

CHAPTER 1:

PLAN PURPOSE & DEVELOPMENT

The 2020-2050 Metropolitan Transportation Plan (MTP) documents the transportation planning process of the Mid-Ohio Regional Planning Commission (MORPC) and its partners. It includes recommended strategies, including projects, that will maintain, manage, and improve, central Ohio's transportation system over the next 30 years. Planning for the MTP is continuous, comprehensive and cooperative. The next update is scheduled for 2024.

Planning for a transportation system that includes roadways, transit, bicycle facilities, pedestrian facilities, rail, and multimodal connections must reflect federal and local priorities. Just as important, it must also consider any negative impacts on our communities, the environment, and air quality.

The plan was developed with guidance from a set of regional goals established to advance the quality of life for residents in central Ohio.



1.a INTRODUCTION

The 2020-2050 Columbus Area Metropolitan Transportation Plan (MTP) for the Columbus region:

- Documents the ongoing transportation planning process carried out by the Mid-Ohio Regional Planning Commission and its partners, and
- Identifies strategies and projects to maintain, manage, and improve the transportation system between 2020 and 2050.

The MTP, in its publication and adoption, replaces the 2016-2040 Metropolitan Transportation Plan in fulfillment of the requirements of a long-range transportation plan as laid out in federal legislation.

Many different agencies and local governments conduct studies on and complete improvements to the transportation system. However, MORPC is the principal public agency conducting regional transportation studies for the Central Ohio area because it serves as the designated Metropolitan Planning Organization (MPO) for the Columbus Urbanized Area. It covers Franklin County, Delaware County, and portions of Fairfield, Licking, and Union counties as shown in Figure 1.1.

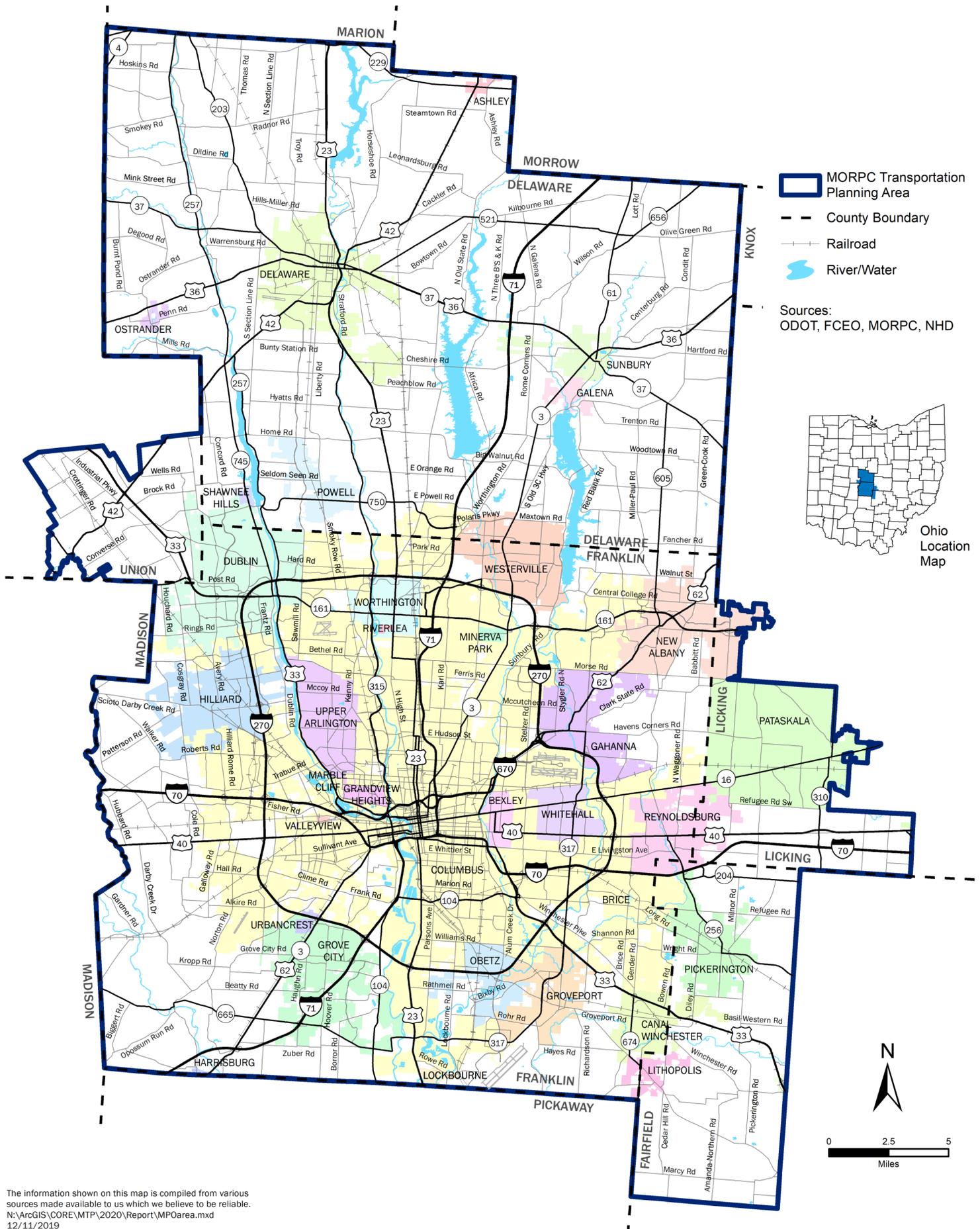
WHAT IS AN MPO?

Federal law establishes a Metropolitan Planning Organization (MPO) in all regions with an urbanized area having a population of 50,000 or more. The MPO carries out the “3-C” transportation planning process. The “3-Cs” describe the process, which must be continuing, cooperative and comprehensive. Because an MPO must foster cooperation among various agencies and local jurisdictions, decision-making is typically governed by a policy committee made up of local elected and appointed officials. In addition to the director and staff who provide information and guidance to the policy committee, most MPOs have a technical advisory committee and a citizen advisory committee.

Titles 23 and 49 of the Code of Federal Regulations guide the work of an MPO. Periodic surface transportation reauthorization acts by the US Congress are reflected in this Code. These acts also authorize the funding levels for the surface transportation programs over the life of the act.

The Fixing America’s Surface Transportation (FAST) Act was signed into law in 2015 and is the current federal transportation legislation under which an MPO operates.

Other federal legislation and action guides the work of an MPO, such as the Clean Air Act Amendments of 1990, Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), and the National Environmental Protection Act of 1969.



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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 12/11/2019

Figure 1.1
Transportation Planning Area

WHAT IS THE METROPOLITAN TRANSPORTATION PLAN?

The MPO must produce a metropolitan transportation plan (MTP) every four years that looks at least 20 years into the future. It provides the basis for how federal transportation funding is spent to improve highways, transit, freight, bikeways, and pedestrian facilities. The four-year cycle allows the MTP to account for continually changing conditions. The process is continuous so that the MTP strategies and projects reflect current conditions.

The MPO must also maintain the transportation improvement program (TIP). It is a short-term program that operates in tandem with the MTP. When an implementing agency—local jurisdiction or the Ohio Department of Transportation (ODOT)—begins pursuing and developing a project on the MTP, it can request that it be included in the TIP. Projects on the TIP have funding committed for at least one phase.

1.b PLANNING PROCESS & PUBLIC INVOLVEMENT

MORPC brings together local governments from Central Ohio as part of its ongoing transportation planning process. It also coordinates with ODOT and the Licking County Area Transportation Study (LCATS), MORPC's sister agency that functions as the MPO for the balance of Licking County. Independently and cooperatively, all of these entities collect data and identify transportation needs. MORPC then prioritizes and coordinates strategies and projects to meet transportation needs between now and 2050 through the following process:

- Identify regional goals
- Set measurable objectives to track progress in advancing the goals
- Monitor and forecast development, population, and employment growth, and changes to the transportation system
- Forecast travel demand
- Identify needs across the multimodal transportation system, including system management, system expansion, and the management of travel demand
- Consider strategies to be implemented and projects to be completed that will advance the transportation goals for the region as well as accomplish key factors as laid out in federal legislation
- Forecast the amount of transportation funding estimated to be available through 2050
- Identify strategies and projects to be included, considering the objectives, public input, and forecast of expected funding
- Measure the aggregate impact of the strategies and projects on the environment, air quality, and social equity
- Solicit and incorporate public review and comment throughout the entire process
- Monitor performance of strategies and projects through established objectives

Strategies and projects that emerge from this process are implemented through:

- The Transportation Improvement Program (TIP), a shorter-range program of projects which must be derived from the MTP
- Actions identified in MORPC’s Unified Planning Work Program (UPWP or PWP)
- Actions of other agencies and local governments in the MPO planning area.

Figure 1.2 is a graphic representation of this process.

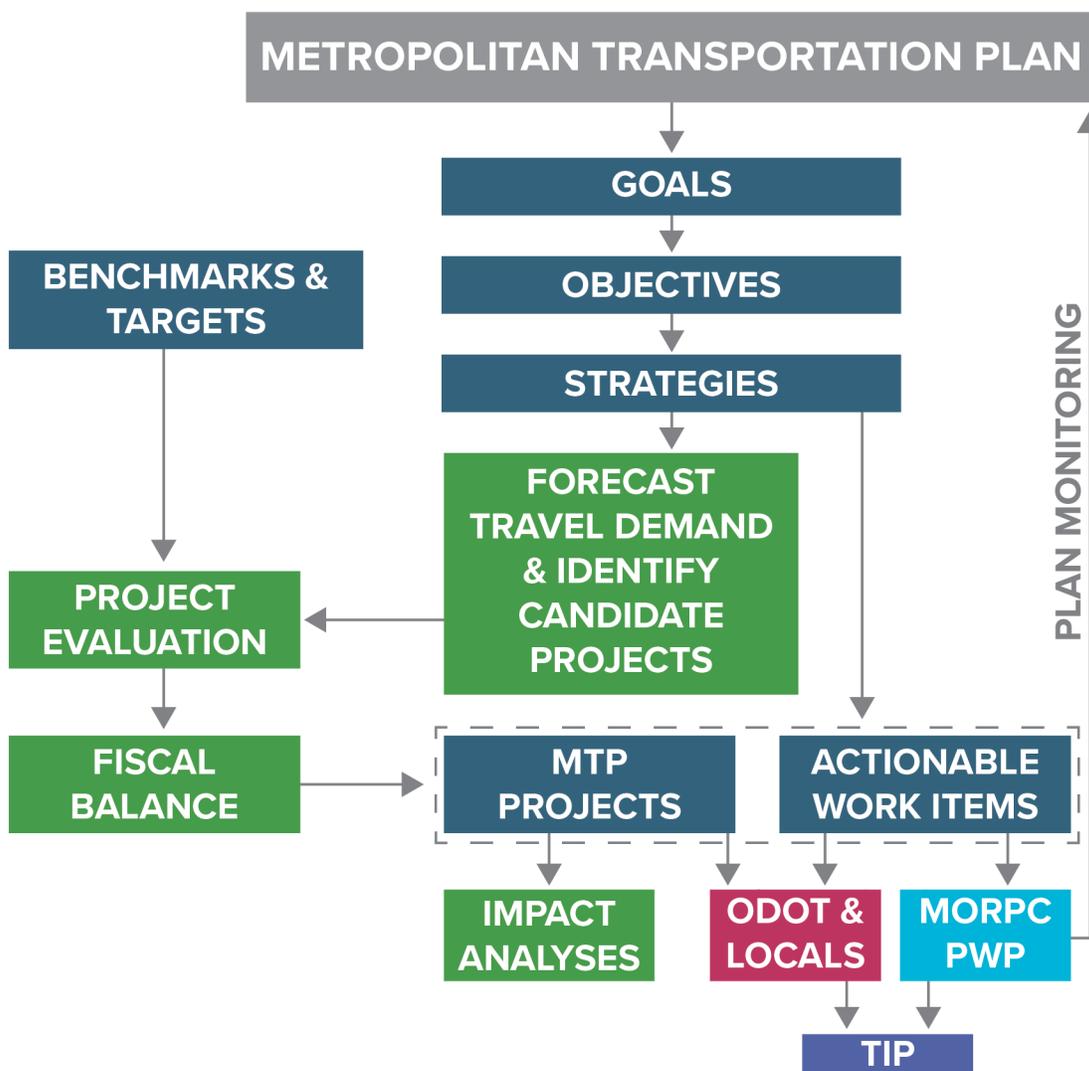


FIGURE 1.2 METROPOLITAN TRANSPORTATION PLANNING PROCESS

PUBLIC INVOLVEMENT

Throughout the plan development process, public feedback was sought continuously through a variety of methods and incorporated into the plan. MORPC's Transportation Policy Committee, Transportation Advisory Committee, and Community Advisory Committee were each presented with information and status updates on planning activities on a monthly basis throughout the duration of plan development. These committees also endorsed, through the adoption of resolutions, each major milestone of the plan, including the adoption of the regional transportation goals, objectives, land use variables, project evaluation criteria, and this final MTP, which includes the strategies and projects.

Summary information on each of these milestones was also published in four volumes of an MTP Newsletter. The newsletters were distributed at various meetings and events, and also published on the MORPC website. Press releases were also issued for the completion of major plan milestones.

MORPC's website played a key role in disseminating information regarding the MTP. Summary information on each milestone, as well as technical details developed at each stage, were published on the page dedicated to the Metropolitan Transportation Plan. The webpage also allowed users to send emails directly to MORPC staff and sign up to receive periodic email updates.

The webpage also contained a link to one of the more significant public outreach efforts—the interactive webmap. The interactive webmap allowed any user to make specific project suggestions by drawing directly on the map. The project suggestion could then be added to the list of candidate projects being considered for inclusion in the plan. The interactive webmap also allowed any user to submit comments on any candidate project on the map. Over 200 project suggestions were made through the webmap, and over 800 comments were submitted throughout the process.

Updates were also reported on social media platforms and in MORPC's electronic newsletter, Esource, which is sent out biweekly to regional stakeholders and community members.

Additionally, to solicit further feedback, MORPC staff visited approximately 60 local jurisdictions, community groups, and neighborhood and civic associations to present the MTP to local community members.

Appendix F includes more detailed information on the public involvement process, comments received, and how they impacted the plan.

PLAN COORDINATION

MORPC takes great effort to develop a regional MTP that is consistent with local transportation and development needs. Local land use and comprehensive plans, thoroughfare plans, and capital improvements programs are reviewed and incorporated into the planning process from the beginning.

Additionally, numerous regional planning activities were consulted and considered during the development of this MTP:

Local Plans

- Connect Columbus
- Local Comprehensive and Land Use Plans, Local Planning Agencies
- Local Capital Improvement Programs, Local Planning Agencies

Regional Plans

- Insight2050 Corridor Concepts, Regional Partners
- Central Ohio Greenways Vision, Regional Partners
- Central Ohio Transportation Safety Plan, MORPC
- Transportation Demand Management Strategic Plan, MORPC
- Rapid Speed Transportation Initiative, MORPC
- Rickenbacker Area Study, MORPC
- Sustaining Scioto, MORPC
- Franklin County Energy Baseline Study, MORPC
- Human Services Transportation Coordination Plans
- Long-Range Transit Plan, Delaware County Transit

State Plans

- Access Ohio, ODOT's statewide transportation plan
- Transit Needs Study, ODOT
- State Highway Safety Plan, ODOT
- Climate Study, ODOT
- Transportation Asset Management Plan, ODOT

1.c REGIONAL GOALS

The 2020-2050 Metropolitan Transportation Plan has been developed around a set of goals that give direction to making regionally based investments in the transportation system. These goals remain consistent from the 2016-2040 Transportation Plan goals to reflect renewed commitment and continuity in monitoring progress in advancement.

The content of the goals was checked against federal and state initiatives to ensure goals were in alignment with federal and state goals.

Progress in advancement of these goals will be measured by objectives and targets as described in the following section. The six goals are listed below.

<p>POSITION CENTRAL OHIO TO ATTRACT AND RETAIN ECONOMIC OPPORTUNITY TO PROSPER AS A REGION AND COMPETE GLOBALLY</p>		<p>USE PUBLIC INVESTMENTS TO BENEFIT THE HEALTH, SAFETY, AND WELFARE OF PEOPLE</p>	
<p>CREATE SUSTAINABLE NEIGHBORHOODS TO IMPROVE RESIDENTS' QUALITY OF LIFE</p>		<p>INCREASE REGIONAL COLLABORATION AND EMPLOY INNOVATIVE TRANSPORTATION SOLUTIONS TO MAXIMIZE THE RETURN ON PUBLIC EXPENDITURES</p>	
<p>REDUCE PER CAPITA ENERGY CONSUMPTION AND PROMOTE ALTERNATIVE FUEL RESOURCES TO INCREASE AFFORDABILITY AND RESILIENCE OF REGIONAL ENERGY SUPPLIES</p>		<p>PROTECT NATURAL RESOURCES AND MITIGATE INFRASTRUCTURE VULNERABILITIES TO MAINTAIN A HEALTHY ECOSYSTEM AND COMMUNITY</p>	

FEDERALLY REQUIRED PLANNING FACTORS

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- 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 and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

MODES & USERS

The MTP sets out to identify multi-modal improvements in the transportation system. This includes roadway, transit, bicycle, pedestrian, and freight components. Complete Streets are roadways designed to safely accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. “All users” includes people of all ages and abilities.

In addition to these traditional modes, the MTP also discusses newer activities such as Transportation Network Companies (TNC) like Uber and Lyft, electric scooters, and emerging technologies like connected and automated vehicles and potential new modes of drones and hyperloop.

The specific projects included in the MTP are meant to depict the concept envisioned for the facility by the horizon year of 2050. The implementation of the concept may be a single project or a series of projects implemented over time that leads to the overall facility concept. For example, a specific project that widens a four-mile road from two lanes to four lanes with complete street facilities may be implemented as a combination of shorter segment widening projects, intersection improvements and/or addition of sidewalk and bike facility projects.

Non-freeway projects will generally also incorporate infrastructure to accommodate all users, where appropriate, consistent with the Complete Streets concept. Stand-alone bicycle and pedestrian projects, as well as transit projects are also identified in the MTP.

1.d PLAN OBJECTIVES & TARGETS

The progress of achieving each of the plan’s goals will be measured by several objectives. Two to five objectives have been identified for each goal. Objectives were chosen to measure certain aspects of each goal that can be impacted through transportation or the transportation system, and are based on data availability and measurability. For each objective, the existing condition, or benchmark, is documented and used to establish a short- and long-term target (years 2025 and 2050). The region’s progress toward reaching these targets will be reported on annually. The objectives and targets related to each goal are shown in Table 1.1, and discussed in detail in Chapter 9.

Table 1.1
Regional Objectives & Targets

 GOAL: ECONOMIC OPPORTUNITY			
OBJECTIVE: Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit			
<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Access to jobs within reasonable travel time is important for the vitality of a region's economy.	On average, 306,000 jobs reachable within 20 minutes via automobile On average, 973,000 jobs reachable within 40 minutes via automobile On average, 23,000 jobs reachable within 20 minutes via transit On average, 102,000 jobs reachable within 40 minutes via transit <i>2018 Travel Demand Model</i>	On average, 321,000 jobs reachable within 20 minutes via automobile On average, 1,022,000 jobs reachable within 40 minutes via automobile On average, 25,000 jobs reachable within 20 minutes via transit On average, 112,000 jobs reachable within 40 minutes via transit	On average, 337,000 jobs reachable within 20 minutes via automobile On average, 1,070,000 jobs reachable within 40 minutes via automobile On average, 28,000 jobs reachable within 20 minutes via transit On average, 122,000 jobs reachable within 40 minutes via transit
OBJECTIVE: Minimize the percentage of total vehicle miles traveled under congested conditions			
<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
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 <i>2018 Travel Demand Model on functionally classified Collectors and above, 2017 RITIS</i>	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
OBJECTIVE: Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time.			
<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
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 <i>Calculated from Jan-Dec 2017 INRIX data, arterials and above</i> 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 <i>2018 ODOT</i>	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

Table 1.1
Regional Objectives & Targets (continued)



GOAL:
HEALTH, SAFETY & WELFARE

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

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
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 <i>2018 Travel Demand Model</i>	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

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

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Maintenance and enhancement of existing infrastructure ensures the maximum lifespan and safe use of public investments	<p>60% of pavements of the Interstate System in Good condition</p> <p>0.1% of pavements of the Interstate system in Poor condition</p> <p>41% of pavements of the non-interstate NHS in Good condition</p> <p>1.3% of pavements of the non-Interstate NHS in Poor condition <i>2017 ODOT</i></p> <p>71% of Federal-aid non-NHS pavements in Good condition</p> <p>4% of Federal-aid non-NHS pavements in Poor condition</p> <p>77% of NHS bridge deck area classified as in Good condition</p> <p>1.2% of NHS bridge deck area classified as in Poor condition <i>2018 ODOT</i></p> <p>2% of Non-NHS bridge deck area classified as in Good condition*</p> <p>5% of Non-NHS bridges deck area classified as in Poor condition*</p> <p>12% of revenue vehicles that exceed the useful life benchmark</p> <p>51% of non-revenue service vehicles that exceed the useful life benchmark</p> <p>63% of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale</p>	<p>>50% of pavements of the Interstate System in Good condition</p> <p><1% of pavements of the Interstate system in Poor condition</p> <p>>35% of pavements of the non-interstate NHS in Good condition</p> <p>3% of pavements of the non-Interstate NHS in Poor condition</p> <p>>50% of Federal-aid non-NHS pavements in Good condition</p> <p><5% of Federal-aid non-NHS pavements in Poor condition</p> <p>>70% of NHS bridge deck area classified as in Good condition</p> <p><5% of NHS bridge deck area classified as in Poor condition</p> <p>>60% of Non-NHS bridge deck area classified in Good condition</p> <p><10% of Non-NHS bridge deck area classified in Poor condition</p> <p>0% of revenue vehicles that exceed the useful life benchmark</p> <p>20% of non-revenue service vehicles that exceed the useful life benchmark</p> <p>25% of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale</p>	<p>>50% of pavements of the Interstate System in Good condition</p> <p><1% of pavements of the Interstate system in Poor condition</p> <p>>35% of pavements of the non-interstate NHS in Good condition</p> <p><3% of pavements of the non-Interstate NHS in Poor condition</p> <p>>50% of Federal-aid non-NHS pavements in Good condition</p> <p><5% of Federal-aid non-NHS pavements in Poor condition</p> <p>>70% of NHS bridge deck area classified as in Good condition</p> <p><5% of NHS bridge deck area classified as in Poor condition</p> <p>>60% of Non-NHS bridge deck area classified in Good condition</p> <p><10% of Non-NHS bridge deck area classified in Poor condition</p> <p>0% of revenue vehicles that exceed the useful life benchmark</p> <p>20% of non-revenue service vehicles that exceed the useful life benchmark</p> <p>25% of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale</p>

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

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

Table 1.1
Regional Objectives & Targets (continued)



GOAL:
SUSTAINABLE NEIGHBORHOODS

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

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
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 bicycle and pedestrian infrastructure.

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Sustainable neighborhoods provide adequate bicycle and pedestrian infrastructure to provide viable transportation options.	700 miles of bikeways 40% of arterials and collectors have sidewalks* <i>2018 MORPC Bikeway, Sidewalk Inventories</i>	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

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

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Sustainable neighborhoods provide adequate bicycle and pedestrian infrastructure to provide viable transportation options.	<p>99% of population live within 3/4 mile of arterial or collector roadway</p> <p>99% of jobs are located within 3/4 mile of arterial or collector roadway</p> <p>69% of population live within 3/4 mile of a transit stop</p> <p>84% of jobs are located within 3/4 mile of a transit stop</p> <p>81% of population live within 3/4 mile of a bikeway</p> <p>86% of jobs are located within 3/4 mile of a bikeway</p>	<p>Not less than 95% of population live within 3/4 mile of arterial or collector roadway</p> <p>Not less than 95% of jobs are located within 3/4 mile of arterial or collector roadway</p> <p>72% of population live within 3/4 mile of a transit stop</p> <p>88% of jobs are located within 3/4 mile of a transit stop</p> <p>85% of population live within 3/4 mile of a bikeway</p> <p>90% of jobs are located within 3/4 mile of a bikeway</p>	<p>Not less than 95% of population live within 3/4 mile of arterial or collector roadway</p> <p>Not less than 95% of jobs are located within 3/4 mile of arterial or collector roadway</p> <p>82% of population live within 3/4 mile of a transit stop</p> <p>Not less than 95% of jobs are located within 3/4 mile of a transit stop</p> <p>Not less than 95% of population live within 3/4 mile of a bikeway</p> <p>Not less than 95% of jobs are located within 3/4 mile of a bikeway</p>

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

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

Table 1.1
Regional Objectives & Targets (continued)



GOAL:
REGIONAL COLLABORATION

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

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

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

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.

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
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

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
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 <i>2017 COTA, DCT and ODOT Inventories</i>	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

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

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
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*

*Data still under development

Table 1.1
Regional Objectives & Targets (continued)



GOAL:
ENERGY

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

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
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 <i>2012-2016 American Community Survey</i>	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

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Reducing vehicle miles traveled per person for any trip purpose will reduce per capita fuel and energy consumption.	9,300 vmt per capita <i>2017 ODOT VMT, 2018 MORPC Population Estimates</i>	8,800 vmt per capita	6,500 vmt per capita

OBJECTIVE: Increase the percentage of vehicles using alternative fuels

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
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 <i>SmartColumbus, 7-county area</i>	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**

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

*Data still under development **Stations can have multiple plugs

**Table 1.1
Regional Objectives & Targets (continued)**

 GOAL: NATURAL RESOURCES			
OBJECTIVE: Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant			
<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
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			
<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Flooding prohibits safe travel and is a result of vulnerabilities during extreme weather events.	4 freeway/expressway locations at risk for flooding <i>2018 ODOT Communication</i>	3 freeway/expressway locations at risk for flooding	2 freeway/expressway locations at risk for flooding

1.e STRATEGIES

Objectives were developed to measure progress in achieving each goal. Strategies, on the other hand, are the plan of action for moving the region forward. Many of the strategies apply to more than one of the goals. These strategies are meant to be executed through collaborative efforts among MORPC and other regional planning partners.

The strategies will be introduced throughout the MTP document. Details about each of the strategies and projects can be found in the following chapters with a summary of the strategies in Chapter 8.



FIGURE 1.3 ROLE OF PLAN ELEMENTS

1.f DOCUMENT ORGANIZATION

The 2020-2050 Metropolitan Transportation Plan document is divided into the following nine chapters:

EXECUTIVE SUMMARY

The Executive Summary provides a concise overview of the information contained in the entire document. While the document includes many important details, the Executive Summary includes only the most relevant and significant information.

CHAPTER 1

Chapter 1 provides general overview information on the Metropolitan Planning Organization and what the Metropolitan Transportation Plan is and how it was developed. It also discusses the regional transportation goals, upon which the plan is based, as well as the objectives and targets that will be used to track progress in achievement of the goals. The strategies for achieving the goals are also introduced in Chapter 1.

CHAPTER 2

Chapter 2 summarizes population and economic trends and forecasts for the region. The way in which the region grows plays a key role in shaping the needs of the transportation system. Knowing who the users of the system are, and how they will be traveling lays the groundwork for identifying future transportation needs. This chapter describes the data and analyses used to develop these assumptions.

CHAPTER 3

Chapter 3 summarizes the existing multimodal transportation system, including roadway, transit, bikeway, pedestrian, and freight and intermodal facilities.

CHAPTER 4

Chapter 4 describes the various efforts underway to manage the transportation system, such as preservation and maintenance, intelligent transportation systems, and transportation safety and security.

CHAPTER 5

Chapter 5 describes current regional efforts to manage traffic demand by advancing programs and incentives to reduce single-occupancy vehicle trips.

CHAPTER 6

Chapter 6 describes the strategies and projects associated with the expansion of the transportation system, including roadway, transit, bikeway, pedestrian, and freight and intermodal systems.

CHAPTER 7

Chapter 7 describes the process used to select strategies and narrow the 1,200 project candidates down to the projects that can be completed with the expected available resources through 2050.

CHAPTER 8

Chapter 8 lists the strategies identified and describes specific ways to execute each strategy. Maps of the projects included in the MTP, and a list of the included projects with descriptions, cost estimates, and estimated construction timeframe can also be found here. This chapter includes summaries of how the included strategies and projects impact the region's air quality and transportation-disadvantaged populations.

CHAPTER 9

Chapter 9 describes how the MTP will be implemented through the work of MORPC and our regional and local planning partners. It also lists the performance measures, benchmarks, and targets, and details how progress toward reaching the targets is monitored and reported.

TECHNICAL APPENDICES

Each of the seven technical appendices contains detailed technical data, analyses methodologies, and/or further information than is included in the body of this document, about the title subject.