



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

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Memorandum

TO: Transportation Policy Committee  
Transportation Advisory Committee  
Community Advisory Committee

FROM: Nick Gill, Transportation Director

DATE: January 24, 2023

SUBJECT: Proposed Resolution T-1-23: **“Adopting Objectives and Performance Measures to be included in the 2024-2050 Columbus Area Metropolitan Transportation Plan”**

Resolution T-1-23 builds upon the goals adopted via Resolution T-15-22 for the 2024-2050 Columbus Area Metropolitan Transportation Plan (MTP) and establishes objectives and performance measures to track regional progress in advancing each of the goals. Each objective has several performance measures identified, for which short- and long-term targets will be established. The objectives and performance measures also incorporate the required performance measures from the U.S Department of Transportation (U.S. DOT) federal performance management program.

The draft objectives were presented to MORPC’s CAC, TAC and Policy Committees in November 2022. The draft objectives and performance measures were posted on the MORPC website, and a comment period was held from December 23, 2022 through January 23, 2023. Comments were received from seven people. These comments were carefully reviewed and considered, however did not result in direct changes to the proposed objectives and performance measures. Many of the suggestions will be incorporated into the methodology for certain performance measures or incorporated into more detailed data included in the full MTP document during development of strategies.

Recognizing that completion and adoption of the 2024-2050 MTP will not occur until May 2024, benchmark data and target-setting will take place over the course of 2023 so that the best data can be utilized. Adoption of the MTP will reaffirm the MTP objectives and performance measures.

A next step in the 2024-2050 MTP development process is establishing a process for evaluating strategies and candidate projects for inclusion in the MTP. The objectives form the framework for criteria to evaluate candidate transportation projects. Resolution T-1-23 directs staff to develop the evaluation criteria which will be adopted in 2023.

Attachment: Resolution T-1-23



RESOLUTION T-1-23

**“Adopting Objectives and Performance Measures to be included in the 2024-2050 Columbus Area Metropolitan Transportation Plan”**

WHEREAS, the Mid-Ohio Regional Planning Commission (MORPC) is designated as the metropolitan planning organization (MPO) by the governor acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials; and

WHEREAS, MORPC is developing the federally required, long-range, regional transportation plan for the MPO area that will guide regional transportation strategies and projects; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA or BIL), the federal transportation legislation with which MORPC's transportation planning must comply, requires a performance-based transportation planning process; and

WHEREAS, the goals for the 2024-2050 Columbus Area Metropolitan Transportation Plan (MTP) were adopted by Resolution T-15-22; and

WHEREAS, Resolution T-15-22 directed staff to develop the objectives and performance measures for the 2024-2050 MTP consistent with the adopted goals and Federal requirements; and

WHEREAS, the objectives and performance measures will be used to track progress in advancing the goals of the MTP; and

WHEREAS, the objectives and performance measures, as shown in the attachment were developed based on current available data and rule-making from the U.S. Department of Transportation on incorporating performance measures into the MTP; and

WHEREAS, the objectives and performance measures were distributed for public review and comment; and

WHEREAS, the Community Advisory Committee at its January 30, 2023 meeting and the Transportation Advisory Committee at its February 1, 2023 meeting recommended approval of these objectives and performance measures; now therefore

**BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:**

- Section 1. That it adopts the 2024-2050 Columbus Area Metropolitan Transportation Plan objectives and performance measures in the attachment.
- Section 2: That it directs staff to monitor rule-making guidance from the U.S. Department of Transportation and ODOT with regard to performance measurement requirements.
- Section 3: That it directs staff to develop benchmark data and establish short- and long-term targets.
- Section 4: That it directs staff to incorporate any updated objectives and performance measure data into the MTP, which will be reaffirmed upon adoption of the 2024-2050 Columbus Area Metropolitan Transportation Plan.
- Section 5. That it directs staff to develop a process to evaluate strategies and candidate projects for inclusion in the MTP based on advancing the goals and meeting the objectives.
- Section 6. That this committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

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Erik J. Janas, Chair  
**MID-OHIO REGIONAL PLANNING COMMISSION**

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Date

Prepared by: Programming Department Staff

Attachment: 2024–2050 Columbus Area Metropolitan Transportation Plan Objectives and  
Performance Measures



## 2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

### Objectives and Performance Measures

MORPC has begun the development of the 2024-2050 Metropolitan Transportation Plan for the Columbus Urbanized Area. The Metropolitan Transportation Plan (MTP) is the long-range planning document that identifies transportation priorities, strategies, and projects over the next two decades. It is updated on a four-year cycle. We coordinate the development of the MTP with communities throughout Central Ohio and with other local, state, and federal agencies.

The MTP makes the greater Columbus region eligible to receive a large amount of federal transportation funding to improve, maintain, and operate public transit, highways, bikeways, sidewalks, and related facilities. Transportation projects must be included in the MTP to be eligible to receive federal funding.

The MTP is developed based on a set of regional goals. The regional goals guide the development of the MTP and give direction to investments in the regional transportation system and were updated for the 2024-2050 version of the plan. For each of these goals, measurable objectives are developed, that are intended to track regional progress toward advancing the MTP goals, and for developing criteria for evaluating strategies and projects to be included in the MTP.

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 Fixing America's Surface Transportation (FAST) Act legislation requires that States prepare and use a set of federally established performance measures. The December 2021 Infrastructure Investment and Jobs Act (IIJA or BIL) 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. As the Metropolitan Planning Organization for the Columbus Urbanized Area, MORPC also participates in the federal performance management program by incorporating performance measures into the MTP. These measures include the federal measures the state and region are required to report on as well as additional measures included specifically for the goals established for the central Ohio region. The objectives and performance measures below are related to the goals and objectives adopted for the 2024-2050



## 2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

<p><b>GOAL:</b> Position central Ohio to attract and retain <b>economic opportunity</b> to prosper as a region and compete globally</p>	<p><b>OBJECTIVE:</b> Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile, transit, cycling, and walking.</p>		
	<b>Rationale</b>	<b>2024 Measure</b>	
	<p>Access to jobs within reasonable travel time is important for the vitality of a region's economy.</p>	<p>Average jobs reachable within 20 and 40 minutes via automobile</p>	
		<p>Average jobs reachable within 20 and 40 minutes via transit</p>	
		<p>Average jobs within 20 and 40 minutes via low to moderate stress bike network</p>	
		<p>Average jobs within 20 and 40 minutes via pedestrian network</p>	
	<p><b>OBJECTIVE:</b> Minimize the percentage of total vehicle miles traveled under congested conditions.</p>		
	<b>Rationale</b>	<b>2024 Measure</b>	
	<p>Efficient mobility of people and freight is an important element of a vibrant economy.</p>	<p>Percent of travel under congested conditions (during peak hours and daily)</p>	
		<p>Number of Annual Hours of Peak Hour Excessive Delay Per Capita*</p>	
<p><b>OBJECTIVE:</b> Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time.</p>			
<b>Rationale</b>	<b>2024 Measure</b>		
<p>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.</p>	<p>Region-wide Uncertainty Index (during peak hours)</p>		
	<p>Transit on-time performance percentage</p>		
	<p>Travel time reliability ratio*</p>		
	<p>Truck Travel Time Reliability Index*</p>		



# 2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

<p><b>GOAL:</b> Provide transportation and mobility options to benefit the <b>health, safety, and welfare</b> of all people</p>	<p><b>OBJECTIVE:</b> Ensure trip travel time for disadvantaged populations is comparable or better than the average for the entire population.</p>	
	<b>Rationale</b>	<b>2024 Measure</b>
	The transportation system should equitably serve all of the region's population.	Average trip travel time for disadvantaged populations compared to the regional average.
	<p><b>OBJECTIVE:</b> Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet within useful life.</p>	
	<b>Rationale</b>	<b>2024 Measure</b>
	Maintenance and enhancement of existing infrastructure ensures the maximum lifespan and safe use of public investments	Percent of pavements and bridge decks that are in poor and good condition*
		Percent of transit revenue and non-revenue vehicles that exceed useful life benchmark
		Percent of transit facilities that meet FTA benchmarks for condition
	<p><b>OBJECTIVE:</b> Reduce the number of fatalities and serious injuries from crashes.</p>	
	<b>Rationale</b>	<b>2024 Measure</b>
Crash reduction is a direct measurement of safety.	Total number of fatalities*	
	Total Number of serious injuries*	
	Number of fatalities per 100 million VMT*	
	Number of serious injuries per 100 million VMT*	
	Total number of non-motorized fatal and serious injuries*	





## 2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

<p><b>GOAL:</b> Create <b>sustainable neighborhoods</b> to improve all residents' quality of life</p>	<p><b>OBJECTIVE:</b> Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements.</p>	
	<p><b>Rationale</b></p>	<p><b>2024 Measure</b></p>
	<p>Complete streets allow for transportation choices, which enhance quality of life.</p>	<p>Percent of MORPC member communities that have adopted complete streets policies or policies that contain those elements.</p>
	<p><b>OBJECTIVE:</b> Increase the amount of interconnected bicycle and pedestrian infrastructure.</p>	
	<p><b>Rationale</b></p>	<p><b>2024 Measure</b></p>
	<p>Sustainable neighborhoods provide adequate bicycle and pedestrian infrastructure to provide viable transportation options.</p>	<p>Miles of low to moderate stress bikeways</p> <p>Percent of arterials and collectors within urbanized area that have pedestrian facilities (sidewalk or MUP)</p> <p>Number of gaps in the low-to-moderate stress bike network</p>
	<p><b>OBJECTIVE:</b> Target infrastructure development to serve a higher number of people and jobs.</p>	
	<p><b>Rationale</b></p>	<p><b>2024 Measure</b></p>
	<p>It is important to ensure infrastructure investment serves a large proportion of jobs and population.</p>	<p>Percent of total and disadvantaged population and jobs within 1/2 mile of arterial or collector roadway, transit stop, high-capacity transit stop, low to moderate stress bikeway</p>





## 2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

**GOAL:** Increase regional collaboration and employ innovative transportation solutions to **maximize the return** on public expenditures

**OBJECTIVE:** Maximize the amount of non-regional transportation dollars (i.e., federal discretionary programs) utilized on regional transportation projects.

<i><b>Rationale</b></i>	<i><b>2024 Measure</b></i>
Successful funding partnerships are a result of regional collaboration and seeking out innovative solutions.	Percent of funding from non-regional sources.

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

<i><b>Rationale</b></i>	<i><b>2024 Measure</b></i>
Encourage initiatives that advance innovation and partnership to deliver and build projects efficiently.	Number/percent 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 mileage of facilities with vehicle to infrastructure communication capabilities.

<i><b>Rationale</b></i>	<i><b>2024 Measure</b></i>
ITS provides for maximization of capacity on existing facilities and real-time response to incidents and security issues.	Percent of mileage that utilizes coordinated ITS technologies Percent of network that 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><b>Rationale</b></i>	<i><b>2024 Measure</b></i>
Surveillance capabilities allow for real-time response to incidents and security issues.	Percent of transit vehicles and facilities with surveillance capabilities  Percent of functionally classified Principal Arterials and above with video surveillance

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

<i><b>Rationale</b></i>	<i><b>2024 Measure</b></i>
Smart streets policies are a tool communities can use to integrate technology into transportation projects.	Percent of MORPC member communities that have adopted smart streets policies or policies that contain those elements.



## 2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

<p><b>GOAL:</b> Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies</p>	<p><b>OBJECTIVE:</b> Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking.</p>	
	<p><b>Rationale</b></p>	<p><b>2024 Measure</b></p>
	<p>Reducing single occupancy auto commutes and increasing commuters using alternative transportation modes will reduce per capita fuel and energy consumption.</p>	<p>Percent of commuters that drive alone*</p> <p>Percent of commuters that ride transit, bicycle, or walk</p>
	<p><b>OBJECTIVE:</b> Reduce vehicle miles traveled (VMT) per capita.</p>	
	<p><b>Rationale</b></p>	<p><b>2024 Measure</b></p>
	<p>Reducing vehicle miles traveled per person for any trip purpose will reduce per capita fuel and energy consumption.</p>	<p>VMT per capita</p>
	<p><b>OBJECTIVE:</b> Increase the percentage of vehicles using alternative fuels.</p>	
	<p><b>Rationale</b></p>	<p><b>2024 Measure</b></p>
	<p>Increased use of alternative fuel vehicles is a direct measurement of alternative fuel usage.</p>	<p>Percent of registered vehicles that use alternative fuels</p> <p>Percent of registered vehicles that are electric vehicles</p>
	<p><b>OBJECTIVE:</b> Increase the number of alternative fuel stations.</p>	
	<p><b>Rationale</b></p>	<p><b>2024 Measure</b></p>
	<p>Alternative fuel infrastructure supports the adoption of alternative fuel vehicles.</p>	<p>Number of electric vehicle charging stations</p> <p>Number of other alternative fuel stations</p>



## 2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

<p><b>GOAL:</b> Protect <b>natural resources</b> and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.</p>	<p><b>OBJECTIVE:</b> Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant.</p>	
	<p><b>Rationale</b></p>	<p><b>2024 Measure</b></p>
	<p>Clean air an essential natural resource and is a key indicator of a healthy community.</p>	<p>Ozone Attainment Status PM2.5 Attainment Status</p>
	<p><b>OBJECTIVE:</b> Maintain the condition of critical transportation infrastructure to enhance the resiliency of the transportation system.</p>	
	<p><b>Rationale</b></p>	<p><b>2024 Measure</b></p>
	<p>Maintenance of critical infrastructure during extreme weather events or other disruptions is important for emergency response and the region's economy</p>	<p>Amount of resilient regional infrastructure.</p>