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Mid-Ohio Regional Planning Commission

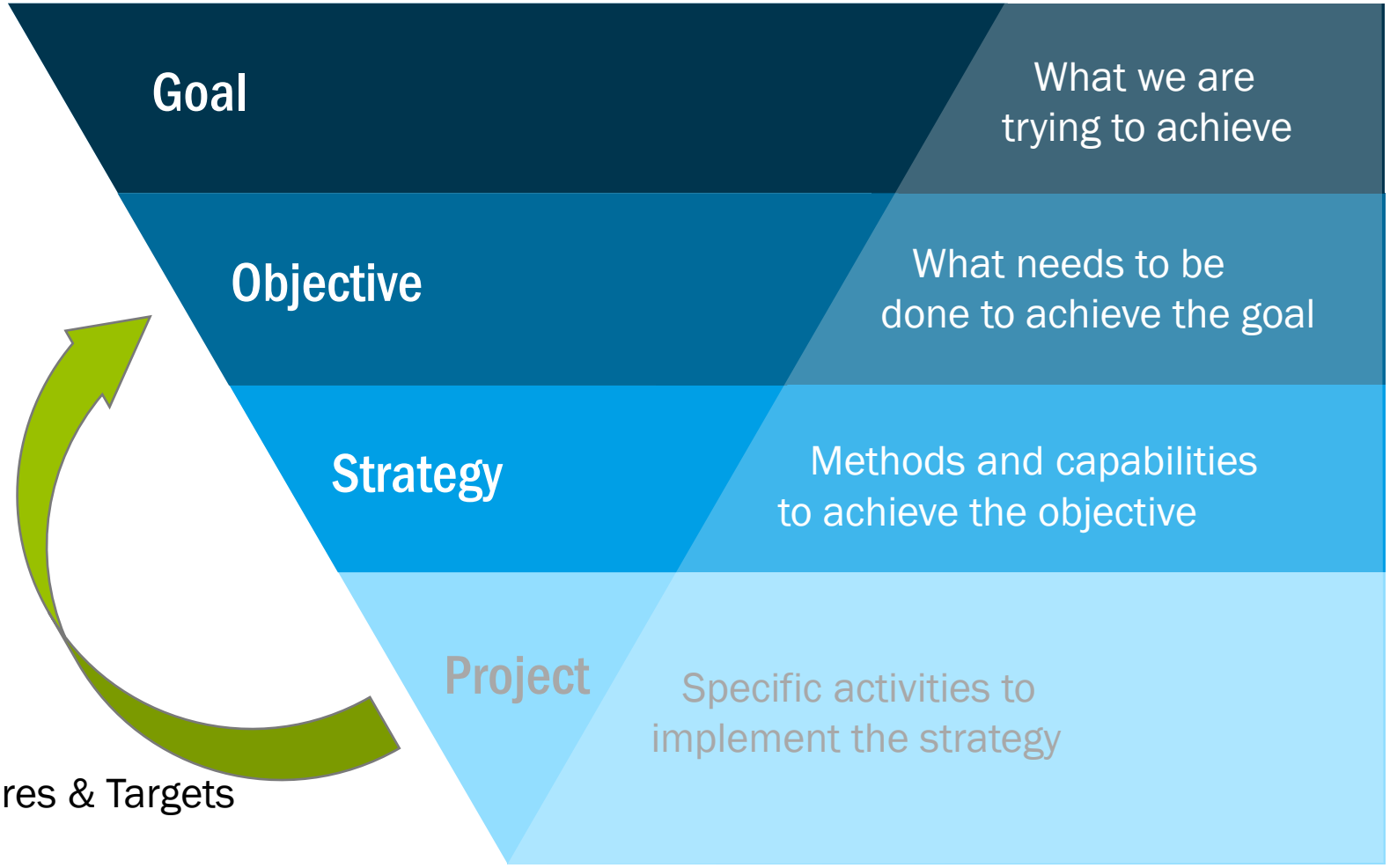
OBJECTIVES PERFORMANCE MEASURES TARGETS

NOVEMBER 2018

2020-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

WHAT ARE WE ASKING OF YOU TODAY?

- Act on Resolution T-14-18,
- “Adopting Objectives and Performance Measures to be Included in the 2020-2050 Columbus Area Metropolitan Transportation Plan”
  - Attachment A – Details of full set of objectives and performance measures
  - Attachment B – Details on federally required performance measures


Goal
What we are trying to achieve
Objective
What needs to be done to achieve the goal
Strategy
Methods and capabilities to achieve the objective
Project
Specific activities to implement the strategy
Performance Measures & Targets

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GOALS

THROUGH TRANSPORTATION:

REDUCE PER CAPITA ENERGY CONSUMPTION AND PROMOTE ALTERNATIVE FUEL RESOURCES TO INCREASE AFFORDABILITY AND RESILIENCE OF REGIONAL ENERGY SUPPLIES

PROTECT NATURAL RESOURCES AND MITIGATE INFRASTRUCTURE VULNERABILITIES TO MAINTAIN A HEALTHY ECOSYSTEM AND COMMUNITY

POSITION CENTRAL OHIO TO ATTRACT AND RETAIN ECONOMIC OPPORTUNITY TO PROSPER AS A REGION AND COMPETE GLOBALLY

CREATE SUSTAINABLE NEIGHBORHOODS TO IMPROVE RESIDENTS' QUALITY OF LIFE

INCREASE REGIONAL COLLABORATION AND EMPLOY INNOVATIVE TRANSPORTATION SOLUTIONS TO MAXIMIZE THE RETURN ON PUBLIC EXPENDITURES

USE PUBLIC INVESTMENTS TO BENEFIT THE HEALTH, SAFETY, AND WELFARE OF PEOPLE

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OBJECTIVES

- 2-4 objectives for each goal
  - What needs to be done to achieve the goal?
- 1 or more measures for each objective
  - How do we know if we are making progress?
- Near- and Long-term targets for each measure
  - How much progress should we make by when?
  - 2025, 2050
- Cite data source, applicable geography and network
- Include both regional and federally required measures

OBJECTIVES & PERFORMANCE MEASURES

GOAL

REDUCE PER CAPITA ENERGY CONSUMPTION AND PROMOTE ALTERNATIVE FUEL RESOURCES TO INCREASE AFFORDABILITY AND RESILIENCE OF REGIONAL ENERGY SUPPLIES

OBJECTIVE: Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Reducing single occupancy auto commutes and increasing commuters using alternative transportation modes will reduce per capita fuel and energy consumption.	**82%** of commuters drive alone **6%** of commuters ride transit, bicycle, or walk *2012-2016 American Community Survey*	**80%** of commuters drive alone **7%** of commuters ride transit, bicycle, or walk	**75%** of commuters drive alone **10%** of commuters ride transit, bicycle, or walk

OBJECTIVE: Reduce vehicle miles traveled (VMT) per capita

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Reducing vehicle miles traveled per person for any trip purpose will reduce per capita fuel and energy consumption.	**9,300** vmt per capita *2017 ODOT VMT, 2018 MORPC Population Estimates*	**8,800** vmt per capita (5% reduction)	**6,500** vmt per capita (30% reduction)

OBJECTIVES & PERFORMANCE MEASURES

GOAL

REDUCE PER CAPITA ENERGY CONSUMPTION AND PROMOTE ALTERNATIVE FUEL RESOURCES TO INCREASE AFFORDABILITY AND RESILIENCE OF REGIONAL ENERGY SUPPLIES

OBJECTIVE: Increase the percentage of vehicles using alternative fuels

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Increased use of alternative fuel vehicles is a direct measurement of alternative fuel usage.	**XX%** of registered vehicles use alternative fuels* **0.23%** of registered vehicles are electric vehicles *SmartColumbus, 7-county area*	**5%** of registered vehicles use alternative fuels **4%** of registered vehicles are electric vehicles	**40%** of registered vehicles use alternative fuels **30%** of registered vehicles are electric vehicles

OBJECTIVE: Increase the number of alternative fuel stations**

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Alternative fuel infrastructure supports the adoption of alternative fuel vehicles.	**96** electric vehicle charging stations **53** other alternative fuel stations *US Department of Energy's Alternative Fuel Data Center, 7-*	**325** electric vehicle charging stations **75** other alternative fuel stations	**1,500** electric vehicle charging stations **150** other alternative fuel stations

*Data for the benchmark is still being gathered. **Stations can have multiple plugs

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OBJECTIVES & PERFORMANCE MEASURES

GOAL

PROTECT NATURAL RESOURCES AND MITIGATE INFRASTRUCTURE VULNERABILITIES TO MAINTAIN A HEALTHY ECOSYSTEM AND COMMUNITY

OBJECTIVE: Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Clean air an essential natural resource and is a key indicator of a healthy community.	Ozone Non-Attainment PM2.5 Attainment	Ozone Attainment PM2.5 Attainment	Ozone Attainment PM2.5 Attainment

OBJECTIVE: Decrease the locations of freeway and expressway facilities that are at risk for flooding

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Flooding prohibits safe travel and is a result of vulnerabilities during extreme weather events.	**4** freeway/expressway locations at risk for flooding *2018 ODOT Communication*	**3** freeway/expressway locations at risk for flooding	**2** freeway/expressway locations at risk for flooding

OBJECTIVES & PERFORMANCE MEASURES

GOAL

POSITION CENTRAL OHIO TO ATTRACT AND RETAIN ECONOMIC OPPORTUNITY TO PROSPER AS A REGION AND COMPETE GLOBALLY

OBJECTIVE: Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Access to jobs within reasonable travel time is important for the vitality of a region's economy.	On average, **306,400** jobs reachable within 20 minutes via automobile On average, **XXX,XXX** jobs reachable within 40 minutes via automobile On average, **XX,XXX** jobs reachable within 20 minutes via transit On average, **37,000** jobs reachable within 40 minutes via transit *2018 Travel Demand Model*	On average, **322,500** (5% increase) jobs reachable within 20 minutes via automobile On average, **XXX,XXX** (5% increase) jobs reachable within 40 minutes via automobile On average, **XX,000** (10% increase) jobs reachable within 20 minutes via transit On average, **41,100** (10% increase) jobs reachable within 40 minutes via transit	On average, **340,500** (10% increase) jobs reachable within 20 minutes via automobile On average, **XXX,XXX** (10% increase) jobs reachable within 40 minutes via automobile On average, **XX,000** (20% increase) jobs reachable within 20 minutes via transit On average, **46,200** (20% increase) jobs reachable within 40 minutes via transit

*Data under development

OBJECTIVES & PERFORMANCE MEASURES

GOAL

POSITION CENTRAL OHIO TO ATTRACT AND RETAIN ECONOMIC OPPORTUNITY TO PROSPER AS A REGION AND COMPETE GLOBALLY

OBJECTIVE: Minimize the percentage of total vehicle miles traveled under congested conditions

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Efficient mobility of people and freight is an important element of a vibrant economy.	Total vehicle miles traveled under congested conditions: Daily: **5%** Peak Periods **10.3%** **8.6** Annual Hours of Peak Hour Excessive Delay Per Capita *2018 Travel Demand Model on functionally classified Collectors and above, 2017 RITIS*	Total vehicle miles traveled under congested conditions: Daily: **<5%** Peak Periods **<10%** **<12** Annual Hours of Peak Hour Excessive Delay Per Capita	Total vehicle miles traveled under congested conditions: Daily: **<5%** Peak Periods **<10%** **<12** Annual Hours of Peak Hour Excessive Delay Per Capita

OBJECTIVES & PERFORMANCE MEASURES

GOAL

POSITION CENTRAL OHIO TO ATTRACT AND RETAIN ECONOMIC OPPORTUNITY TO PROSPER AS A REGION AND COMPETE GLOBALLY

OBJECTIVE: Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time.

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Freight carriers, commuters and businesses need reliable and consistent travel times to ensure the on-time delivery of goods and most efficiently use their time.	AM Peak Region-wide Uncertainty Index: **1.43** PM Peak Region-wide Uncertainty Index: **1.55** *Calculated from Jan-Dec 2017 INRIX data, arterials and above* **77%** of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold **71%** of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold Truck Travel Time Reliability Index: **1.85** *2018 ODOT*	Region-wide Uncertainty Index: **1.3** **85%** of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold **80%** of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold Truck Travel Time Reliability Index: **<1.5**	Region-wide Uncertainty Index: **1.25** **85%** of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold **80%** of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold Truck Travel Time Reliability Index: **<1.5**

OBJECTIVES & PERFORMANCE MEASURES

GOAL

CREATE SUSTAINABLE NEIGHBORHOODS TO IMPROVE RESIDENTS' QUALITY OF LIFE

OBJECTIVE: Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements			
Rationale	***2020 MTP Benchmark***	***2025 Target***	***2050 Target***
Complete streets allow for transportation choices, which enhance quality of life.	**14%** of MORPC member communities have adopted complete streets policies or policies that contain those elements.	**20%** of MORPC member communities have adopted complete streets policies or policies that contain those elements.	**100%** of MORPC member communities have adopted complete streets policies or policies that contain those elements.
OBJECTIVE: Increase the amount of bicyle and pedestrian infrastructure.			
Rationale	***2020 MTP Benchmark***	***2025 Target***	***2050 Target***
Sustainable neighborhoods provide adequate bicycle and pedestrian infrastructure to provide viable transportation options.	**700** miles of bikeways **40%** of arterials and collectors have sidewalks* *2018 MORPC Bikeway, Sidewalk Inventories*	**820** miles of bikeways (17% increase) **45%** of arterials and collectors have sidewalks	**1,050** miles of bikeways (50% increase) **85%** of arterials and collectors have sidewalks

OBJECTIVES & PERFORMANCE MEASURES

GOAL

CREATE SUSTAINABLE NEIGHBORHOODS TO IMPROVE RESIDENTS' QUALITY OF LIFE

OBJECTIVE: Target infrastructure development to serve a higher number or people and jobs

Rationale	*2020 MTP Benchmark**	*2025 Target**	*2050 Target**
Sustainable neighborhoods provide adequate bicycle and pedestrian infrastructure to provide viable transportation options.	**XX%** of population live within 3/4 mile of arterial or collector roadway **XX%** of jobs are located within 3/4 mile of arterial or collector roadway **XX%** of population live within 3/4 mile of a transit stop **XX%** of jobs are located within 3/4 mile of a transit stop **XX%** of population live within 3/4 mile of a bikeway **XX%** of jobs are located within 3/4 mile of a bikeway	**XX%** of population live within 3/4 mile of arterial or collector roadway (5% increase) **XX%** of jobs are located within 3/4 mile of arterial or collector roadway (5% increase) **XX%** of population live within 3/4 mile of a transit stop (5% increase) **XX%** of jobs are located within 3/4 mile of a transit stop (5% increase) **XX%** of population live within 3/4 mile of a bikeway (5% increase) **XX%** of jobs are located within 3/4 mile of a bikeway (5% increase)	**XX%** of population live within 3/4 mile of arterial or collector roadway (20% increase) **XX%** of jobs are located within 3/4 mile of arterial or collector roadway (20% increase) **XX%** of population live within 3/4 mile of a transit stop (20% increase) **XX%** of jobs are located within 3/4 mile of a transit stop (20% increase) **XX%** of population live within 3/4 mile of a bikeway (20% increase) **XX%** of jobs are located within 3/4 mile of a bikeway (20% increase)

*Data under development

OBJECTIVES & PERFORMANCE MEASURES

GOAL

CREATE SUSTAINABLE NEIGHBORHOODS TO IMPROVE RESIDENTS' QUALITY OF LIFE

OBJECTIVE: Increase the number of bike/pedestrian miles traveled on COG trails annually.

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Central Ohio Greenways (COG) are an integral component connecting sustainable neighborhoods around the region.	**11.5 million** COG bike/pedestrain miles traveled annually (7-county area)	**14 million** COG bike/pedestrain miles traveled annually (7-county area)	**25 million** COG bike/pedestrain miles traveled annually (7-county area)

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OBJECTIVES & PERFORMANCE MEASURES

GOAL

INCREASE REGIONAL COLLABORATION AND EMPLOY INNOVATIVE TRANSPORTATION SOLUTIONS TO MAXIMIZE THE RETURN ON PUBLIC EXPENDITURES

OBJECTIVE: Increase the percentage of funding from non-public sources on transportation projects on functionally classified Principal Arterials and above

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Creative funding partnerships are a result of regional collaboration and seeking out innovative solutions.	**0.7%** of funding is from non-public sources *Projects starting FY2016-18*	**5%** of funding from non-public sources	**10%** of funding from non-public sources

OBJECTIVE: Increase the number of projects utilizing innovative initiatives on functionally classified Principal Arterials and above

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Encourage initiatives that advance innovation and partnership to deliver and build projects efficiently.	**6%** of projects utilized innovative initiatives *Projects completed with Every Day Counts initiatives utilized or fiber optic infrastucture included for projects 2017-2018*	**8%** of projects utilized innovative initiatives	**15%** of projects utilized innovative initiatives

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OBJECTIVES & PERFORMANCE MEASURES

GOAL

INCREASE REGIONAL COLLABORATION AND EMPLOY INNOVATIVE TRANSPORTATION SOLUTIONS TO MAXIMIZE THE RETURN ON PUBLIC EXPENDITURES

OBJECTIVE: Increase the percentage of functionally classified Minor Arterials and above facilities employing coordinated Intelligent Transportation System (ITS) technologies, and increase the percentage of all facilities that incorporate digital infrastructure.

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
ITS provides for maximization of capacity on existing facilities and real-time response to incidents and security issues.	**20%** of mileage utilizes coordinated ITS technologies **XX%** of network incorporates digital infrastructure*	**30%** of mileage utilizes coordinated ITS technologies. **XX%** of network incorporates digital infrastructure*	**90%** of mileage utilizes coordinated ITS technologies. **XX%** of network incorporates digital infrastructure*

OBJECTIVE: Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of functionally classified Principal Arterials and above with video surveillance

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Surveillance capabilities allow for real-time response to incidents and security issues.	**81%** transit vehicles and facilities with surveillance capabilities **40%** of functionally classified Principal Arterials and above are under video surveillance *2017 COTA, DATAbus and ODOT Inventories*	**90%** transit vehicles and facilities with surveillance capabilities **50%** of functionally classified Principal Arterials and above under video surveillance	**100%** transit vehicles and facilities with surveillance capabilities **90%** of functionally classified Principal Arterials and above under video surveillance

*Target-setting to be informed by Smart Region Task Force recommendations, which are currently in development

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OBJECTIVES & PERFORMANCE MEASURES

GOAL

INCREASE REGIONAL COLLABORATION AND EMPLOY INNOVATIVE TRANSPORTATION SOLUTIONS TO MAXIMIZE THE RETURN ON PUBLIC EXPENDITURES

OBJECTIVE: Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements

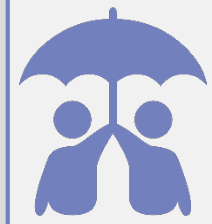
Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Smart streets policies are a tool communities can use to integrate technology into transportation projects.	**0%** of MORPC member communities have adopted smart streets policies or policies that contain those elements.	**XX%** of MORPC member communities have adopted smart streets policies or policies that contain those elements*	**XX%** of MORPC member communities have adopted smart streets policies or policies that contain those elements*

*Target-setting to be informed by Smart Region Task Force recommendations, which are currently in development

OBJECTIVES & PERFORMANCE MEASURES

GOAL

USE PUBLIC INVESTMENTS TO BENEFIT THE HEALTH, SAFETY, AND WELFARE OF PEOPLE



OBJECTIVE: Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
The transportation system should equally serve all of the region's population.	Average trip travel time for disadvantaged populations is **5%** less than the regional average trip travel time *2018 Travel Demand Model*	Average trip travel time for disadvantaged populations within **5%** of regional average trip travel time	Average trip travel time for disadvantaged populations within **5%** of regional average trip travel time

GOAL

USE PUBLIC INVESTMENTS TO BENEFIT THE HEALTH, SAFETY, AND WELFARE OF PEOPLE

OBJECTIVE: Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of a useful life

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Maintenance and enhancement of existing infrastructure ensures the maximum lifespan and safe use of public investments	**60%** of pavements of the Interstate System in Good condition **0.1%** of pavements of the Interstate system in Poor condition **41%** of pavements of the non-interstate NHS in Good condition **1.3%** of pavements of the non-Interstate NHS in Poor condition *2017 ODOT* **XX%** of Fedeal-aid non-NHS pavements in Good condition* **XX%** of Federal-aid non-NHS pavements in Poor condition* **77%** of NHS bridge deck area classified as in Good condition **1.2%** of NHS bridge deck area classified as in Poor condition *2018 ODOT* **XX%** of Non-NHS bridge deck area classified as in Good condition* **X%** of Non-NHS bridges deck area classified as in Poor condition* **12%** of revenue vehicles that exceed the useful life benchmark **51%** of non-revenue service vehicles that exceed the useful life benchmark **63%** of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	**>50%** of pavements of the Interstate System in Good condition **<1%** of pavements of the Interstate system in Poor condition **>35%** of pavements of the non-interstate NHS in Good condition **<3%** of pavements of the non-Interstate NHS in Poor condition **>50%** of Federal-aid non-NHS pavements in Good condition **<5%** of Federal-aid non-NHS pavements in Poor condition **>70%** of NHS bridge deck area classified as in Good condition **<5%** of NHS bridge deck area classified as in Poor condition **>60%** of Non-NHS bridge deck area classified in Good condition **<10%** of Non-NHS bridge deck area classified in Poor condition **0%** of revenue vehicles that exceed the useful life benchmark **20%** of non-revenue service vehicles that exceed the useful life benchmark **25%** of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	**>50%** of pavements of the Interstate System in Good condition **<1%** of pavements of the Interstate system in Poor condition **>35%** of pavements of the non-interstate NHS in Good condition **<3%** of pavements of the non-Interstate NHS in Poor condition **>50%** of Federal-aid non-NHS pavements in Good condition **<5%** of Federal-aid non-NHS pavements in Poor condition **>70%** of NHS bridge deck area classified as in Good condition **<5%** of NHS bridge deck area classified as in Poor condition **>60%** of Non-NHS bridge deck area classified in Good condition **<10%** of Non-NHS bridge deck area classified in Poor condition **0%** of revenue vehicles that exceed the useful life benchmark **20%** of non-revenue service vehicles that exceed the useful life benchmark **25%** of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale

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OBJECTIVES & PERFORMANCE MEASURES

GOAL

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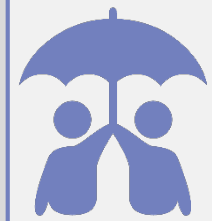


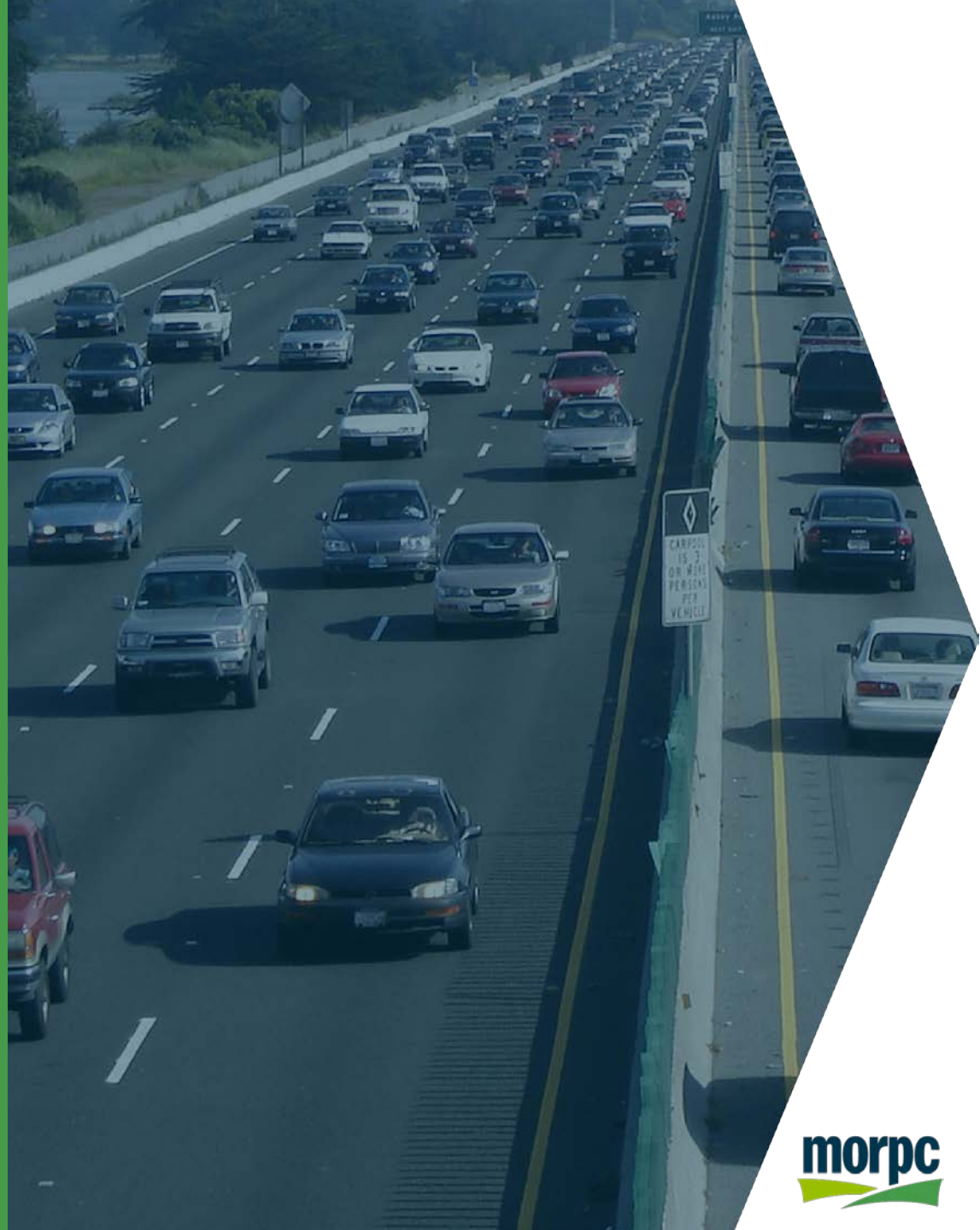
OBJECTIVE: Reduce the number of fatalities and serious injuries from crashes

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Crash reduction is a direct measurement of safety.	**0.74** fatalities per 100 million VMT **6.11** serious injuries per 100 million VMT Number of fatalities: **106** Number of serious injuries: **868** Number of non-motorized fatal and serious injuries: **145** *Average number of crashes occurring 2013-2017*	**0.69** fatalities per 100 million VMT **5.64** serious injuries per 100 million VMT **8%** reduction in fatalities and serious injuries **8%** reduction in non-motorized fatalities and serious injuries *(1% annual reduction)*	**0.54** fatalities per 100 million VMT **4.43** serious injuries per 100 million VMT **27%** reduction in fatalities and serious injuries **27%** reduction in non-motorized fatalities and serious injuries *(1% annual reduction)*

NEXT STEPS

- Develop strategy and project evaluation criteria based upon objectives and measures

- Review land use variables



2020-2050 MTP TIMELINE (2018)

MARCH — INFO ONLY
Plan Development
Review process and milestones

APRIL — INFO ONLY
PM Target Setting
Coordination with ODOT

MAY — ACTION
PM Target Setting
Coordination with ODOT

JULY — INFO ONLY
Goals
Vision statements

AUGUST — NO MEETING
Plan Development
Staff work on goals, objectives, measures, targets, & land use assumptions

SEPTEMBER — ACTION
Goals
Vision statements

OCTOBER — INFO ONLY
Objectives, Measures, Targets

NOVEMBER — ACTION
Objectives, Measures, Targets
Review Land Use

DECEMBER — ACTION
Land Use
Population & Employment growth

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Mid-Ohio Regional Planning Commission

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