



1 Purpose and Development

The Central Ohio region is growing at a steady pace, and the seven counties (Fairfield, Knox, Madison, Marion, Morrow, Pickaway, Union) that make up the Central Ohio Rural Planning Organization (CORPO) are not exceptions to this growth. Since the drafting of the first CORPO Transportation Plan (the CTP or plan) in 2016, the CORPO area has added over 23,000 people—that’s more 4,600 people each year or more than 12 people each day. In 2021, the CORPO counties were estimated to be home to 493,000 people and over 183,900 jobs. Between now and 2050, the seven counties are projected to add an additional 130,000 people, reaching over a half a million residents, and an additional 47,000 jobs.

As the region grows, long-range transportation planning defines the direction the region will be taking in transportation system investments. This plan identifies multimodal and intermodal transportation strategies and projects needed to meet rural Central Ohio’s travel demand for the next twenty-plus years, to the 2050 planning horizon. The intent of this CTP document is to update and expand upon the elements of the original 2018 CTP document and guide the next 5-year program cycle. The plan fulfills the requirements of a long-range transportation plan as laid out in state legislation.

1.1 Overview and Introduction

CORPO Background & Purpose

CORPO is designated as an Ohio Regional Transportation Planning Organization (RTPO) for the seven counties surrounding the Columbus metropolitan area, including Fairfield, Knox, Madison, Marion, Morrow, Pickaway, Union. In partnership with the Ohio Department of Transportation (ODOT), each RTPO is tasked with several roles and responsibilities, including developing and maintaining a comprehensive, long-range multimodal transportation plan for their region.

TIMELINE OF CORPO FORMATION AND TRANSPORTATION PLAN

Year	Timeline Event	Description
2012	MAP-21 is signed into law	Moving Ahead for Progress in the 21 st Century (MAP-21) is signed into law and allows states to formally designate Regional Transportation Planning Organizations to help the State DOT conduct the nonmetropolitan transportation planning process.
2013	RTPO Pilot Program	ODOT kicks-off a two-year pilot program with five multi-county planning organizations, providing funding to conduct regional transportation planning in coordination with local stakeholders, Ohio MPOs, and ODOT.



January, 2016	Governor Kasich formally designates RTPOs	Governor John Kasich formally designated each of these five agencies as an Ohio Regional Transportation Planning Organization (RTPO).
January, 2016	Central Ohio RTPO discussions begin	Following ODOT's pilot program, local governments in Central Ohio begin discussing the opportunity to form a sixth RTPO around the Mid-Ohio Regional Planning Commission (MORPC) which is the Metropolitan Planning Organization (MPO) for the Columbus urban area. MORPC's role as MPO and mentor in the pilot program encouraged its member governments outside the MPO to consider forming an RTPO. MORPC begins work with the interested Central Ohio counties to form a Rural Planning Organization (RPO) area, a precursor to being a fully recognized RTPO.
July, 2016	CORPO is formed	MORPC assists with organizing the seven counties to engage as an RPO- Fairfield, Knox, Madison, Marion, Morrow, Pickaway, Union- and CORPO is created. Each of the seven member counties passes resolutions to join CORPO. Staff begin the process of forming the CORPO committee, which is the guiding body led by the seven counties to develop the CORPO Transportation Plan.
Throughout 2016, 2017 & 2018	CORPO Transportation Plan Development	The CORPO Committee convenes several times to establish an overarching vision for the RPO transportation plan. This vision is used to develop the goals and objectives of the plan. Staff, in cooperation with the CORPO Committee and county-level RPO subcommittees, develop a transportation plan which includes county-level sections that are later merged into a unified plan for CORPO, culminating in a list of transportation projects for the region.
June, 2018	CORPO Transportation Plan Adopted	The 2018-2040 CORPO Transportation Plan is adopted by the CORPO committee and submitted to ODOT for approval. ODOT submits the plan to the Governor's office, requesting CORPO be designated as the RTPO for its seven counties.
2019	CORPO is officially designated as an RTPO	CORPO is officially designated by the Governor's office as the RTPO for its seven-county area.
2022-2023	CORPO Transportation Plan Update	Long-range transportation plans are reviewed and updated by RTPOs on five-year cycles. This CTP document updates the long-range transportation plan for the CORPO region to cover the planning horizon of 2023-2050.



RTPO ROLES, RESPONSIBILITIES, AND WORK PRODUCTS

As an RTPO, CORPO has several federally required duties described in [23 CFR 450.210\(d\)](#), as well as state required major work products and services. The state and federal RTPO roles and responsibilities are described in this section.

RTPO RESPONSIBILITIES & ACTIVITIES

- **Transportation Equity-** Title IV of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs that receive federal assistance, including transportation projects (Title VI, 42 U.S.C. § 2000d). Title IV applies to the planning process and planning products produced by RTPOs. Environmental Justice requirements, which are also included in Title VI of the Civil Rights Act of 1964, must also be met through the RTPO planning process. See section 2. Regional Trends and Conditions and Appendix D. Environmental Justice Analysis relating to Environmental Justice requirements.
- **Public Involvement-** Each RTPO should have an adopted, proactive, and published public involvement process. The process must provide complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans and programs. See more information about the CORPO public involvement plan in 1.3 Public Participation.
- **Technical Assistance-** RTPO agencies, including CORPO, view their staff as a transportation resource for the region. CORPO staff works with member governments to identify needed transportation improvements and to help their members prepare project funding applications.
- **Special Studies-** RTPOs should engage their member communities in discussions of regional needs and based on the discussions, lead special studies that address needs identified by their member communities. CORPO special studies are available on the [CORPO webpage here](#).

RTPO MAJOR WORK PRODUCTS

- **Long-Range Transportation Plan-** RTPOs are required to develop long-range transportation plans. The plan should identify the multimodal and intermodal transportation policies and facilities needed to meet the RTPO's travel demand for a minimum twenty-year horizon. This plan is intended to fulfill this requirement for the CORPO RTPO.
- **Regional Transportation Improvement Program-** This requirement is a four-year planning document developed to reflect the investment priorities of the Statewide Transportation Improvement Program (STIP) for the RTPO region. The document serves to reflect the continuing, cooperative, and comprehensive planning effort to advance the transportation needs of the region. The CORPO Transportation Improvement Program (TIP) is a program of projects and strategies for implementing the near-term priorities in



the CTP. The current TIP, 2024-2027, includes transportation projects proposed for construction from July 2023 through June 2027. The 2024-2027 CORPO TIP is viewable on the [CORPO webpage here](#).

- **Annual RTPO Work Program-** RTPO agencies must develop a work program consistent with federal and state regulations each year that discusses the RTPO's planning priorities as well as transportation-related planning activities expected during the next state fiscal year. The current CORPO annual work program is viewable on the [CORPO webpage here](#).

RTPO LONG-RANGE PLAN REQUIREMENTS

A RTPO long-range transportation plan should be updated every five years and cover transportation needs for the entire region. The plan should incorporate both short- and long-term strategies devised to result in an integrated transportation system that facilitates efficient movement of people and goods. Federal regulations describe factors that need to be considered in the nonmetropolitan planning process. The list below includes the essential components for RTPO long-range transportation plan development and their corresponding section in this document.

- Regional vision, goals, and objectives- *1.4 Regionals Goals, Objectives, and Performance Measures*
- Stakeholder participation- *1.3 Planning Process and Stakeholder Participation*
- Inventory of existing conditions and regional trends- *2. Regional Trends and Conditions*
- Projection of future conditions and regional trends- *2. Regional Trends and Conditions*
- Recommended strategies and projects- *4. Recommended Strategies and Projects*
- Environmental justice analysis- *2. Regional Trends & Conditions and Appendix D.*
- Financial plan- *5. Plan Implementation & Monitoring*
- Systems performance report- *3. The Regional Transportation System*

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STATE COORDINATION

ODOT is an active participant in CORPO's regional transportation planning and decision-making process and participates in CORPO through district liaisons to present the state's perspective in the consensus building process that leads toward the identification of regional transportation needs, solutions, and priorities.

ROLE OF MORPC

The Mid-Ohio Regional Planning Commission (MORPC) serves as the regional council for Central Ohio and is the designated RTPO handling agency for CORPO. As the agency



contracted by ODOT to be the RTPO handling agency, MORPC provides staff to assist the CORPO committee in policy development, technical analysis, and administrative activities necessary for conducting the area's planning process. MORPC assisted the seven member counties of CORPO with coordinating to become an RPO in 2016, and then with formation of the CORPO committee and subsequent creation of the CORPO Transportation Plan. CORPO is staffed by MORPC and guided by the CORPO committee and county-level subcommittees in carrying out of its RTPO roles, responsibilities, and in creation of major work products, including the long-range transportation plan.

Document Organization

The document is organized in five chapters and twelve appendices.

1- PURPOSE AND DEVELOPMENT

A general overview of what an RTPO is, its roles and responsibilities, and what a long-range transportation plan is. Also provides background on CORPO and its formation and important partners. Finally, lists the regional goals, upon which the plan is based, as well as objectives and performance measures.

2- REGIONAL TRENDS AND FORECASTS

Summarizes population and economic trends for the CORPO planning area. Describes how regional growth, and the way in which it occurs, is key in shaping transportation system needs. Recognizes the users of the system and forecasts how they will travel, laying the groundwork for identifying future transportation needs. Illustrates the data and analysis used to develop assumptions of future transportation needs.

3- THE REGIONAL TRANSPORTATION SYSTEM

Describes the existing multimodal transportation system and its condition including roadway, transit, bikeway, pedestrian, freight, and intermodal facilities.

4- RECOMMENDED STRATEGIES AND PROJECTS

Consists of the strategies and projects associated with the management and development of the transportation system including roadway, transit, bikeway, pedestrian, freight, and intermodal transportation facilities.

5- PLAN IMPLEMENTATION AND MONITORING

Describes how the CORPO Transportation Plan will be implemented through the work of CORPO, in partnership with the ODOT, the Mid-Ohio Regional Planning Commission, and other regional and local partners. Also lists performance measures and benchmarks and describes how targets can be developed and monitored. Finally, forecasts anticipated funding sources for the horizon of the plan to illustrate how transportation needs in the region could be met.



APPENDICES:

- A. Inventory of Bridge Conditions
- B. Identification of Transportation Needs Process
- C. Terms and Acronyms
- D. Environmental Justice Analysis
- E. Public Involvement Noticing
- F. Fairfield County Components of the CTP
- G. Knox County Components of the CTP
- H. Madison County Components of the CTP
- I. Marion County Components of the CTP
- J. Morrow County Components of the CTP
- K. Pickaway County Components of the CTP
- L. Union County Components of the CTP



1.2 Planning Process and Stakeholder Participation

The 2023-2050 CORPO Transportation Plan documents the transportation planning process carried out by the CORPO and identifies goals, objectives, and projects to maintain and improve the transportation system between 2023 and 2050.

The 2023-2050 CTP update was prepared by MORPC and was guided by the CORPO committee as well as by CORPO county subcommittees over a two-year period.

Committee Structure

CORPO is a committee of the Mid-Ohio Regional Planning Commission and is guided by the CORPO county subcommittees in each of the seven CORPO counties.

COUNTY SUBCOMMITTEES

The CORPO County subcommittees serve as the planning bodies for each county’s transportation planning and are composed of representatives from diverse backgrounds. Member counties are the driving force behind the county subcommittees.

CORPO Member County Subcommittees Makeup	
<i>Required members</i>	<ul style="list-style-type: none"> • Full members of MORPC within the county • County commissioners • County engineer • Largest city in the county
<i>Suggested members</i>	<ul style="list-style-type: none"> • Cities, villages, and townships • Regional planning commissions • Transportation agencies • Vehicle for hire companies • Providers serving individuals with disabilities • Providers serving seniors • Providers serving at-risk populations
<i>Other important members</i>	<ul style="list-style-type: none"> • ODOT • Business and general citizens • At the pleasure of the participating Board of County Commissioners

CORPO COMMITTEE

The CORPO committee is a committee of MORPC and is responsible for coordinating all RTPO planning for the CORPO area and deciding the division of resources. The CORPO Committee provides representation from elected officials and other stakeholders. The committee consists of three members from each county subcommittee and meets biannually. CORPO committee meetings are open to the public and meeting dates, agenda, and minutes are displayed on the MORPC website as well as emailed to all CORPO members for circulation.



Public Participation

Public participation is an opportunity for the public to positively influence transportation decision-making. Through its committees, staff, representatives, members, and other partners, CORPO works to ensure that the needs of all segments of the population are represented in the transportation planning process.

The CORPO committee adopted a public participation plan in November 2021. The purpose of the public participation plan document is to outline the public participation processes CORPO will adhere to when developing planning products. The plan can be found on the [CORPO website here](#).

PUBLIC OPEN HOUSE AND COMMENT PERIOD

A 30-day public comment period for the 2023-2050 CTP was held September 25th, 2023, until October 27th, 2023. During the public comment period, a virtual public open house was held on October 19th, 2023. A recording of the public open house is available on the [CORPO webpage](#).

No public comments were made by the public during the comment period or at the virtual open house. Following the public comment period, edits from CORPO member communities were reviewed and incorporated into the draft document ahead of the November 6, 2023, CORPO Committee meeting where adoption of the plan was considered.

At the November 6th meeting, the CORPO Committee approved Resolution 4-23 “*Adopting the CORPO 2023-2050 Transportation Plan.*” The Resolution is available on the [CORPO webpage](#).

Copies of the public notices and virtual public meeting materials are available in Appendix E.



1.3 Regionals Goals, Objectives, and Performance Measures

The CORPO committee met on May 2, 2022, and adopted goals and objectives intended to direct the update to the CTP. The newly adopted goals and objectives, as well as the subsequently adopted performance measures (November 7, 2022), provide guidance to the CORPO committee when making decisions regarding regionally based investments in transportation and assure the desired outcomes of the CORPO Transportation Plan are being achieved over the short- and long-term.

Goals and Objectives

Six goals were established based on feedback from the CORPO Committee as well as additional review from CORPO Member County Subcommittees. The content of the goals was checked against federal and state initiatives to ensure goals were in alignment with federal and state goals.

Performance Measures

The Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation legislation established a performance- and outcome-based program. As part of this program, MAP-21 and the current Fixing America's Surface Transportation (FAST) Act legislation requires that states prepare and use a set of federally established performance measures that are tied to national performance goals. The December 2021 Infrastructure Investment and Jobs Act continues the performance measure requirements.

In alignment with federal requirements, ODOT develops performance measures that set targets in the areas of safety, bridge and pavement condition, and roadway performance. Although Ohio's RTPOs are not yet required to develop performance measures, CORPO proactively developed measures to be prepared and align with state procedures. These measures include the federal measures the state is required to report on as well as several CORPO specific measures.

The performance measures will ultimately include a description of the measures, methodology, current benchmarks, and future target. Each goal has multiple objectives, but not all objectives have an associated performance measure. Some objectives are qualitative in nature and lack data or method to appropriately measure.

The six goals, related objectives, and performance measures are included on the following pages.



CORPO Regional Goals and Objectives

Goal	Corresponding Objectives
<p>Goal 1- Preserve and maintain existing transportation system in good repair</p>	<ul style="list-style-type: none"> • <i>Objective 1-</i> Minimize the number of bridges structurally deficient or functionally obsolete. • <i>Objective 2-</i> Maximize the miles of pavement in acceptable condition. • <i>Objective 3-</i> Maximize the miles of bike and pedestrian paths in acceptable condition.
<p>Goal 2- A safe transportation system for all users</p>	<ul style="list-style-type: none"> • <i>Objective 4-</i> Minimize crashes including pedestrian and bicycle related crashes. • <i>Objective 5-</i> Improve user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others.
<p>Goal 3- Accessibility and mobility options for all users</p>	<ul style="list-style-type: none"> • <i>Objective 6-</i> Increase mobility options to improve accessibility for all population groups. • <i>Objective 7-</i> Expand bicycle and pedestrian networks.
<p>Goal 4- An integrated, connected, coordinated transportation system</p>	<ul style="list-style-type: none"> • <i>Objective 8-</i> Better connect CORPO Communities with each other. • <i>Objective 9-</i> Provide transportation facilities that enhance the transition between rural, urban, and other adjacent areas. • <i>Objective 10-</i> Improve and expand modal connection locations. • <i>Objective 11-</i> Increase outreach, coordination and collaboration among local governments, area residents, businesses and other community groups and organizations.
<p>Goal 5- A transportation system that supports a collaborative and focused approach to achieve economic vitality</p>	<ul style="list-style-type: none"> • <i>Objective 12-</i> Improve strategic freight related facilities (e.g., highway, rail, intermodal, etc.) • <i>Objective 13-</i> Increase access to employment areas and sites. • <i>Objective 14-</i> Develop multipurpose corridors (e.g., utilities, water, broadband, fiber, etc.).
<p>Goal 6- Preserve and enhance environmental resources and sustainability through the transportation system</p>	<ul style="list-style-type: none"> • <i>Objective 15-</i> Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking). • <i>Objective 16-</i> Provide transportation facilities consistent with land use, environmental and sustainability plans.



Performance Measures

<i>ID</i>	<i>Federal/State Measure</i>	<i>CORPO Performance Measure</i>	<i>Goal</i>	<i>Objective(s)</i>	<i>Mode</i>
1	Yes	Percent of interstate pavement in good or poor condition	1	2	Roadway
2	Yes	Percent of Non-interstate NHS pavement in good or poor condition	1	2	Roadway
3	Yes	Percent of Non-NHS pavement in good or poor condition	1	2	Roadway
4	Yes	Percent of NHS bridges in good or poor condition	1	1	Roadway
5	No	Percent of Non-NHS bridges in good or poor condition	1	1	Roadway
6	No	Percent of Non-NHS Federal Aid System pavement in good or poor condition	1	2	Roadway
7	Yes	Number of fatalities	2	4	Multimodal
8	Yes	Fatality rate	2	4	Multimodal
9	Yes	Number of serious injuries	2	4	Multimodal
10	Yes	Serious injury rate	2	4	Multimodal
11	Yes	Non-motorized fatalities and serious injuries	2	4	Non-motorized
12	No	Amount of fixed route transit service hours	3	6,10,13,15	Transit
13	No	Proportion of day/area served by on demand transit for the public	3	6,10,13,15	Transit
14	No	Miles of bikeways	3	7,10,15	Non-motorized
15	No	Percent of urban arterials and collectors with sidewalks	3	7,10,15	Non-motorized
16	Yes	Percent of person-miles traveled on the interstate that are reliable	5	9,13	Multimodal
17	Yes	Percent of person-miles traveled on Non-interstate NHS routes that are reliable	5	9,13	Multimodal
18	Yes	Level of truck travel time reliability	5	12	Freight
19	No	Percent of federal aid road miles under congested conditions	5	9,12,13	Multimodal
20	No	AM/PM uncertainty index	5	9,12,13	Multimodal
21	Yes	Percent of Non-SOV commuting	6	15	Multimodal