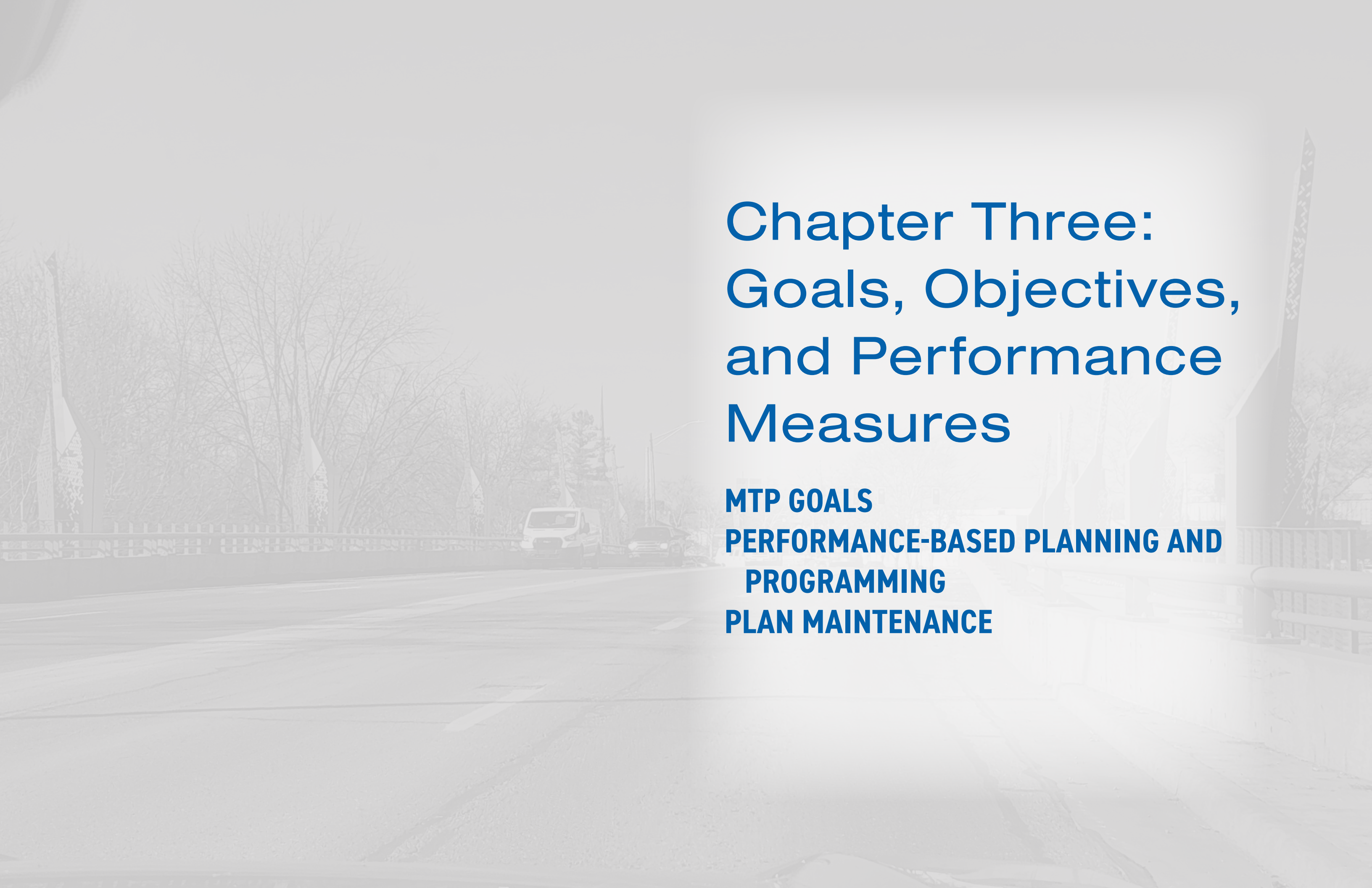




Chapter Three: Goals, Objectives, and Performance Measures

MTP GOALS

**PERFORMANCE-BASED PLANNING AND
PROGRAMMING**

PLAN MAINTENANCE



MTP GOALS



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.

CAMPO reviewed its goals from the 2045 MTP and determined that those goals were appropriate to include in this MTP as well. 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 QUALITY 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 acknowledgments	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)]





COLUMBUS AND BARTHOLOMEW COUNTY TRANSPORTATION PLAN



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 Improve 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 The CAMPO Technical Committee and Policy Board will continue to coordinate transportation efforts between agencies
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 Periodically review and update the CAMPO Public Participation Plan identifying best practices for engaging the public 6.4B 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. Regional data describing CAMPO's safety and asset condition performance is included in the existing conditions sections of MTP project chapters 5-9, included later in this plan.

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			TIP SUPPORT (FY 2026-2030)
			2026 TARGETS	2027 TARGETS	2028 TARGETS	
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 occurred 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	
		Demand 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	