CHAPTER 9:
PLAN IMPLEMENTATION & MONITORING

The Metropolitan Transportation Plan is updated every four years, but the planning process is continuous. Key elements of this ongoing process are implementing the strategies and projects identified in the MTP and monitoring the progress in advancing the established goals. Implementation is primarily accomplished through state or local government action on the strategies and to advance projects through their respective Capital Improvements Programs and the MPO Transportation Improvement Program. MORPC program activities are accomplished through the development and execution of the annual Planning Work Program.

Monitoring of the progress in achieving the MTP goals is accomplished through the release of an annual report card, which tracks advancement toward the objectives and meeting the targets. The benchmarked data will provide a quantifiable way to measure the progress. This chapter summarizes the measurable objectives and quantifiable performance measures.

9.a REGIONAL PERFORMANCE MEASURES

The progress of advancing each of the six established 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). Also associated with each objective is the rationale for how the objective is measuring an aspect of the goal. The region's progress toward reaching these targets will be reported on annually. The objectives, benchmarks, and targets are shown in Table 9.1.

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.

Objectives and targets were also adopted as part of the 2016-2040 Metropolitan Transportation Plan, which precedes this plan. The progress made toward those targets was reported annually in the MTP Report Card. The 2017, 2018, and 2019 Report Cards are published on MORPC's website.

Upon adoption of the 2020-2050 MTP, the new objectives, benchmarks, and targets will be reported on in the annual report card in a similar manner.

FEDERAL PERFORMANCE MEASURES

As the federally designated Metropolitan Planning Organization for the Columbus Urbanized Area, MORPC is also required to include measures identified by US DOT's Performance Management process.

This process requires that states develop baseline data and establish performance measure targets in three areas: safety (TPM1); pavement and bridge conditions (TPM2); and system performance (TPM3). Safety targets are re-established annually while the targets for the others are established every four years. ODOT establishes their safety targets in August of each year. ODOT established their targets for the others on May 17, 2018. MPO's establish targets not later than 180 days after the date on which the State DOT establishes targets for the required performance measures. For all but two of the measures, MPO's can choose to either support the state DOT's targets or identify their own. For two of the measures--Peak Hour Excessive Delay (PHED) and Percent Non-Single Occupancy Vehicle (Non-SOV) Travel--State DOTs and MPOs must establish a single urbanized area target. In addition, MPO's must also establish targets with regard to transit in conjunction with the transit operators and their Transit Asset Management Plan requirements. 4-year targets are required for all measures and 2- and 4-year targets are required for some. Both ODOT and the corresponding MORPC targets are provided in Table 9.2.

Table 9.1
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

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
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 *2018 Travel Demand Model*	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

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
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 *2018 Travel Demand Model on functionally classified Collectors and above, 2017 RITIS*	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.

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
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** *Calculated from Jan-Dec 2017 INRIX data, arterials and above* **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** *2018 ODOT*	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 9.1
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

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
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 *2018 Travel Demand Model*	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

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

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

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

**Table 9.1
*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

Rationale	2020 MTP Benchmark	2025 Target	2050 Target
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.

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

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

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

Rationale	2020 MTP Benchmark	2025 Target	2050 Target
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 9.1
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

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

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

Rationale	2020 MTP Benchmark	2025 Target	2050 Target
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

Rationale	2020 MTP Benchmark	2025 Target	2050 Target
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 *2017 COTA, DCT and ODOT Inventories*	**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

Rationale	2020 MTP Benchmark	2025 Target	2050 Target
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 9.1
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

Rationale	2020 MTP Benchmark	2025 Target	2050 Target
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 *2012-2016 American Community Survey*	**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

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

OBJECTIVE: Increase the percentage of vehicles using alternative fuels

Rationale	2020 MTP Benchmark	2025 Target	2050 Target
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 *SmartColumbus, 7-county area*	**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**

Rationale	2020 MTP Benchmark	2025 Target	2050 Target
Alternative fuel infrastructure supports the adoption of alternative fuel vehicles.	**96** electric vehicle charging stations **53** other alternative fuel stations *US Department of Energy's Alternative Fuel Data Center, 7-county area*	**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 9.1
Regional Objectives & Targets (continued)

GOAL:
NATURAL RESOURCES

OBJECTIVE: Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
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

Rationale	*2020 MTP Benchmark*	*2025 Target*	*2050 Target*
Flooding prohibits safe travel and is a result of vulnerabilities during extreme weather events.	**4** freeway/expressway locations at risk for flooding *2018 ODOT Communication*	**3** freeway/expressway locations at risk for flooding	**2** freeway/expressway locations at risk for flooding

Table 9.2
Federal Performance Measures & Targets

Performance Measure	Benchmark (MPO Area Baseline)	ODOT 2-year Target	ODOT 4-year Target	MORPC 2-year Target	MORPC 4-year Target
TPM1: Safety	0.74 fatalities per 100 million VMT; 6.11 serious injuries per 100 million VMT; Number of fatalities: **106**; Number of serious injuries: **868**; Number of non-motorized fatal and serious injuries: **145**; *Average number of crashes occurring 2013-2017*	2% Annual Reduction	2% Annual Reduction	Support ODOT's Target	Support ODOT's Target

Performance Measure	Benchmark (Urbanized Area Baseline)	ODOT 2-year Target	ODOT 4-year Target	MORPC 2-year Target	MORPC 4-year Target
TPM2: Pavement & Bridge	**60%** of pavements of the Interstate System in Good condition	n/a	**>50%** of pavements of the Interstate System in Good condition	n/a	**>50%** of pavements of the Interstate System in Good condition
	0.1% of pavements of the Interstate system in Poor condition	n/a	**<1%** of pavements of the Interstate system in Poor condition	n/a	**<1%** of pavements of the Interstate system in Poor condition
	41% of pavements of the non-interstate NHS in Good condition	**>35%** of pavements of the non-interstate NHS in Good condition	**>35%** of pavements of the non-interstate NHS in Good condition	**>35%** of pavements of the non-interstate NHS in Good condition	**>35%** of pavements of the non-interstate NHS in Good condition
	1.3% of pavements of the non-Interstate NHS in Poor condition	**<3%** of pavements of the non-Interstate NHS in Poor condition	**<3%** of pavements of the non-Interstate NHS in Poor condition	**<3%** of pavements of the non-Interstate NHS in Poor condition	**<3%** of pavements of the non-Interstate NHS in Poor condition
	77% of NHS bridge deck area classified as in Good condition	**>50%** of NHS bridge deck area classified as in Good condition	**>50%** of NHS bridge deck area classified as in Good condition	**>70%** of NHS bridge deck area classified as in Good condition	**>70%** of NHS bridge deck area classified as in Good condition
	1.2% of NHS bridge deck area classified as in Poor condition; *2018 ODOT*	**<5%** of NHS bridge deck area classified as in Poor condition	**<5%** of NHS bridge deck area classified as in Poor condition	**<5%** of NHS bridge deck area classified as in Poor condition	**<5%** of NHS bridge deck area classified as in Poor condition

Performance Measure	Benchmark (MPO Area Baseline)	ODOT 2-year Target	ODOT 4-year Target	MORPC 2-year Target	MORPC 4-year Target
TPM3: Travel Time Reliability, Truck Travel Time Reliability	**77%** of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold	**85%** of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold	**85%** of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold	Support ODOT's Target	Support ODOT's Target
	71% of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold	n/a	**80%** of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold	n/a	Support ODOT's Target
	Truck Travel Time Reliability Index: **1.85**; *2017 ODOT, RITIS*	Truck Travel Time Reliability Index: **<1.5**	Truck Travel Time Reliability Index: **<1.5**	Truck Travel Time Reliability Index: **<1.5**	Truck Travel Time Reliability Index: **<1.5**

Performance Measure	Benchmark (Urbanized Area Baseline)	Columbus Urban Area 2-year Target	Columbus Urban Area 4-year Target	Columbus Urban Area 2-year Target	Columbus Urban Area 4-year Target
TPM3: Person Hours of Excessive Delay	**8.6** Annual Hours of Peak Hour Excessive Delay Per Capita; *2017 ODOT, RITIS*	n/a	**<12** Annual Hours of Peak Hour Excessive Delay Per Capita	n/a	**<12** Annual Hours of Peak Hour Excessive Delay Per Capita

Table 9.2
Federal Performance Measures & Targets (continued)

Performance Measure	Benchmark (MPO Area Baseline)	Columbus Urban Area 2-year Target	Columbus Urban Area 4-year Target	Columbus Urban Area 2-year Target	Columbus Urban Area 4-year Target
TPM3: Non-SOV Travel	18% non-Single Occupancy Vehicle (SOV) travel — *2012-2016 American Community Survey*	18.2% non-Single Occupancy Vehicle (SOV) travel	19% non-Single Occupancy Vehicle (SOV) travel	18.2% non-Single Occupancy Vehicle (SOV) travel	19% non-Single Occupancy Vehicle (SOV) travel

Performance Measure	Benchmark (Urbanized Area Baseline)	ODOT 2-year Target	ODOT 4-year Target	MORPC 2-year Target	MORPC 4-year Target
TPM3: Total Emission Reductions	VOC (kg/day): 183.86, NOx (kg/day): 411.87, PM2.5 (kg/day): 12.55 — *2014-2017 Baseline, CMAQ Performance Plan*	VOC (kg/day): 69.0, NOx (kg/day): 537.0, PM2.5 (kg/day): 36 *(Statewide target)*	VOC (kg/day): 69.0, NOx (kg/day): 537.0, PM2.5 (kg/day): 36 *(Statewide target)*	VOC (kg/day): 14.0, NOx (kg/day): 42.0, PM2.5 (kg/day): 1.1	VOC (kg/day): 24.0, NOx (kg/day): 74.0, PM2.5 (kg/day): 2.3

Performance Measure	Benchmark (MPO Area Baseline)	ODOT 2-year Target	ODOT 4-year Target	MORPC 2-year Target	MORPC 4-year Target
Transit Asset Management	12% of revenue vehicles (all asset classes) exceed the useful life benchmark; 53% of non-revenue automobiles exceed the useful life benchmark; 57% of non-revenue trucks exceed the useful life benchmark; 41% of other non-revenue equipment exceed the useful life benchmark; 73% of Passenger & Parking facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale; 14% of Admin/Maintenance facilities are rated less than 3.0 on TERM Scale — *2018 COTA, DATABus & MORPC TAM Plans combined percentages*	ODOT established targets for their own Transit Assets.	ODOT established targets for their own Transit Assets.	0% of revenue vehicles exceed the useful life benchmark; 16% of non-revenue automobiles exceed the useful life benchmark; 40% of non-revenue trucks exceed the useful life benchmark; 20% of other non-revenue equipment exceed the useful life benchmark; 50% of Passenger & Parking facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale; 0% of Admin/Maintenance facilities are rated less than 3.0 on TERM Scale	0% of revenue vehicles exceed the useful life benchmark; 16% of non-revenue automobiles exceed the useful life benchmark; 40% of non-revenue trucks exceed the useful life benchmark; 20% of other non-revenue equipment exceed the useful life benchmark; 50% of Passenger & Parking facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale; 0% of Admin/Maintenance facilities are rated less than 3.0 on TERM Scale

9.b PLAN IMPLEMENTATION

This Metropolitan Transportation Plan identifies numerous strategies and projects for the purpose of advancing the established regional transportation goals.   MORPC will work with the state and local governments and regional planning partners to execute the strategies identified.

Some of the strategies identify specific infrastructure projects. While it is estimated that these projects will be financially feasible by the year 2050, specific funding has not yet been allocated to most of the projects. When ODOT 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). The TIP is a schedule of transportation infrastructure projects within MORPC's transportation planning area that have specific funding committed and are expected to have design or construction work begin within a four-year horizon. The TIP is updated every two years. For a project to be included in the TIP, it must first be included in the MTP.

MORPC will adopt the TIP for State Fiscal Years (SFY) 2021-2024 concurrently with this MTP. The TIP will be updated again in 2022 to include the schedule of projects for SFY 2024-2027.

Many local governments also maintain their own Capital Improvements Program (CIP), which identifies projects within the local jurisdiction with committed funding. MORPC incorporates the most significant projects into the TIP.

CONCLUSION

The 2020-2050 Metropolitan Transportation Plan was developed through a continuous, coordinated, and comprehensive planning process, which includes ongoing public and stakeholder outreach, as well as active performance monitoring and reporting. This plan provides the framework for achieving the transportation goals of the region and improving residents' quality of life through the collaboration of local and regional planning partners.

As part of the continuous planning cycle, the Columbus Area Metropolitan Transportation Plan will be updated again in 2024.