

## 2012-2035 Metropolitan Transportation Plan (MTP) 2015 Report Card



MORPC included performance measures in the 2012-2035 MTP. Targets were associated with how transportation can impact the MTP goals. The chart below includes the indicators being measured, the 2012 benchmarks, and the short- and long-term targets. Advancements made toward reaching the targeted outcomes are also displayed.

Report Card Key		
<b>Meets target</b>	<b>On track to meet target</b>	<b>Not on track to meet target</b>

Goal	Measure	2012-2035 MTP Indicator	2012 Benchmark	2016 Year Target	2035 Year Target	2015 Grade	Rationale for grade
Economy	Congestion	Percentage of the transportation system under congested conditions based on vehicle miles traveled (VMT) <i>Daily</i>	3%	Less than 5%	Less than 5%		<b>Meets target</b> Travel under congested conditions are within targets.
		<i>Peak periods</i>	8%	Less than 10%	Less than 10%		
	Transportation options	Miles of bikeways (at least 10 per year)	564 (miles)	600 (miles)	800 (miles)		<b>On track to meet target</b> 38 miles of bikeways were installed in 2014.
Natural Resources	Air quality	Meet EPA air quality standards for each criteria pollutant <i>Ozone</i>	Attainment	Attainment	Attainment		<b>On track to meet target</b> The area is in attainment of the 2008 PM 2.5 standard. Central Ohio is in non-attainment for ozone, although transportation emissions continue to drop.
		<i>PM2.5</i>	Non-attainment	Attainment	Attainment		
Energy	Energy consumption	Percentage of commuters in MPO driving alone	83%	82%	78%		<b>On track to meet target</b> The percent of commuters driving alone has decreased slightly.
Working Together	Multi-jurisdictional collaboration	Percentage of communities conducting new transportation studies that include multi-jurisdictional participation		100%	100%		<b>On track to meet target</b> The City of Columbus, COTA and MORPC are coordinating Connect Columbus, COTA NextGen, and the MTP.
People	Transit	Percentage of population and jobs within census-defined urbanized area that are within ¾ mile of a transit stop	69%	71%	80%		<b>On track to meet target</b> Growth has occurred near transit lines.
	Bike facilities	Percentage of population and jobs within census-defined urbanized area that are within ¾ mile of bike facilities	62%	65%	80%		<b>On track to meet target</b> Growth has occurred near bike facilities and new facilities were added.
	Safety	Number of crashes per million vehicle miles traveled (VMT), on collector or above roadways, for all travelers	2.31 (crashes / million VMT)	2.25 (crashes / million VMT)	2.0 (crashes / million VMT)		<b>On track to meet target</b> The crash rate has declined since the baseline year.
	Bridges	Percentage of structurally deficient and/or functionally obsolete bridges	18%	17%	14%		<b>Meets target</b> There has been a reduction bringing the region under the near term target.
	Pavement conditions	Percentage of lane miles of streets (collectors and above) with unacceptable pavement conditions, based on ODOT ratings	2.4%	No more than 5%	No more than 5%		<b>Meets target</b> There has been no significant change in pavement conditions ratings. They remain within target.
Neighborhoods	Complete streets	Percentage of communities adopting complete streets policies or policies that contain those elements	0%	25%	100%		<b>On track to meet target</b> Upper Arlington and Liberty Township (Delaware County) have adopted Complete Streets policies since 2014.
	Environmental justice	Percentage of disadvantaged population average trip travel time compared to the regional average trip time	94%	Never higher than 100%	Never higher than 100%		<b>Meets target</b> The average travel time ratio remains under the target.
	Density	Density (people and jobs per acre) within ¾ mile of roadways (arterials and above)	4.5 (people + jobs / acre)	4.8 (people + jobs / acre)	6.0 (people + jobs / acre)		<b>On track to meet target</b> There continues to be increases in density.