 Funds

Anticipated CAMPO Appropriation	$ 2,539,223
$ from BMCMPO	$ 150,000
$ from KIPDA	$ 840,223
MPO Total Available	$ 3,529,446
Programmed	$ 3,529,446
Un-Programmed (Available)	$ -
Needed to Hit 80% Match	$ 702,554

2029 Funds

Anticipated CAMPO Appropriation	$ 2,539,223
MPO Total Available	$ 2,539,223
Programmed	$ 544,000
Un-Programmed (Available)	$ 1,995,223
Needed to Hit 80% Match	$ -

2030 Funds

Anticipated CAMPO Appropriation	$ 2,539,223
$ from BMCMPO	$ 1,029,000
MPO Total Available	$ 3,568,223
Programmed	$ 3,568,223
Un-Programmed (Available)	$ -
Needed to Hit 80% Match	$ 431,777

APPENDIX C: ROADWAY PROJECT CRITERIA & EVALUATION

Content is based on the project prioritization framework developed during the MTP process, including evaluation criteria and scoring methods. It explains how projects were assessed and selected for inclusion in the plan.

Criteria	Points	Multiplier	Weight	Measure	Data	How to Assess	Data and Score Methodology									
							0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1
1. Enhancing Connectivity Throughout Bartholomew County (Goal 2)	1	5	5	Connectivity and Emergency Access across barriers within the MPA	Overlay of project locations across floodplains, railroads, and I-65, as well as along flood risk management plan routes, to enhance East-West connectivity throughout the MPA	GIS Overlay for floodway and railroads, manual check for I-65 and flood routes	Project **does not support** connectivity at key points - ***0 pts.***					Project **maintains** connectivity at key points - ***0.5 pts.***					Project **enhances or creates new** connectivity at key points - ***1 pt.***
2. Improving Safety - Crash Frequency (Goal 4)	1	5	5	Crash Frequency	Crash frequency (per mile) from provided 2020-2024 crash data	GIS Overlay	**No crashes** present at project location (includes new roadway construction projects) - ***0 pts.***		Project falls along a roadway segment with **low** crash frequency but one or more crashes are present - ***0.25 pts.***			Project falls along a roadway segment with **moderate** crash frequency - ***0.5 pts.***		Project falls along a roadway segment with **high** crash frequency - ***0.75 pts.***			Project falls along a roadway segment with **very high** crash frequency or with severe bicycle and pedestiran crash history - ***1 pt.***
3. Proximity to Employment and Population Growth Areas (Goal 1)	1	4	4	Potential Employment and/or Population Growth	Comparison of Base Year and Future Year Travel Demand Models	GIS Overlay from TDM outputs	Project **doesn't serve** an area with a high employment and/or population growth potential - ***0 pts.***		Project serves an area with **some** employment and/or population growth potential - ***0.25 pts.***			Project serves an area with **moderate** employment and/or population growth potential - ***0.5 pts.***		Project serves an area with **high** employment and/or population growth potential - ***0.75 pts.***			Project serves an area with **very high** employment and/or population growth potential - ***1 pt.***
4. Inclusion of Multimodal Elements (Goal 3)	1	3	3	Proximity to Multimodal Elements	Columbus Bicycle and Pedestrian Plan Data	Project and Plan Detail Review	Project **doesn't address** specific multimodal concerns - ***0 pts.***					Project **includes** bike/ped elements but is not on a roadway identified as a connectivity need in bicycle and pedestrian plan - ***0.5 pts.***					Project **includes** bike/ped elements **AND** EITHER falls on roadway identified as a connectivity need **in the bicycle and pedestrian plan** OR is in a ZVH/APP area - ***1 pt.***
5. Congestion Mitigation (Goal 2)	1	2	2	Current and Projected Volume-to-Capacity (V/C) Ratio	Travel Demand Model Base Year and Future Year V/C Data (may also look at real time traffic data)	GIS Overlay from TDM outputs	Project is located on a roadway with **neither** a critical existing nor future V/C ratio (includes new roadway construction projects) - ***0 pts.***					Project is located on a roadway with a critical existing **or** future V/C ratio - ***0.5 pts.***					Project is located on a roadway with a critical existing **and** future V/C ratio - ***1 pt.***
6. Proximity to Vulnerable Populations (Goal 3)	1	2	2	Project Proximity to Vulnerable Populations	Areas of Persistent Poverty, and Zero-Vehicle Households per Square Mile (from US Census Data)	GIS Overlay (Use Enrich Feature)	Project is located in an area that meets **0** thresholds - ***0 pts.***					Project is located in an area that meets **1** threshold - ***0.5 pts.***					Project is located in an area that meets **both** thresholds - ***1 pt.***
7. Impact to Environmental & Historic Resources (Goal 5)	1	2	2	Project Proximity to Environmental and Historic Features	Overlay of project locations onto wetlands and historic sites	GIS Overlay	Project **impacts** environmental or historic features - ***0 pts.***										Project **doesn't impact** environmental or historic features - ***1 pt.***
8. Consistency with Community Plans (Goal 6)	1	1	1	Project Existence in Relevant Local Plans	City, County, and MPO planning documents	Project and Plan Detail Review	Project is **not included** in other existing plans - ***0 pts.***					Project is **included in other planning document** (for example, a special study or other mode-specific plan), but not local comprehensive plan - ***0.5 pts.***					Project is **included in local comprehensive plan** (signifies completion of public vetting process) - ***1 pt.***
9. Improving Pavement Conditions (Goal 5)	1	1	1	Pavement Condition Data	County and City Pavement Road Audit Data	Project Location Comparison to Pavement Condition Sheet	At project location, pavement is in **good** condition - ***0 pts.***					At project location, pavement is in **fair** condition - ***0.5 pts.***					At project location, pavement is in **poor** condition - ***1 pt.***

For the full Appendix C, please visit CAMPO's website.

APPENDIX D: ROADWAY PROJECT DETAILS

Information is compiled from the adopted project lists and supporting technical data used in plan development. It provides detailed descriptions of each project and how they contribute to the overall transportation network.

Road/Project Name	Location	Description	Status	February 2026 Project Details	Project Source	TOTAL SCORE	2026 PROJECT COST	FUTURE YEAR PROJECT COST	MTP CONSTRUCTION YEAR
25th Street (Phase 2)	Central Avenue to US 31	Street & Bike/Ped. Improvements		Road Diet: Speeding & Excess Travel Lanes (4 lane down to 2 lanes, with 2 way left turn lane)	2045 MTP Priority B	18.5			
Sawin Drive	Between Taylor and Talley Roads	Street & Bike/Ped. Improvements		widening & bike-ped. No travel lane changes	2045 MTP Illustrative	17.75			
7th Street	Central Avenue to Gladstone Avenue	Street & Bike/Ped. Improvements		no travel lane changes	2045 MTP Priority A	17.5			
Marr Road	25th Street to US 31	Street & Bike/Ped. Improvements		no travel lane changes planned	2045 MTP Priority B	17.5			
Goeller Road at Terrace Lake Rd	Intersection	Roundabout			2045 MTP Illustrative	17.5			
Carr Hill Road/Garden Street Connector	Carr Hill Road to SR 11	Construct new roadway and bike/ped improvements	May be developer-funded and built	Included as connection in City View Comp Plan element as commercial collector	City View Element	17.25			
Carr Hill Road	I-65 to SR 46	Street & Bike/Ped. Improvements		no travel lane changes planned	2045 MTP Priority B	17			
Talley Road	Rocky Ford Road to Sawin Drive	Street & Bike/Ped. Improvements		Widening, no added travel lanes	2045 MTP Priority B	16.5			
300 West	Between International Drive/500 South and Deaver Road	Street & Bike/Ped. Improvements	Redevelopment is paying for widening to complete a portion of this	Widening, no added travel lanes	2045 MTP Priority B	16.25			
Deaver Road	Between 175 West and 300 West	Street & Bike/Ped. Improvements		bike-ped. No known travel lane changes. Already re-aligned intersection of 225W & Deaver	2045 MTP Illustrative	16.25			
25th Street (Phase1)	Washington Street to Central Avenue	Street & Bike/Ped. Improvements	Engineering studying now	Road Diet: Speeding & Excess Travel Lanes (4 lane down to 2 lanes, with 2 way left turn lane)	2045 MTP Priority A	16.25			
Talley Road	Between 25th Street and Rocky Ford Road	Street & Bike/Ped. Improvements	In TIP for FY 2027	In TIP. Widening, Left Turn Lanes added.	CAMPO list	15.75			
Washington Street (South Segment)	11th Street to 25th Street	Street & Bike/Ped. Improvements	Engineering studying now	Road Diet: Speeding & Excess Travel Lanes (4 lane down to 2 lanes, with 2 way left turn lane)	2045 MTP Priority A	15.5			
Gladstone Avenue	10th Street to State Street	Street & Bike/Ped. Improvements		no travel lane changes	2045 MTP Priority A	15.5			
SR 11 Alternative - West Side Connector	SR 46 to 450 South (via new terrain / 150 W / 175 W)	New Road including Bike/Ped. Facilities	New street connection planned, INDOT not moving SR 11.	see new alignment graphic I sent you	2045 MTP Illustrative	15.25			
SR 11 Alternative - West Side Connector South Segment	200 South to 450 South (via new terrain / 150 W / 175 W)	New Road including Bike/Ped. Facilities	New street connection planned, INDOT not moving SR 11.	see new alignment graphic I sent you	2045 MTP Illustrative	15.25			
Rocky Ford Road Intersections	Intersections with Marr and Taylor Roads	Intersection Improvements (Roundabouts, with Path Improvements at Marr)	Marr Rd being studied now	Path improvement done. Intersection of Marr Road and Rocky Ford Road is oversized & inefficent 4-way stop--> Roundabout planned	2045 MTP Priority B	15			
SR 46 Intersection Capacity Improvements	Carr Hill Road to 350 W	Add turn lane capacity		Several public comments on this topic	Public Comment	14.75			
SR 46/I-65 Interchange Reconstruction	Carr Hill Road to 350 W	Reconstruct Interchange		Added by INDOT March 2026	INDOT	14.75			
Marr Road	25th Street to Brentcross Drive	Street & Bike/Ped. Improvements	Using FTA funds to complete 25th to 32nd	sidewalk only - no road changes	2045 MTP Priority A	14.5			
100 North / 200 West OR Brian Drive	Between Indianapolis Road and Lowell Road	Street & Bike/Ped. Improvements		200 West improvements (widening & bike-ped & roundabout) completed with Arbor Homes Development. Widening needed and possible reilignment on 100 N.	2045 MTP Illustrative	14.25			
Lowell Road (Phase 1)	Between 325 West and 200 West	Road Improvements	In TIP for FY 2028	Widening and Shoulders & Roundabout Instillation	CAMPO list	14			
McKinley Avenue	Between State Street and Marr Road	Street & Bike/Ped. Improvements (including a bike/ped. link to FFY)	Completed some	Intersection improvements may be needed, no travel lane changes	2045 MTP Illustrative	14			
SR 9 & SR 46 Roundabout (by INDOT)	SR 9 and 46 Intersection	Add Roundabout	Need to check with INDOT if this is still desired	*Need to check with INDOT if this is still desired*	CAMPO list	14			
Washington Street (Center Segment)	25th Street to US 31	Street & Bike/Ped. Improvements		no travel lane changes	2045 MTP Priority A	13.5			
Marr Road / 550 North Intersection	Marr Road & 550 North Intersection	Intersection Improvements		Safety Concerns	2045 MTP Priority B	13.25			
525 West	SR 46 to Carr Hill Road	Road Improvements			2045 MTP Priority A	13			
Goeller Road Intersections	Intersections with Tipton Lakes Blvd. and Terrace Lake Road	Intersection Improvements (Roundabouts)		3 needed roundabouts	2045 MTP Illustrative	12.75			
SR 7 Auxiliary Passing Lanes	from Bartholomew County line to US 31	Add aux passing lanes (intermittent)		INDOT Project - TIP amended 8/28/25, project extends beyond MPA to US 50	TIP	12.5			
Rocky Ford at Taylor Road	Intersection	Roundabout		Path improvement done. Intersection of Marr Road and Rocky Ford Road is oversized & inefficent 4-way stop--> Roundabout planned	2045 MTP Priority B	12			
Carr Hill Road	Champion Drive to Terrace Lake Road	Street & Bike/Ped. Improvements		no travel lane changes planned	2045 MTP Priority B	11.75			
CR 800 N	US 31 to Eastern County Line	Roadway and roadside improvements		Discussed as need at workshop	N/A	11.75			
SR 11 Alternative - West Side Connector North Segment	SR 46 to 200 South (via new terrain / 150 W / 175 W)	New Road including Bike/Ped. Facilities	New street connection planned, INDOT not moving SR 11.	see new alignment graphic I sent you	2045 MTP Illustrative	11.5			
200 South	Between Terrace Lake Road and 400 West	Street & Bike/Ped. Improvements			2045 MTP Illustrative	11.25			
Goeller Road at Tipton Lakes Blvd East	Intersection	Roundabout			2045 MTP Illustrative	11.25			
Washington Street (North Segment)	US 31 to Rocky Ford Road	Street & Bike/Ped. Improvements		no travel lane changes	2045 MTP Priority A	10.5			
Goeller Road at Tipton Lakes Blvd West	Intersection	Roundabout			2045 MTP Illustrative	10.5			
25th Street at Talley Road	Intersection	Roundabout	Fairlawn to Talley Completed	Roundabout at Talley planned	2045 MTP Illustrative	10.25			
350 West	Between SR 46 and Goeller Road	Street & Bike/Ped. Improvements	In TIP for FY 2030	Road Widening (no additonal lanes) + Sidepath one side sidewalk other.	CAMPO list	9.75			
150 West & 175 West at Deaver	150 West & 175 West at Deaver	Road Realignment		New Road (part of Alternate SR 11 alignment) - This section may be funded seperatly	CAMPO list	9.5			
Rocky Ford at Marr Road	Intersection	Roundabout	Marr Rd being studied now	Path improvement done. Intersection of Marr Road and Rocky Ford Road is oversized & inefficent 4-way stop--> Roundabout planned	2045 MTP Priority B	8.75			
Regency Drive	Between Prairie Drive and Taylor Road	Street Extension including Bike/Ped. Facilities		New Road	2045 MTP Illustrative	8.25			
Southern Crossing	Between 525 East and SR 7	Road Extension		New Road	2045 MTP Illustrative	1.25			

For the full Appendix D, please visit CAMPO's website.

APPENDIX E: INDOT-MPO FEDERAL REQUIREMENTS CHECKLIST

Content is derived from federal transportation planning regulations and INDOT guidance for MPO plans. It demonstrates how the MTP meets required federal standards and compliance criteria.

[INDOT MPO CHECKLIST WILL BE ADDED PRIOR TO FINAL ADOPTION]