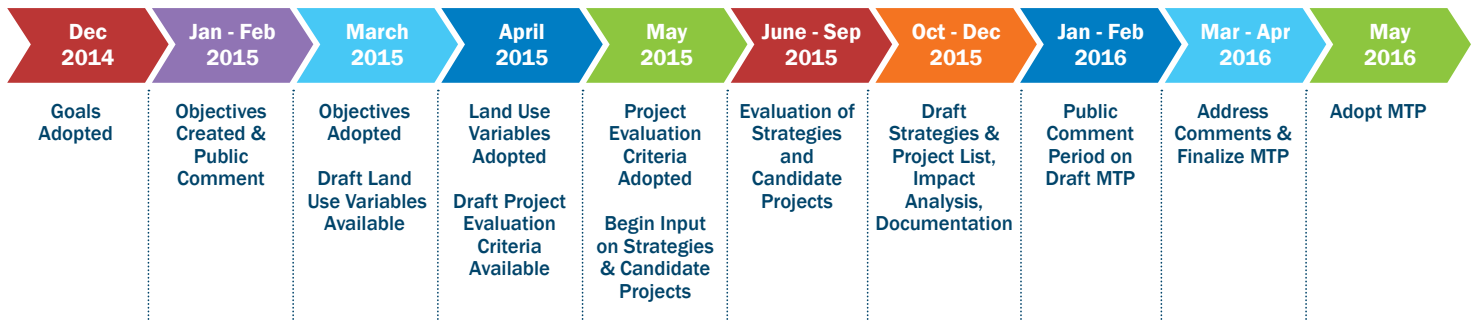




## METROPOLITAN TRANSPORTATION PLAN DEVELOPMENT PROCESS

The Metropolitan Transportation Plan (MTP) is a long-range planning document that brings together local governments from around Central Ohio and other local, state, and federal agencies to identify and coordinate transportation goals and policies over the next two decades. The MTP will identify transportation needs, strategies, and projects, and provide the basis for how federal transportation funding will be spent to improve highways, transit, freight, bikeways, and pedestrian facilities.



Work on the 2016-2040 MTP is underway. The goals of the plan were established in December 2014. Currently, candidate transportation projects are being evaluated for potential inclusion in the plan. More information on these milestones is available at [www.morpc.org/mtp2040](http://www.morpc.org/mtp2040).

The MTP will include two types of strategies for accomplishing the regional transportation goals: **System Development** and **System Management** strategies.

## SYSTEM DEVELOPMENT

The entire transportation system is made up of several sub-systems that should be seamlessly connected to provide fluid movement across the system.

These include the roadway system, transit system, bikeway system, pedestrian system, and the intermodal facilities that connect these surface systems with ground and air freight.

These components each serve their own particular and equally important role in providing for mobility throughout the region.

The System Development Strategies include projects that expand the transportation system.

Do you have thoughts on a project suggestion?  
 Visit [morpc.org/mtp2040](http://morpc.org/mtp2040) to provide comments on the current candidate project list.

### Freight & Intermodal Facilities

Freight transport is integrally linked to economic growth and prosperity and quality of life, two of the goals the MTP strives to achieve. From our transportation planning area, goods are moved, transferred, and distributed to destinations around the world via truck, rail and air, making the efficient movement of freight a priority for ongoing transportation system development. The MTP will include a number of strategies and projects to maintain and improve the freight and intermodal facilities used to transport goods to, from, and within our region.





## SYSTEM MANAGEMENT

Managing and preserving the existing transportation system is necessary to ensure past investments are maintained and operated efficiently. Many of these strategies focus on keeping the system in a state of good repair, managing the system through the use of technology, and making the system safe and secure (more information is available at [morpc.org/mtp2040](http://morpc.org/mtp2040) and in previous newsletter volumes). Other management strategies focus on managing transportation demand by advancing alternatives to driving alone. These are described below.

### Transportation Demand Management

Reducing energy consumption and improving air quality are also goals of the MTP. Strategies to reduce Single Occupancy Vehicle (SOV) travel, known as transportation demand management, are included to achieve these goals. Transportation demand management strategies advance alternatives to driving alone, such as:

- **Rideshare**
- **Alternate modes (transit, bike, walk)**
- **Telecommuting/modified work schedules**

The MTP will also emphasize a Complete Streets concept and will incorporate elements of the region's recently updated Transportation Demand Management Strategic Plan. These strategies have all shown effectiveness in reducing traffic congestion and environmental pollution caused by motor vehicles.



## FISCAL CONSTRAINT

The MTP is a fiscally constrained plan, meaning the projects included must be cost feasible, based on estimated costs and forecasted revenues. Project costs are estimated based on unit cost assumptions per mile and bridge for each project type. Cost estimates also incorporate inflation factors to reflect the cost in year of expenditure dollars. Revenues are forecasted based on the amount of transportation funding the region has historically received. This MTP will assume that in the short-term, funding levels will be similar to previous years. In the long-term, the MTP will assume that more substantial legislation is passed at the federal level, providing additional transportation funding, and that there will be modest growth in funding from the state and local governments, and in investment from the private sector.

FOR MORE INFORMATION OR TO SIGN UP FOR UPDATES ON THE MTP, VISIT [morpc.org/mtp2040](http://morpc.org/mtp2040).

### WHAT'S NEXT?

A draft project list will be available for review & comment in November 2015.

VISIT [morpc.org/mtp2040](http://morpc.org/mtp2040) to provide comments on the current candidate project list.

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