D.06 - System Performance Report

Anderson Metropolitan Planning Area System Performance Report

2026 – Q3

Prepared by:
Madison County Council of Governments
739 Main Street
Anderson, IN 46016
https://www.heartlandmpo.org

MCCOG
a metropolitan planning organization

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Introduction

The Infrastructure Investment and Jobs Act (IIJA) continued reforms under previous federal transportation reauthorization acts (MAP-21 and the FAST Act) addressing the transition to a performance-based program and establishing national performance goals for federal-aid highway programs. The IIJA stresses incorporating performance goals, measures, and targets into the process of identifying needed improvements and project selection. The U.S. Department of Transportation (USDOT) instituted this performance management requirement by establishing performance measures for five categories:

1. Highway Safety (PM1)
2. Pavement and Bridge Condition (PM2)
3. System Performance (PM3)
4. Transit Asset Management (TAM)
5. Transit Safety

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the *Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule* (The Planning Rule – modified 23 CFR Part 450 & 49 CFR Part 613). This rule details how state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must implement new federal transportation planning requirements, including the transportation performance management provisions. Performance targets for each measure are initially set at the state level through the relevant DOT. Each MPO within the state must then adopt their own target, with the state DOT target being the minimum. In many cases, MPOs adopt the state targets directly.

As the designated MPO for the Anderson Metropolitan Planning Area (MPA), the Madison County Council of Governments (MCCOG) is responsible for adopting performance targets and maintaining a *System Performance Report*, as well as integrating performance metrics into the current Metropolitan Transportation Plan (MTP). The MCCOG MTP can be viewed online at https://www.heartlandmpo.org/mtp-plan.

Per the Planning Rule, the *System Performance Report* is included for each of the federal performance management categories. This first report reviews state and MPO baselines and targets, as well as progress made toward achieving the targets. All baseline targets have been established and are presented in the following sections. Baseline performance reports required by the regulations were submitted by INDOT and are required to submit midpoint and conclusion of each performance period to FHWA. This report ends with an overview of the linkage between the system performance measures and infrastructure investment decisions within the Anderson MPA.

Highway Safety (PM1)

The safety performances measures (23 CFR Part 490, Subpart B) require state DOTs and MPOs to establish safety targets as five-year rolling averages on all public roads for:

1. The number of fatalities
2. The rate of fatalities per 100 million vehicle miles traveled (VMT)
3. The number of serious injuries
4. The rate of serious injuries per 100 million VMT
5. The number of non-motorized fatalities and non-motorized serious injuries

MCCOG expressly supports the statewide targets developed by INDOT. INDOT's and MCCOG's actual recorded data and future safety targets based on five-year rolling averages are:

Measure	Statewide 5-Year Average (Actual)					
	2014 – 18	2015 – 19	2016 – 20	2017 – 21	2018 – 22	2019 - 23
Number of fatalities	833.4	846.4	862.4	883	895	894.2
Rate of fatalities (per 100 million VMT)	1.03	1.038	1.064	1.101	1.068	1.088
Number of serious injuries	3,375.3	3,319.8	3,293.4	3,295.4	3,306.4	3,348.1
Rate of serious injuries (per 100 million VMT)	4.173	4.07	4.06	4.112	3.889	3.732
Number of non-motorized fatalities and serious injuries	383.8	376.8	380.2	395	400.2	401.2

Measure	Statewide 5-Year Average Targets		Statewide Future 5-Year Average Targets		
	2015 – 19	2017 – 21	2020 – 24	2021 – 25	2022 – 26
Number of fatalities	889.6	817.3	876.3	812.4	794.7
Rate of fatalities (per 100 million VMT)	1.087	1.006	1.072	1.009	0.992
Number of serious injuries	3,501.9	3,311.4	3,281.1	3,031.9	2,965.5
Rate of serious injuries (per 100 million VMT)	4.234	4.088	3.987	3.402	3.702
Number of non-motorized fatalities and serious injuries	393.6	393.6	399.6	363.4	462.96

Measure	Anderson MPA 5-Year Average (Actual)					
	2015 – 19	2016 – 20	2017 – 21	2018 – 22	2019 – 23	2020 - 24
Number of fatalities	15	15.8	20.6	22.8	22	21.4
Rate of fatalities (per 100 million VMT)	1.04	1.12	1.44	1.59	1.51	1.45
Number of serious injuries	388	407.2	410	393.8	324	248
Rate of incapacitating injuries (per 100 million VMT)*	26.98	28.77	28.69	27.51	22.22	16.77
Number of non-motorized fatalities and serious injuries	--	--	--	26.2	24.4	21.6

Note: The MPO crash database does not currently include suspected serious injury values and is not directly comparable to the statewide target. MCCOG intends to work with INDOT to match the statewide definition and update the measure when available.

Moving Towards the Targets

In support of statewide safety targets, MCCOG has created tools and programs to support a safer transportation system. Below is an overview of major work items MCCOG carried out to move the MPA toward the MTP goals and PM1 safety targets.

Though safety has always been a focus area for MCCOG, in 2023, MCCOG adopted the region's first Comprehensive Safety Action Plan, Protect 2030. This plan was developed over a 12-month process with guidance by a multidisciplinary Task Force and included safety analyses identifying high-crash locations, as well as summary-level crash severity factors. New public engagement tools were developed and launched as part of the project, including the Hazard Reporting Tool. The final plan defines fourteen key contributing factors leading to four emphasis areas to target investments and reduce severe crashes.

The completion of Protect 2030 allowed MCCOG and local public agency (LPA) partners to apply for Safe Streets and Roads for All (SS4A) grant funds. MCCOG was awarded a Planning & Demonstration grant in FY23, in addition to supporting an Implementation grant application by Madison County. While Madison County was not awarded for Implementation, MCCOG also supported their FY25 application for Planning & Demonstration funding, which was awarded. The MCCOG grant includes five primary activities: analysis automation, road safety audit (RSA) coordination, project selection process safety integration, crash data hub improvement, and a temporary mini roundabout pilot project.

Protect 2030 was possible after years of investment in the development of a crash database and roadway inventory. For nearly ten years, MCCOG has reviewed police reported crash locations from the Indiana Automated Reporting Information Exchange System (ARIES) to ensure accuracy and maintained this crash data in a GIS database. As of this report, crashes from 2018 through September 2025 have been fully audited. Crashes from 2008 through 2017 are also maintained, though they have not undergone the same auditing process and are typically utilized only for aggregate statistics. Crashes from 2025 and the first quarter of 2026 are currently under review. Additionally, MCCOG maintains roadway junction, segment, and interchange data built from the FHWA Model Inventory of Roadway Elements (MIRE) framework. The combination of roadway and crash data allows the comprehensive analyses conducted through Protect 2030 to be possible.

Crash data is integrated into other planning processes, including both MPO and LPA partner support. For example, the *2024 Anderson Metropolitan Planning Area Bicycle & Pedestrian Plan* incorporated corridor safety analysis for bicycle- and pedestrian-involved crashes to identify the top corridors for bicycle and pedestrian safety improvements. At least sixteen LPA projects have been supported through crash data provision, review, or analysis. A more comprehensive list of activities is included below, though it does not represent the entirety of safety activities completed by MCCOG. Visit MCCOG's Safety Hub, https://protect-2030-mccog.hub.arcgis.com/, & agency website, https://www.heartlandmpo.org/, for additional information.

1. MTP Implementation
    a. Protect 2030 Safety Action Plan development
    b. Bicycle & Pedestrian Plan
    c. MTP safety data update
2. Data Management & Monitoring Program
    a. 2019, 2020, 2021, 2022, 2023, 2024, 2025 MPA crash clean-up completed
    b. 2018, 2019, & 2020 clean-up statistics reviewed
    c. Internal crash clean-up dashboard updated
    d. Designated access for Strava Metro data established
    e. Crash trends by community for contributing factors python script developed

f. Various speed studies & speed limit analyses conducted
g. MCCOG MIRE segment, junction, and interchange database developed & refined
h. Prometheus TDM post-processing safety analysis initiated

3. Crash Data Reporting Program
    a. Internal 2018 & 2019 crash dashboard developed & refined
    b. Internal 2018-2020 crash exploration dashboard developed
    c. Crash data requests & recommendation assistance (~15 locations)
    d. Public 2018-2023 Crash Dashboard developed and released
4. Grant Writing, Implementation & Management
    a. SS4A MCCOG Planning & Demonstration application development & update
    b. SS4A Madison County Implementation application support
    c. SS4A Analysis Automation development initiated
    d. SS4A Mini Roundabout Pilot project in progress
    e. SS4A Madison County Planning & Demonstration application support (awarded)
    f. INDOT HSIP call for projects support provided (Anderson & Fortville applications)
    g. Reconnecting Communities & Neighborhoods (RCN) MCCOG Uniting Scatterfield Corridor Plan awarded & initiated (Scatterfield is a high-crash corridor)
5. Technical Assistance
    a. Elwood SR 28 Asset Management Technical Memo
    b. Pendleton US 36 ATL coordination + safety & operations technical memo (Des #1702936)
    c. Elwood Thoroughfare Plan development & adoption
    d. Lapel Thoroughfare Plan review technical memo
    e. Madison County Sheriff's Department 2020-2022 crash heat map & statistics poster developed
    f. Anderson – Madison Avenue midblock crossing review & recommendation development
    g. Anderson – 2024 & 2026 paving schedule Protect 2030 alignment & safety recommendations developed
    h. Anderson – Main & 23rd Street Road Safety Audit report completed
    i. Ingalls – QuikTrip Traffic Impact Study review
    j. Fortville – CR 1000 N & 50 W intersection reviewed
    k. Madison County – SR 9 & CR 600 N RCUT crash review
    l. Pendleton – Business Park Trail award scope development (Des #2001811)
    m. Ingalls – CR 800 S coordination, including crash and speed data provided (Des #2100092)
    n. Anderson – SR 9 Pedestrian improvement project support (Des #2200073)
    o. Fortville – Mt. Vernon Trail extension coordination (Des #1592448)
        i. US 36 & SR 13 Intersection Traffic Impact Study crash & volume data prepared
        ii. US 36 & SR 13 Intersection Traffic Impact Study review completed
6. External Participation
    a. INDOT Greenfield District Network Screening reviewed & attended
    b. INDOT 2022 Highway-Rail Grade Crossing Safety Action Plan MPO Feedback Meeting
    c. Local Road Safety Planning Peer Exchange
    d. Madison County Thoroughfare Plan data support & steering committee participation
    e. INDOT 2024 Vulnerable Road User Committee meeting attended
    f. INDOT Greenfield District safety project coordination
7. CAC/TAC Meetings
    a. Crash Data Clean-up & Visualization Review
    b. Transportation Safety Plan overview
    c. Protect 2030 Public engagement & visioning

d. Protect 2030 high-crash location review
e. Protect 2030 action list review
f. RSA training overview
g. SS4A applications overview
h. SS4A-Protect 2030 story map overview
i. SS4A update & discussion
j. Transportation Improvement Program update
k. INDOT HSIP Call for Projects

8. Professional Development
    a. Improving Safety on Rural Local and Tribal Roads – Safety Toolkit webinar
    b. Nation Safety Council – Road to Zero Annual Meeting
    c. SS4A Grant Program Webinars
    d. LTAP Road Safety Audit course coordinated & attended
    e. McTrans Highway Safety Analysis Virtual Course
    f. Python visualization & data manipulation techniques
    g. 2023 MPO Conference
        i. Presented: Planning for Zero, Crash Data, & a Safety Plan Case Study
        ii. Protect 2030 Outstanding Transportation Project award
    h. 2024, 2026 Purdue Road School
    i. 2024, 2026 AMPO Planning Tools & Training Symposium
    j. ITE Road Safety Professional 1 certification (two staff members)
    k. FHWA Safe Speeds & Context Based Design
    l. AASHTO Safety Summit

MCCOG's MTP supports improved transportation safety through the Protect action category. There are 22 actions in this category, accounting for approximately 28% of all recommendations within the MTP. Of the 22 actions, 7 are infrastructure projects and 15 are non-infrastructure policies, plans, or programs.

MCCOG's Transportation Improvement Program (TIP) supports transportation safety by programming projects that improve safety across the region. The TIP programs a certain number of projects within the Highway Safety Improvement Program (HSIP) which can be used only for projects and plans that improve the safety of the network, like roundabouts, signage projects, and safety studies. The TIP also programs projects through the Transportation Alternatives Program (TAP), which includes projects like trails or streetscape improvements for pedestrian and cyclist safety. Projects programmed through the Surface Transportation Block Grant (STBG) program are required to follow a Complete Streets Policy to support the needs of all road users. The TIP supports fiscal constraint through select safety projects leading to improved safety performance levels.

MCCOG's policies also help shape project scopes of work to incorporate complete streets and safety elements. MCCOG's complete streets policy also addresses vehicle, pedestrian, and cyclist safety.

Pavement and Bridge Condition (PM2)

The infrastructure condition performance measures require state DOTs and MPOs to establish targets for:

1. Percentage of pavements of the Interstate System in Good condition
2. Percentage of pavements of the Interstate System in Poor condition
3. Percentage of pavement of the non-Interstate National Highway System (NHS) in Good condition
4. Percentage of pavement of the non-Interstate NHS in Poor condition
5. Percentage of NHS bridges classified as in Good condition
6. Percentage of NHS bridges classified as in Poor condition

MCCOG expressly supports the statewide targets developed by INDOT. **The following data is for the entire state**. Anderson MPA reported measures for comparison are under development and will be included in subsequent reports. INDOT's actual recorded data and future statewide pavement and bridge targets are:

Measure	Statewide Actual Reported Numbers (%)							
	2017	2018	2019	2020	2021	2022	2023	2024
% of Interstate Pavements in Good Condition	73.6	67.3	56.5	70.1	73.2	73.2	69.1	65.4
% of Interstate Pavements in Poor Condition	0.4	0.2	0.5	0.3	0.4	0.5	0.4	0.6
% of non-Interstate NHS Pavements in Good Condition	44.3	43.9	44.8	54.2	61.0	57.6	50.9	48.4
% of non-Interstate NHS Pavements in Poor Condition	2.3	1.9	0.9	0.7	0.4	0.6	0.8	0.9
% of NHS bridges classified as in Good Condition	50.0	49.7	48.0	49.9	50.5	53.6	54.5	N/A
% of NHS bridges classified as in Poor Condition	2.3	2.0	2.6	1.9	2.3	1.9	1.6	N/A

Measure	Statewide 2018-22 Targets (%)		Statewide 2022-26 Targets (%)	
	2 yr Target	4 yr Target	2 yr Target	4 yr Target
% of Interstate Pavements in Good Condition	N/A	50.0	60.0	62.0
% of Interstate Pavements in Poor Condition	N/A	0.8	1.0	1.0
% of non-Interstate NHS Pavements in Good Condition	78.7	40.0	50.0	48.0
% of non-Interstate NHS Pavements in Poor Condition	3.1	3.1	1.5	1.5
% of NHS bridges classified as in Good Condition	48.3	47.2	49.0	47.5
% of NHS bridges classified as in Poor Condition	2.6	3.1	3.0	3.0

Moving Towards the Targets

In support of the statewide pavement and bridge condition targets, MCCOG has created tools and programs to support preserving the transportation system. Below is an overview of major work items MCCOG carried out to move the MCCOG MPA toward the MTP goals and PM2 condition targets.

A main component of MTP development includes updates to financial forecasting tools and standardized operations and maintenance costs. These improvements allow MCCOG to better estimate long-term funding needs, prioritize investments, and ensure that pavement and bridge preservation is adequately funded.

MIRE enhancements, technical assistance requests, and special studies provide accurate information to improve infrastructure condition. MCCOG works closely with LPA partners who collect and manage infrastructure condition ratings. Staff worked directly with the City of Anderson Engineering Department to coordinate their pavement schedule and highlight priority corridors by collecting additional traffic count data. Further, MCCOG and Anderson have reviewed pavement projects to identify potential safety improvements, supporting both asset condition and transportation system safety goals. Finally, Madison County is developing an asset management approach that incorporates scenario-based tools to predict performance and optimize treatment solutions. Support for local planning will help communities move preservation and rehabilitation projects forward.

Additional planning efforts were supported by analyses such as bridge condition reviews and road right-sizing evaluations to help identify locations where infrastructure condition can be most improved. A more comprehensive list of activities is included below, though it does not represent the entirety of infrastructure condition activities completed by MCCOG. Visit https://www.heartlandmpo.org/ for additional information.

1. MTP Implementation
    a. MTP Operations & maintenance costs updated
    b. Bicycle-Pedestrian Plan updated road right-sizing tool integrated
    c. Thrive 2050 Bridge condition analysis completed
2. Data Management & Monitoring Program
    a. MPA rail-crossing inventory completed
    b. MIRE enhancements
    c. Anderson – special studies completed
3. Grant Writing, Implementation & Management
    a. Uniting Scatterfield Plan
        i. Corridor traffic volume data collection completed
        ii. Existing conditions report initiated & completed
4. Technical Assistance
    a. ADA-Title VI on-going coordination & support
    b. Anderson Paving Schedule data support
    c. Unfunded project list for 2024 request compiled
    d. Pendleton – US 36 Relocation coordination
5. External Participation
    a. INDOT Central Office Annual Planning Meeting attended
    b. INDOT Regional Roadway Roundtable attended
6. CAC/TAC Meetings
    a. MTP Action List Prioritization
    b. Southwest subregion growth & planning
7. Professional Development
    a. 2023 MPO Conference
        i. Presented: Supporting Regional Goals through Multi-Level Implementation

MCCOG's MTP supports improved pavement and bridge conditions through goals, objective, and action items, including:

- Action – ADA-Title VI Coordinator Facilitation Program
- Action – Asset Management Assistance Program

- Action – Comprehensive Transportation Planning Program
- Action – Street Design Standards Development Program
- Action – Geographic Information System Management
- Action – Impact Fee Development & Coordination Program
- Action – MIRE Database Development & Management
- Action – US 36 Corridor Relocation/Water Street Extension Project (Pendleton)
- Action – Functional Classification & NHS Evaluation Program

MCCOG's Transportation Improvement Program (TIP) supports improved pavement and bridge conditions through corridor redesign and reconstruction projects, as well as intersection improvement projects. Through its selection criteria, the TIP project eligibility review process prioritizes, among other factors, road pavements and bridges that have the highest need. Although MCCOG does not fund bridges directly, the agency may provide funds if the project requires additional resources. MCCOG could program future bridge projects on federal system if needed. MCCOG supports projects by INDOT for our communities and INDOT's four-year statewide bridge inspection programs that they give to each county. Please note, SR 67 in Daleville is only non-interstate NHS in our MPA.

System Performance (PM3)

The system performance measures require state DOTs and MPOs to establish targets for:

1. National Highway Performance Program (NHPP)
    a. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR)
    b. Percent of person-miles on non-Interstate highways that are reliable (LOTTR)
2. National Highway Freight Program (NHFP)
    a. Truck Travel Time Reliability (TTTR) on Interstates
3. Congestion Mitigation and Air Quality (CMAQ) Improvement Program
    a. Annual hours of peak hour excessive delay (PHED) per capita
    b. Percent of non-single occupant vehicle (Non-SOV) travel
    c. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (PM2.5, PM10, NOx, CO, and VOC) for CMAQ funded projects

MCCOG is currently in attainment and no longer needs to set Anderson specific targets for the three CMAQ performance measures, therefore PHED and Non-SOV measures are not shown in the tables below.

MCCOG is supporting the INDOT targets for all the PM3 targets. **The following data is for the entire state.** Anderson MPA reported reliability measures for comparison are under development and will be included in subsequent reports. The statewide PM3 actual and target data are:

Measure	2021	2022	2023	2024	2-Year Target (2024)	4-Year Target (2026)
Interstate % of Person-Miles Reliable (LOTTR)	94.3%	93.7%	94.2%	98.1%	93.0%	93.5%
Non-Interstate Highway % of Person-Miles Reliable (LOTTR)	96.7%	96.7%	97.6%	99.1%	93.0%	93.5%
Interstate Truck Travel Time Reliability Index (TTTR)	1.26	1.24	1.21	1.28	1.27	1.30

Measure	2021 Baseline (4-year Cumulative)	2022 (kg/day reduction)	2023 (kg/day reduction)	2024 (kg/day reduction)	2-Year Target (2024) (kg/day reduction)	4-Year Target (2026) (kg/day reduction)
Total Emission Reductions: PM2.5	168.33 Kg	0.02	1.79	4.02	3.00	4.00
Total Emission Reductions: PM10	192.48 Kg	0.01	0.21	0.04	0.02	0.02
Total Emission	3,484.76 Kg	4.87	54.41	971.57	690.00	725.00

Reductions: NOx						
Total Emission Reductions: CO	3,562.76 Kg	11.43	457.68	548.48	330.00	520.00
Total Emission Reductions: VOC	1,010.32 Kg	1.00	34.62	607.94	590.00	600.00

Moving Towards the Targets

The NHPP and NHFP performance measures apply only to Interstate and Non-Interstate National Highway System (NHS) transportation facilities. The CMAQ performance measures apply only to non-attainment areas. MCCOG supports improved system performance, freight, congestion mitigation & air quality. Below is an overview of major work items MCCOG carried out to move the MCCOG MPA toward the MTP goals and PM3 system targets.

MCCOG analyzed the operations and safety of the I-69 Exit 214 area of SR 13 and coordinated development plans to determine future system impacts. This work was further expanded to inform the Integrate I-69 Corridor Plan and establish multi-jurisdictional minimum development standards. Of the five jurisdictions in the I-69 study area, three have adopted the minimum standards and MCCOG is coordinating with the remaining two. The agency's latest corridor plan focuses on SR 9 / 109 in Anderson. The Uniting Scatterfield Corridor Plan is partially funded by a USDOT Reconnecting Communities & Neighborhoods (RCN) grant. As the most heavily traveled corridor outside of I-69 in the Anderson MPA, it is a vital link for regional performance. These studies help ensure that roadway designs and investments improve traffic flow, reduce delays, and improve air quality.

On-going turning movement studies, traffic volume data collection, travel time studies, and technical memos provide performance data needed to identify current and future congestion and prioritize system improvements. Coordination on projects impacting facilities like US 36, SR 13, and SR 9 help MCCOG and INDOT maintain alignment with traffic analysis, freight movement, emissions modeling, and system management. A more comprehensive list of activities is included below, though it does not represent the entirety of system performance activities completed by MCCOG. Visit https://www.heartlandmpo.org/ for additional information.

1. MTP Implementation
    a. I-69 Exit 214 Area Operations Analysis
    b. Integrate I-69 Corridor Plan & minimum standards developed
    c. SR 13 Corridor Study scoped & initiated
    d. Thrive 2050 Plan for Environment, Energy, & Resilience initiated
    e. Clean Air Aware air quality outreach campaign
2. Data Management & Monitoring Program
    a. Fortville – US 36 camera studies completed
    b. Regional imminent development data collection completed
    c. Hoosier Travel Counts household travel survey initiated
    d. Prometheus TDM post-processing reliability analysis initiated
    e. Prometheus TDM air quality analysis inputs updated
3. Grant Writing, Implementation & Management

    a. Reconnecting Communities & Neighborhoods (RCN) MCCOG Uniting Scatterfield Corridor Plan awarded & initiated
        i. Corridor traffic volume data collection completed
        ii. Existing conditions report completed
        iii. Visioning public engagement initiated
4. Technical Assistance
    a. Pendleton – US 36 ATL technical memo & project communications (Des #1702936)
    b. Ingalls – CR 800 S coordination (Des #2100092)
        i. System demand technical memo
        ii. Cross-section & analysis technical memo
        iii. Traffic Impact Study development consultant coordination
    c. Pendleton – US 36 Relocation Study Advisory Committee
    d. Fortville – Mt. Vernon Trail extension coordination (Des #1592448)
5. External Participation
    a. INDOT Carbon Reduction Program attended
    b. FHWA Freight Planning Workshop attended
    c. Indiana Freight Workshop Peer Exchange attended
6. CAC/TAC Meetings
    a. I-69 corridor discussions
    b. Uniting Scatterfield overview & discussion
    c. Carbon Reduction Strategy overview
7. Professional Development
    a. TRB Innovations in Travel Analysis & Planning
    b. McTrans Traffic Engineering Fundamentals Virtual Course
    c. Association for Commuter Transportation Climate Summit
    d. FHWA MOVES4 Workshop

MCCOG's MTP supports improved system performance, freight, and congestion mitigation & air quality through goals, objective, and action items, including:

- Action – Clean Air Aware
- Action – Environmental Awareness & Education Program
- Action – US 36 Corridor Relocation/Water Street Extension Project
- Action – Congestion Management System Program

MCCOG's Transportation Improvement Program (TIP) supports improved system performance, freight, and congestion mitigation & air quality through the Congestion Mitigation and Air Quality (CMAQ) program. Resources can only be used on projects that improve air quality often by reducing congestion. Projects might include roundabouts or bike/ped projects that ease congestion. Almost every eligible project that MCCOG programs receives some CMAQ funds especially during CN phases. MCCOG's policies also help shape project scopes of work to incorporate complete streets and system performance.

Transit Asset Management (TAM)

Transit Asset Management (TAM) is applicable to providers who are recipients or sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53. TAM is an effort to keep assets and equipment in transit systems in a state of good repair, so the systems contribute to the safety of the system as a whole. This supports the idea that a vehicle in good repair will minimize risk and maximize safety. TAM measures performance for the following asset categories:

1. Equipment – Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock – Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure – Percentage of track segments with performance restrictions
4. Facilities – Percentage of facilities within an asset class rated below condition 3 on the TERM scale

The TAM Final Rule requires recipients to set one or more performance targets per asset class based on State of Good Report measures. The Final Rule also requires transit providers to coordinate with MPOs. The coordination between transit providers and MPOs should influence transportation funding investment decisions and is intended to increase the likelihood that transit state of good repair needs are programmed, committed to, and funded as part of the planning process,

The City of Anderson Transit System (CATS) coordinates the TAM for Anderson as a Tier II agency. There is an additional Tier II agency subrecipient, Transit for Rural Areas of Madison County (TRAM) that qualifies and INDOT is the Group TAM sponsor for TRAM. MCCOG participates in the development of the TAM and supports the targets developed by CATS. INDOT creates the TAM for subrecipients outside of the MCCOG Urban Area, which includes Madison County.

MCCOG supports the CATS targets for the TAM. CATS shares performance targets with MCCOG annually as part of continued coordination of transit data. Performance targets used in the development of the FTA requirement of CATS to set annual state of good repair performance targets are as follows:

CATS Annual Asset Performance Targets; Equipment

Category	Class	Fleet	Age (yrs)	Default FTA ULB (yrs)	FY25 Perf. Metric (% Exceeding ULB)	SGR Target FY25	FTA (Default Perf. Metric)
SV	GMC, Dodge & Chevrolet	3	Avg 4.7 (2-2, 1=10)	4	33%	100%	100%
Truck	Chevrolet	4	Avg 7.5 (2=1, 2=14)	8	100%	100%	100%

CATS Annual Asset Performance Targets; Fixed route rolling stock

Category	Class	Fleet	Age (yrs)	Default FTA ULB (yrs)	FY25 Perf. Metric (% Exceeding ULB)	SGR Target FY25	FTA (Default Perf. Metric)
Rolling Stock: FR bus	Freightliners & Chevrolet	9	Avg 11.7 (5=10, 2=11,	7	100%	100%	100%

			1=16, 1=18)				
Paratransit	Chevrolet	8	Avg 8.5 (2=10, 2=9, 2=8, 2=7)	7	100%	100%	100%

CATS Annual Asset Performance Targets; Facilities							
Category	**Class**	**#**	**Age (yrs)**	**Default FTA ULB (yrs)**	**FY25 Perf. Metric (% Exceeding ULB)**	**SGR Target FY25**	**FTA (Default Perf. Metric)**
Facilities	Admin/Garage	1	50	40	100%	100%	100%
Facilities	Terminal	1	2	40	0%	100%	100%

MCCOG's MTP incorporates planned and forecast transit asset management costs, like replacing vehicles, and supports improved transit asset management through goals, objectives, and action items, including:

- Action – Transportation Center Construction Project
- Action – CATS Urban Transit Operations Study
- Action – Public Transportation Corporation Feasibility Study
- Action – TRAM Rural Transit Operations Study

MCCOG's Transportation Improvement Program (TIP) supports improved transit asset management. MCCOG includes projects for vehicle replacement in the TIP to reach TAM targets. Transit funds are coordinated with CATS and TRAM representatives.

Transit Safety

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP– 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTASP s is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities
2. Rate of reportable fatalities per total vehicle revenue miles by mode
3. Total number of reportable injuries
4. Rate of reportable injuries per total vehicle revenue miles by mode
5. Total number of reportable safety events
6. Rate of reportable events per total vehicle revenue miles by mode
7. System reliability - Mean distance between major mechanical failures by mode.

The City of Anderson Transit System (CATS) develops the PTASP. MCCOG participates in the development of the PTASP and supports the targets developed by CATS. This performance measure applies only to assets operated and maintained by CATS.

MCCOG supports the CATS targets for all the transit safety. CATS shares safety performance targets with MCCOG annually as part of continued coordination of transit data. Performance targets based on the safety performance measures established under the National Public Transportation Safety Plan are as follows:

Transit Safety Performance Targets

Mode of Transit Service	Fatalities (total)	Fatalities (per 100k VRM)	Injuries (total)	Injuries (per 100k VRM)	Safety events (total)	Safety Events (per 100k VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	0	0	N/A	N/A	N/A
ADA/Paratransit Demand Response	0	0	0	0	N/A	N/A	N/A

MCCOG's MTP supports improved transit safety through goals, objectives, and action items, including:

- Action – Transit Bicycle & Pedestrian Construction Program
- Action – Transit Bicycle & Pedestrian Connectivity Planning Program

MCCOG's Transportation Improvement Program (TIP) supports improved transit asset management. Transit funds are coordinated with CATS and TRAM representatives. MCCOG also reviews FTA's clearinghouse for transit vehicle crashes.

Conclusion

The emphasis on setting and achieving performance targets represents a major change in the federal transportation program. The required adoption of MPO targets is a chance for the Anderson region to continue short-term performance monitoring toward long-term regional priorities. MCCOG will continue tracking and updating these measures as needed and further enhance analytical tools to ensure alignment with national goals.