



MEMORANDUM

TO: CAMPO Policy Board
FROM: Ashley Beckort
DATE: October 26, 2026
RE: *Performance Measure Targets*

The Indiana Department of Transportation (INDOT) establishes Statewide Performance Measure Targets to align with Federal MAP-21 and FAST Act requirements. The main areas of focus are Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movements, Sustainability, and Reduce Project Delivery Delays. These are broken into three main Performance Measures:

- PM1: Highway Safety Performance Measures - (*Data from Taylor Ruble*)
- PM2: Pavement and Bridge Condition Measures - (*Data from Jason Lowther*)
- PM3: System Performance and Freight Measures - (*Data from Jack Gallagher & Frank Baukert*):

PM1 Annual Safety Targets

The 2027 safety targets were reviewed and approved at the September Policy Board meeting. As a reminder of these targets, they are listed below:

- Fatalities = 777
- Rate of Fatalities (Per 100M VMT) = 0.97
- Serious Injuries = 2,900
- Rate of Serious Injuries (Per 100M VMT) = 3.62
- Number of Non-Motorized Fatalities and Serious Injuries = 453

PM2 Target Updates: Bridge and Pavement (Data from Jason Lowther)

The Transportation Asset Management Plan (TAMP) has a 4-year performance period with 2-year mid-performance period. INDOT's aim is to set realistic but achievable targets. Descriptions of what is rated "Good" and "Poor" are listed below.

Bridge

- 3 components:
 - Deck
 - Superstructure
 - Substructure

- "Good" if all 3 "good"
- "Poor" if any "poor"
- All bridges are weighted to deck area
 - A very large bridge can have a significant impact

Condition Rating Thresholds for Classification

SNBI Rating Scale (from 0 – 8)		9	8	7	6	5	4	3	2	1	0
		Good			Fair		Poor				
Bridge	Deck	≥ 7			5 or 6		≤ 4				
	Superstructure	≥ 7			5 or 6		≤ 4				
	Substructure	≥ 7			5 or 6		≤ 4				
	Culvert	≥ 7			5 or 6		≤ 4				

Pavement

- 3 components (HMA or PCCP):
 - Roughness (IRI)
 - Rutting (HMA) or Faulting (PCCP)
 - Cracking

- "Good" if all 3 "good"
- "Poor" if 2 or more "poor"
 - TPM "Poor" numbers are generally low
 - Cannot correlate TPM metric to INDOT's KPI (IRI_{RWP})

Pavement Condition Thresholds

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-10 (CCP) 5-10 (CCCP)	>20 (asphalt) >15 (CCP) >10 (CCCP)

	2022-2026 TAMP		Actual Values			2026-2030 TAMP	
Measure (% of NHS ____ Classified in ____ Condition)	2-Year Target (2024)	4-Year Target (2026)	2023	2024	2025	2-Year Target (2027)	4-Year Target (2029)
Bridges, "Good"	49.0%	47.5%	54.2%	54.3%	51.2%*	45.0%	40.0%
Bridges, "Poor"	3.0%	3.0%	1.5%	2.8%	2.1%*	3.0%	4.0%
Interstate Pavements, "Good"	60.0%	62.0%	73.3%	65.4%*	61.2%*	62.0%	62.0%
Interstate Pavements, "Poor"	1.0%	1.0%	0.3%	0.8%*	0.7%*	1.0%	1.0%
Non-Interstate Pavements, "Good"	50.0%	48.0%	53.1%	48.4%*	44.0%*	45.0%	35.0%
Non-Interstate Pavements, "Poor"	1.5%	1.5%	0.7%	1.0%*	1.2%*	1.5%	1.5%

TAMP=Transportation Asset Management Plan

NHS=National Highway System

*=Based on internal INDOT calculation

Figure 7-3: FHWA Bridge Condition Measure (PM2) – Percent of NHS Bridges Rated Good

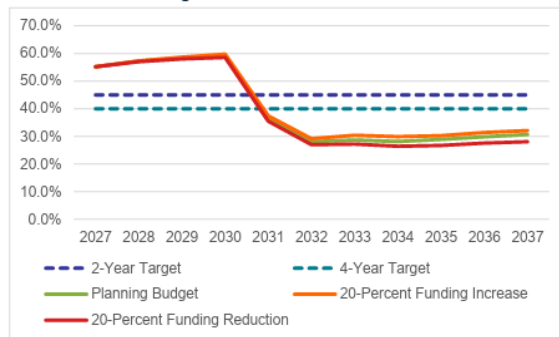


Figure 7-4: FHWA Bridge Condition Measure (PM2) – Percent of NHS Bridges Rated Poor

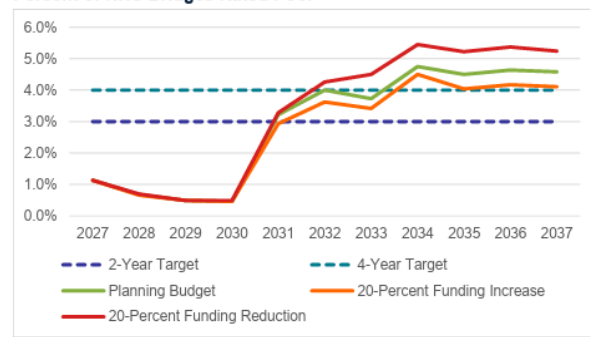


Figure 7-6: FHWA Pavement Condition Measure (PM2) – Percent of NHS Interstate Pavement Rated Good

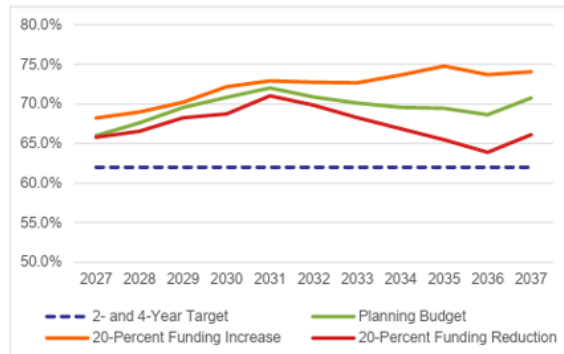


Figure 7-5: FHWA Pavement Condition Measure (PM2) – Percent of NHS Interstate Pavement Rated Poor

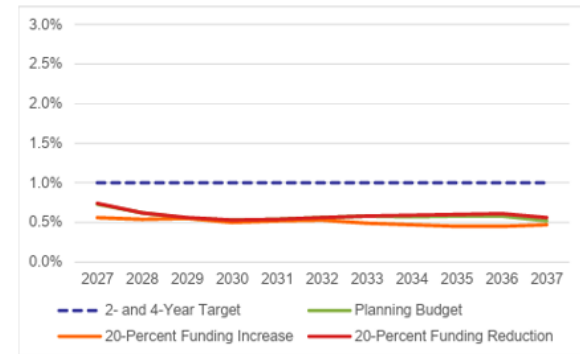


Figure 7-7: FHWA Pavement Condition Measure (PM2) – Percent of NHS Non-Interstate Pavement Rated Good

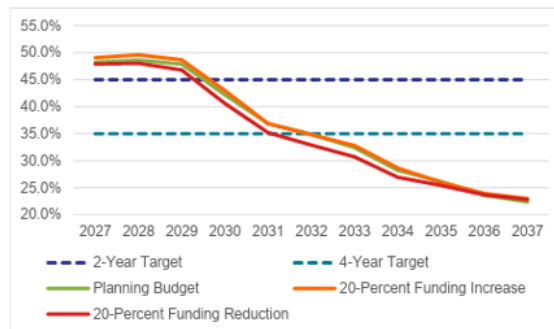
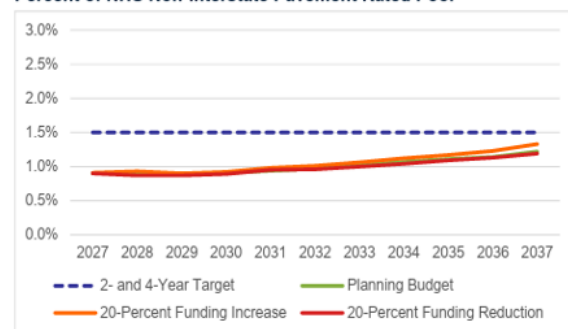


Figure 7-9: FHWA Pavement Condition Measure (PM2) – Percent of NHS Non-Interstate Pavement Rated Poor

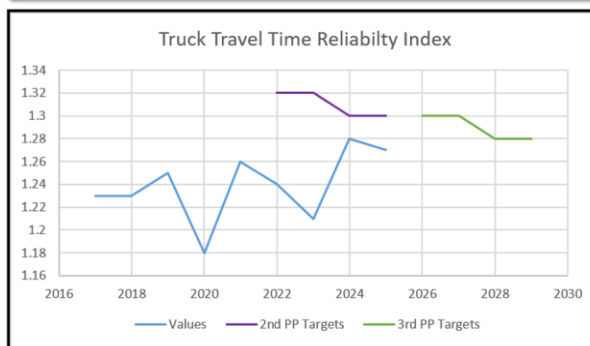
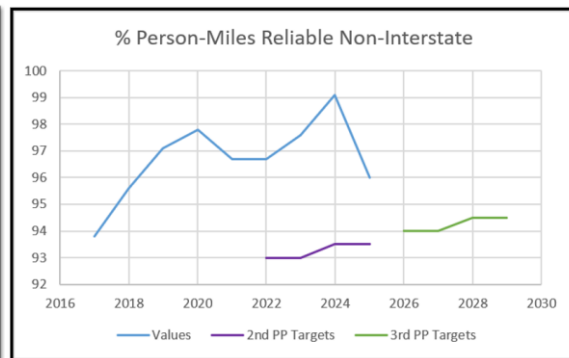
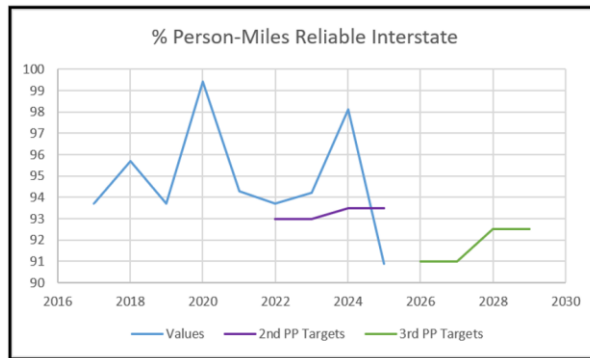


PM3 Target Updates: System Performance (Data from Jack Gallagher):

The State is required to set 2-year and 4-year targets for the following measures and can adjust targets after 2 years. Urban areas with a population of >200,000 that are also in CMAQ nonattainment also have additional measures related to peak hour delays (not applicable for CAMPO).

Measure	2-Year Target (2023)	4-Year Target (2025)	Actual Values		2-Year Target (2027)	4-Year Target (2029)
			2023	2025		
Interstate LOTTR: % of Person Miles Reliable	93.0%	93.5%	94.2%	90.9%	91.0%	92.5%
Non-Interstate (NHS Only) LOTTR: % of Person Miles Reliable	93.0%	93.5%	97.6%	96.0%	94.0%	94.5%
Truck Travel Time Reliability Index (NHS Only)	1.32	1.3	1.21	1.27	1.30	1.28

LOTTR=level of travel time reliability
NHS=National Highway System



2026-2029 Indiana Statewide CMAQ Performance Targets (Data from Frank Baukert):

These targets were established using a process involving a review of the 2022-2025 Performance Period and a forecast of future projects developed from outreach to various stakeholders. The proposed targets were set at 90% of the forecast. It was felt that this would allow for friction in the project delivery process.

CMAQ State Targets (Congestion Mitigation and Air Quality)						
Target	VOC (volatile organic compounds)	CO (carbon monoxide)	Nox (nitrogen oxides)	PM10 (particulate matter, diameter ≤10 micrometers)	PM 2.5 (particulate matter, diameter ≤2.5 micrometer)	Total
2025 Baseline	12.0591	128.0025	338.7765	0.5123	0.7135	480.06
2-yr Forecast	5.6742	54.4485	19.1493	0.6388	1.8880	81.7987
4 yr Forecast	8.8007	112.7017	28.2325	0.6958	2.0723	152.5030
2-yr Target (2027)	5.0000	49.0000	17.0000	0.6000	1.7000	73.3000
4-yr Target (2029)	8.0000	101.0000	25.0000	1.0000	2.0000	137.0000