



Mid-Ohio Regional  
Planning Commission

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## Memorandum

**TO:** Mid-Ohio Regional Planning Commission  
Executive Committee  
Officers and Board Members  
Transportation Policy Committee  
Transportation Advisory Committee  
Community Advisory Committee

**FROM:** Thea J. Walsh, Director  
Transportation Systems & Funding

**DATE:** May 6, 2016

**SUBJECT:** Proposed Resolution T-8-16: "ADOPTING THE 2016-2040  
METROPOLITAN TRANSPORTATION PLAN"

The Metropolitan Planning Organization (MPO) acting through the Transportation Policy Committee is responsible for adopting the Metropolitan Transportation Plan every four years. This action helps ensure continued federal assistance for transportation projects in the region.

Resolution T-8-16 will adopt the 2016-2040 Columbus Area Metropolitan Transportation Plan for the Columbus Area Metropolitan Planning Organization and affirm the consistency of the SFY 2016 to 2019 Transportation Improvement Program (TIP) to it. Prior to completion, the strategies, project listings, and document were made available to members for their areas for review. The 2016-2040 Metropolitan Transportation Plan (MTP) document has been made available to the public on MORPC's website and in print at area public libraries. All comments have been reviewed and addressed.

The resolution confirms that the plan (and thereby the TIP) conforms to the Clean Air Act Amendments. Following this adoption, the 2016-2040 MTP and its appendices will be forwarded to ODOT for final approval. The air quality conformity finding will also be submitted for federal approval.

As part of its development, the Active Transportation Plan, which identifies 12 key regional corridors for bicycle, pedestrian, and transit facilities, was incorporated into the 2016-2040 Metropolitan Transportation Plan.

The Central Ohio Regional ITS Architecture was also reviewed during the MTP development process and strategies and targets for enhancing the Architecture are included in the MTP.

**William Murdock, AICP**  
Executive Director

**Matt Greeson**  
Chair

**Rory McGuiness**  
Vice Chair

**Karen J. Angelou**  
Secretary

The adoption of the 2016-2040 MTP includes the main document and the following appendices:

- Future Land Use
- Project Evaluation
- Air Quality Conformity
- Environmental Justice Technical Analysis
- Environmental Mitigation
- Active Transportation Plan
- Public Participation

Air Quality Consistency

The MPO is also responsible for ensuring that its plan and program of projects further the goals of the Clean Air Act Amendments of 1990. The 2016-2040 Metropolitan Transportation Plan projects have been analyzed by ODOT's procedures using MOVES software. Based on this analysis, the 2016-2040 MTP has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990.

Attachment: Resolution T-8-16

RESOLUTION T-8-16

**“ADOPTING THE 2016-2040 METROPOLITAN TRANSPORTATION PLAN”**

WHEREAS, the Mid-Ohio Regional Planning Commission is designated as the metropolitan planning organization (MPO) by the governor acting through the Ohio Department of Transportation and in cooperation with locally elected officials for Franklin and Delaware counties, Pataskala and Etna Township in Licking County, Violet and Bloom townships in Fairfield County, and Jerome Township in Union County; and

WHEREAS, the MPO, pursuant to 23 United States Code 134 and 49 United States Code 1602(a)(2), 1603(1), and 1604(g)(1), has caused the 2016-2040 Metropolitan Transportation Plan (MTP) dated May 2016 to be prepared; and

WHEREAS, the MPO, pursuant to 23 United States Code 134 and 49(1607) United States Code, has prepared a Transportation Improvement Program for Fiscal Years 2016 through 2019, which is consistent with the 2016-2040 MTP; and

WHEREAS, in compliance with U.S. DOT's Title VI regulations, solicitation of citizens' comments on the 2016-2040 MTP was made by following MORPC's adopted Public Involvement Process through advertisements in the local media and presentations to numerous groups within the planning area, at an open house meeting, the Community Advisory Committee and Transportation Advisory Committee meetings, on MORPC's website, in print at area public libraries and other means; and

WHEREAS, the development of the 2016-2040 MTP includes appendices listed in the document; and

WHEREAS, other plans including local land use plans, local capital improvement plans, transit agency plans, regional plans, and statewide plans were consulted and incorporated into the 2016-2040 MTP; and

WHEREAS, the Active Transportation Plan was developed concurrently and is incorporated into the 2016-2040 MTP; and

WHEREAS, the regional Intelligent Transportation System (ITS) Architecture was updated during the development of the 2016-2040 MTP as directed by Resolution T-14-10; and

WHEREAS, pursuant to 23 USC 134, financial plans were prepared for the 2016-2040 MTP that demonstrate that it can be implemented and is consistent with funding reasonably expected to be available; and

WHEREAS, pursuant to 49 USC, 1607, 23 USC, 134 and 42 USC, 7506, the 2016-2040 MTP has been analyzed based on accepted methodology and has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the Community Advisory Committee at its May 2, 2016 meeting and the Transportation Advisory Committee at its May 4, 2016 meeting recommended adoption of this resolution by the Transportation Policy Committee; now therefore

**BE IT RESOLVED BY THE MID-OHIO REGIONAL PLANNING COMMISSION:**

Section 1. That it adopts the 2016-2040 MTP for the Columbus Area metropolitan planning organization dated May 2016, including its appendices and the incorporated reports.

- Section 2. That as the custodian of the Central Ohio Regional ITS Architecture (Architecture), it adopts the 2016 revision to the Architecture as the federally required regional architecture for the MORPC Transportation Planning Area.
- Section 3. That it recommends that its members incorporate the proposed strategies and projects into their planning for transportation improvements in their governmental units.
- Section 4. That it affirms the conformity of the 2016-2040 MTP with the State Implementation Plan.
- Section 5. That it affirms that the SFY 2016 to 2019 Transportation Improvement Program is consistent with the 2016-2040 MTP.
- Section 6. That the executive director is authorized to take such other action and execute and deliver such other documents as, acting with the advice of legal counsel, he shall deem necessary and appropriate to carry out the intent of this resolution.
- Section 7. That this Commission finds and determines that all formal deliberations and actions of this Commission concerning and relating to the adoption of this resolution were taken in open meetings of this Commission.



Matt Greeson, Chair  
MID-OHIO REGIONAL PLANNING COMMISSION

Effective date: May 12, 2016  
Submitted by: Thea J. Walsh, Director, Transportation Systems & Funding  
Prepared by: Staff, Transportation Systems & Funding  
Authority: Ohio Revised Code Section 713.21  
For action date: May 12, 2016

Attachment(s): 2016-2040 Metropolitan Transportation Plan Executive Summary



## Executive Summary

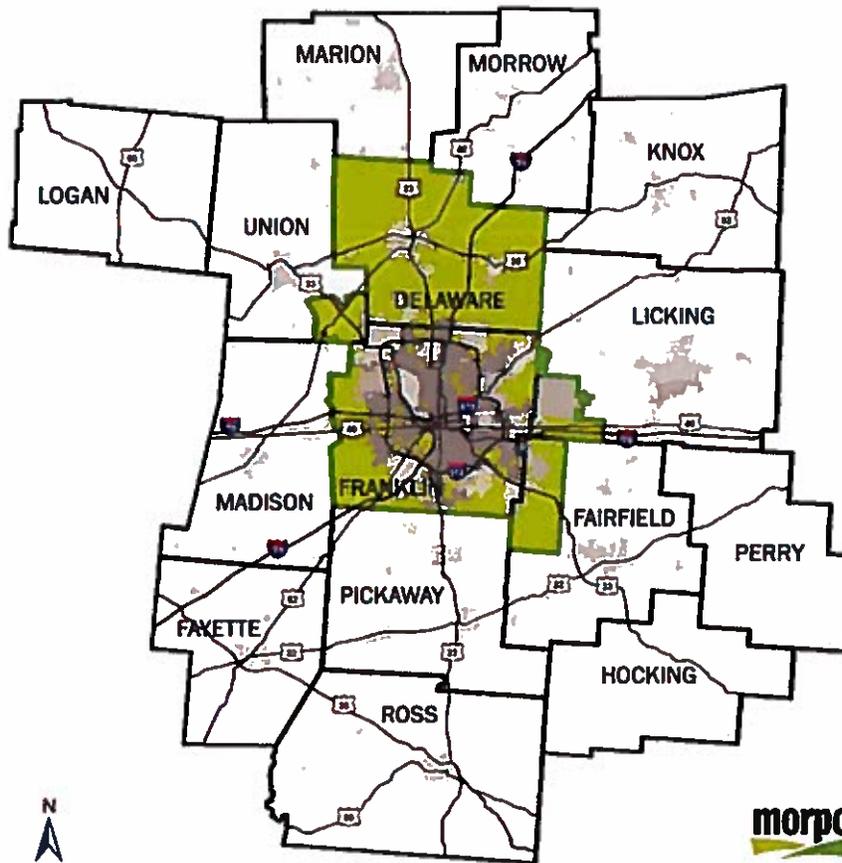
A safe, reliable, efficient, and accessible transportation system is essential to the economy and quality of life for those who visit, live, and work in the Central Ohio region. The *2016-2040 Metropolitan Transportation Plan* (MTP) establishes a set of regional transportation goals and objectives, and recommends strategies—including projects—that will maintain, manage, and develop Central Ohio's transportation system through 2040. Progress in meeting the plan's objectives will be monitored and reported on annually.

Planning for the MTP is continuous, comprehensive, and cooperative. As the fastest growing region in the state of Ohio, changing demographics and market trends require ongoing identification and analyses of new demands on the transportation system. The MTP is comprehensive in that it addresses all surface travel options including the automobile, transit, bicycles, pedestrians, and freight movements. It also recognizes that the quality of the transportation system impacts, and is impacted by development patterns, economic conditions, and environmental policies. Finally, the MTP is cooperative with respect to the local communities, agencies, and stakeholders that have worked together to develop the plan and who must work together moving forward to successfully reach the outcomes proposed by the plan.



**PLANNING AREA**

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.



MORPC MPO Area

**PLAN GOALS AND OBJECTIVES**

The 2016-2040 Metropolitan Transportation Plan has been developed around a set of goals that give direction to making regionally based investments in the transportation system. Progress in achievement of these goals will be measured by objectives and targets. Two to four 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.



Goal	Objectives
 <p>Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies</p>	<p>Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking</p> <p>Reduce vehicle miles traveled (VMT) per capita</p> <p>Increase the percentage of vehicles using alternative fuels</p>

Goal	Objectives
 <p>Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community</p>	<p>Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant</p> <p>Decrease the locations of freeway and expressway facilities that are at risk for flooding</p>

Goal	Objectives
 <p>Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally</p>	<p>Increase the average number of jobs reachable within 20 minutes via automobile and within 40 minutes via transit</p> <p>Minimize the percentage of total vehicle miles traveled under congested conditions</p> <p>Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time.</p>

Goal	Objectives
 <p>Create sustainable neighborhoods to improve residents' quality of life</p>	<p>Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements</p> <p>Target infrastructure development to serve a higher number of people and jobs and increase sidewalk coverage of arterials and collectors</p> <p>Target transit and bikeway infrastructure development to serve a higher number of people</p>

Goal	Objectives
 <p>Increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures</p>	<p>Increase the percentage of funding from non-public sources on transportation projects on functionally classified Principal Arterials and above</p> <p>Increase the number of projects utilizing innovative initiatives on functionally classified Principal Arterials and above</p> <p>Increase the percentage of functionally classified Principal Arterials and above facilities employing coordinated Intelligent Transportation System (ITS) technologies</p> <p>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</p>

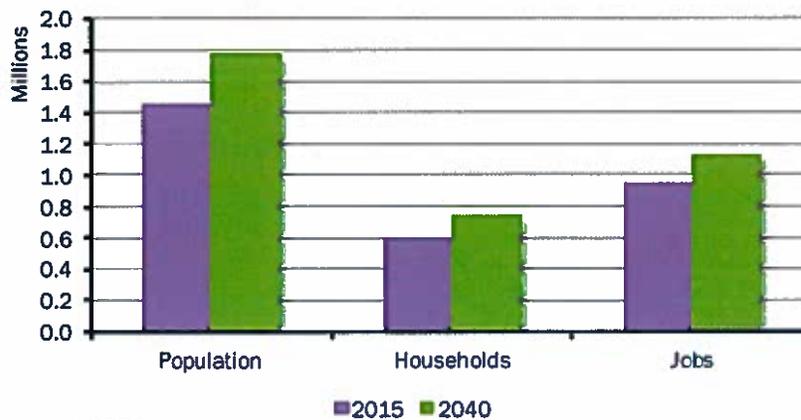
Goal	Objectives
 <p>Use public investments to benefit the health, safety, and welfare of people</p>	<p>Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time</p> <p>Maintain infrastructure in a state of good repair by minimizing the percentage of bridges with poor General Appraisals, minimizing pavement miles in unacceptable conditions, maintaining transit fleet of a useful life, and incorporating bike facilities</p> <p>Reduce the number of fatalities and serious injuries from crashes</p>



**THE REGION IN 2040**

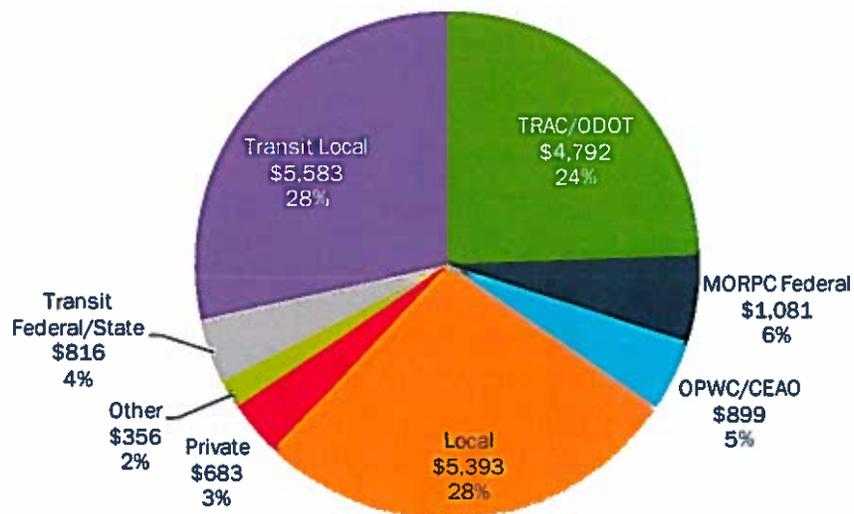
The process of developing the MTP requires assumptions and analyses of how many people will live and work in the MPO in 2040, and where and how they will travel, so that the demands of the transportation system can be anticipated. Because the plan must be fiscally balanced, forecasts of available funding for maintaining and expanding the transportation system were also developed. The strategies and projects identified in this plan stay within the forecasted revenues. This plan was developed with the assumption that similar funding will be available to the area as what has been made available in the past.

**Population, Households and Jobs in the MPO: 2015 and 2040**



Source: MORPC

**Revenues Expected by 2040 by Source (in millions)**



**Total = \$19.6 billion**



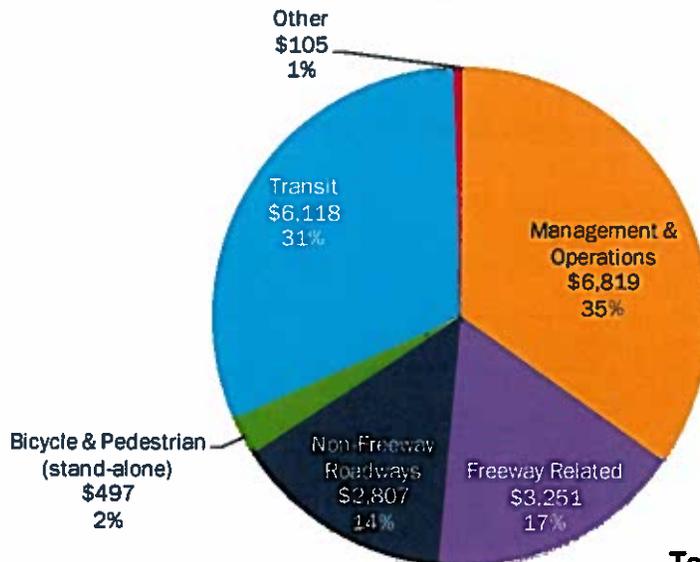
### STRATEGIES & PROJECTS

The MTP identifies 30 strategies, listed on the following page, to be worked on by regional planning partners to advance the established goals. Some strategies and projects encompass the ongoing operation, maintenance, and preservation of the existing transportation system. This includes, in general, the operation and expansion of transit service. Several strategies relate to expanding the transportation system through projects. These include projects that add roadway capacity, expand the transit system, or provide more bike and pedestrian facilities. The specific projects included in the MTP are mapped on a following page. The MTP includes projects that:

- Add approximately 102 lane miles of freeways
- Modify 16 freeway interchanges
- Build 4 new freeway interchanges
- 79 new arterial or collector roadway segments, totaling 82 miles
- Lane additions on 42 segments of roadway, totaling 66 miles
- Minor widening/safety improvements on 65 segments of roadway, totaling 96 miles
- 234 miles of off-road multi-use paths
- 42 miles of bike lanes or wide shoulders
- 9 miles of new sidewalks
- 11% increase in fixed route transit service hours
- 19 high capacity transit corridors identified for further study

The full MTP document, including a project listing with descriptions and project map can be found at [www.morpc.org/mtp2040](http://www.morpc.org/mtp2040).

### Funding Uses (In millions)



**Total = \$19.6 billion**



## Strategy

Collaborate to reduce the need for vehicle travel through development regulations.

Create travel demand management (TDM) partnerships among the facilitators and providers of alternative modes of transportation, community leaders, and institutions that make up high-density trip-generating districts.

Improve marketing of regional travel demand management (TDM) programs to increase use of transit, ride-share, bicycling, and walking.

Create plans and partnerships to attract investment in alternative fuel vehicles and infrastructure.

Alleviate existing or anticipated congestion.

Improve employee and customer access to businesses through infrastructure and outreach.

Improve fixed-route and demand response transit service.

Improve connections and coordination among transit system operators and other modes of transportation.

Support efforts to introduce fixed-guideway transit service.

Collect information on and analyze freight activity to identify developing trends, and work to disseminate that information among partners and peers.

Forge public/private partnerships to provide resources to maintain and expand key linkages among air, rail and roadway transportation modes.

Make transportation decisions that positively impact freight movements and maximize the effectiveness of the region's integrated freight transportation system.

Make neighborhoods walkable, bikeable, and accessible by transit through both infrastructure and non-infrastructure projects and programs.

Increase the quantity and quality of data on bicycle and pedestrian travel behavior.

Expand bicycle and pedestrian networks through the implementation of complete streets and multi-use path connections.

Collect, develop, maintain, and share data and information to improve local decision-making.

Multi-jurisdictional dialogue to improve opportunities for collaboration.

Collaborate on a selection process that advances short-term project priorities through the Transportation Improvement Program (TIP).

Promote and strengthen security and emergency preparedness efforts.

Improve traffic and transit operations by increasing efficiency through investment in advanced technology.

Establish consistent data collection procedures and standard rating systems concerning roadway condition.

Preserve and maintain the existing transportation system.

Broaden the transportation system managed in a coordinated manner.

Develop a regional multi-modal traveler information system.

Develop a transportation system to serve all demographic population groups.

Ensure the accuracy, availability, and timeliness of crash data and information.

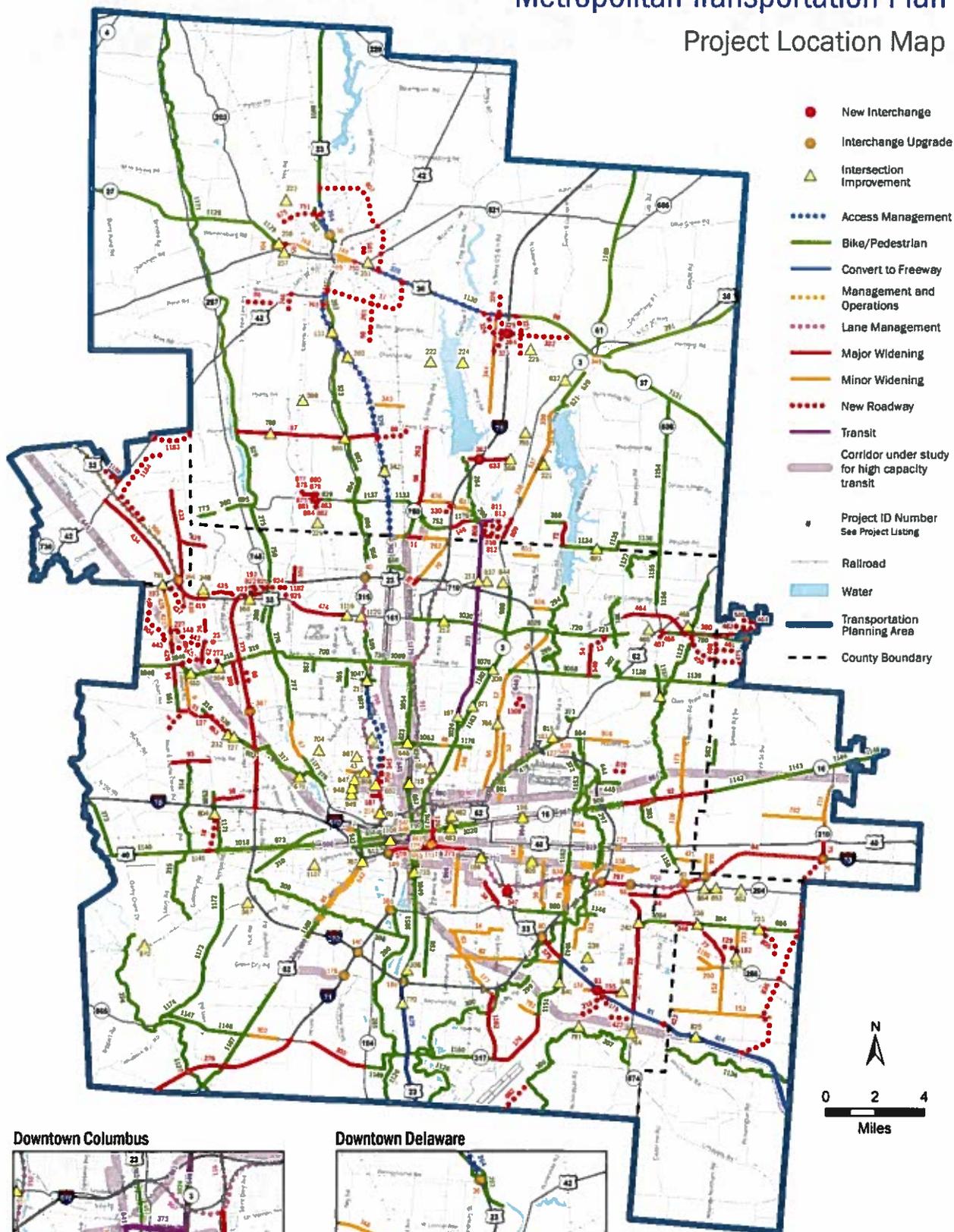
Reduce the occurrence of severe crashes and address high-crash locations.

Support and advance initiatives that address high-risk drivers and behaviors.

Improve human services transportation and coordination with public transit.

# 2016-2040 Columbus Area Metropolitan Transportation Plan

## Project Location Map



**Downtown Columbus**



**Downtown Delaware**



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.  
[mrcpc.org/core/tpm/2016/2016\\_tplan\\_11x17\\_mxd\\_apr16](http://mrcpc.org/core/tpm/2016/2016_tplan_11x17_mxd_apr16)



#### **PLAN IMPLEMENTATION & MONITORING**

Involvement from communities within the MPO was important in the development of this plan, and it is through their actions, and those of other regional planning partners, that implementation will occur. MORPC will work with the state and local governments and regional planning partners to execute the strategies identified.

While it is estimated that the projects identified in this MTP will be financially feasible by the year 2040, specific funding has not yet been allocated to most of the projects. When ODOT, COTA, DATABus, or local governments decide to secure and commit funding for the design and construction of a project, the project is then added to the Transportation Improvement Program (TIP), and programmed for construction. Many local governments also maintain their own Capital Improvements Program (CIP), which identifies projects within the local jurisdiction with committed funding.

To measure success of the MTP, MORPC publishes an annual report card that identifies if the region is on track for reaching the established targets for each of the objectives. This is done by comparing current data to the benchmarks and targets, to assess if the region is moving in the right direction, and on track to meet the short- and long-term targets.