

**Attachment A:  
2020-2050 Columbus Area Metropolitan Transportation Plan  
Objectives, Performance Measures, and Targets**

|  |   |  |  |  |
|--|---|--|--|--|
| <b>GOAL:</b> Reduce per capita <b>energy</b> consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies | <b>OBJECTIVE:</b> Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking                              |  |  |  |
|  | <i>Rationale</i>  | <i>2020 MTP Benchmark</i>  | <i>2025 Target</i>   | <i>2050 Target</i>   |
|  | Reducing single occupancy auto commutes and increasing commuters using alternative transportation modes will reduce per capita fuel and energy consumption.                   | <b>82%</b> of commuters drive alone<br><b>6%</b> of commuters ride transit, bicycle, or walk<br><br><i>2012-2016 American Community Survey</i>                   | <b>80%</b> of commuters drive alone<br><b>7%</b> of commuters ride transit, bicycle, or walk                     | <b>75%</b> of commuters drive alone<br><b>10%</b> of commuters ride transit, bicycle, or walk                      |
|  | <b>OBJECTIVE:</b> Reduce vehicle miles traveled (VMT) per capita  |  |  |  |
|  | <i>Rationale</i>  | <i>2020 MTP Benchmark</i>  | <i>2025 Target</i>   | <i>2050 Target</i>   |
|  | Reducing vehicle miles traveled per person for any trip purpose will reduce per capita fuel and energy consumption.   | <b>9,300</b> vmt per capita<br><br><i>2017 ODOT VMT, 2018 MORPC Population Estimates</i>   | <b>8,800</b> vmt per capita<br>(5% reduction)  | <b>6,500</b> vmt per capita<br>(30% reduction)   |
|  | <b>OBJECTIVE:</b> Increase the percentage of vehicles using alternative fuels   |  |  |  |
|  | <i>Rationale</i>  | <i>2020 MTP Benchmark</i>  | <i>2025 Target</i>   | <i>2050 Target</i>   |
|  | Increased use of alternative fuel vehicles is a direct measurement of alternative fuel usage.   | <b>XX%</b> of registered vehicles use alternative fuels*<br><b>0.23%</b> of registered vehicles are electric vehicles<br><br><i>SmartColumbus, 7-county area</i> | <b>5%</b> of registered vehicles use alternative fuels<br><b>4%</b> of registered vehicles are electric vehicles | <b>40%</b> of registered vehicles use alternative fuels<br><b>30%</b> of registered vehicles are electric vehicles |
|  | <b>OBJECTIVE:</b> Increase the number of alternative fuel stations**  |  |  |  |
| <i>Rationale</i>   | <i>2020 MTP Benchmark</i>   | <i>2025 Target</i>   | <i>2050 Target</i>   |  |
| Alternative fuel infrastructure supports the adoption of alternative fuel vehicles.  | <b>96</b> electric vehicle charging stations<br><b>53</b> other alternative fuel stations<br><br><i>US Department of Energy's Alternative Fuel Data Center, 7-county area</i> | <b>325</b> electric vehicle charging stations<br><b>75</b> other alternative fuel stations   | <b>1,500</b> electric vehicle charging stations<br><b>150</b> other alternative fuel stations                    |  |

\*Data for the benchmark is still being gathered. \*\*Stations can have multiple plugs

|  |   |  |  |                                      |
|--|---|--|--|--------------------------------------|
| <b>GOAL:</b> Protect <b>natural resources</b> and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community. | <b>OBJECTIVE:</b> Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant |  |  |                                      |
|  | <i>Rationale</i>  | <i>2020 MTP Benchmark</i>                                  | <i>2025 Target</i>   | <i>2050 Target</i>                   |
|  | Clean air an essential natural resource and is a key indicator of a healthy community.  | Ozone Non-Attainment<br>PM2.5 Attainment                   | Ozone Attainment<br>PM2.5 Attainment                       | Ozone Attainment<br>PM2.5 Attainment |
|  | <b>OBJECTIVE:</b> Decrease the locations of freeway and expressway facilities that are at risk for flooding                       |  |  |                                      |
|  | <i>Rationale</i>  | <i>2020 MTP Benchmark</i>                                  | <i>2025 Target</i>   | <i>2050 Target</i>                   |
| Flooding prohibits safe travel and is a result of vulnerabilities during extreme weather events.   | <b>4</b> freeway/expressway locations at risk for flooding<br><br><i>2018 ODOT Communication</i>                                  | <b>3</b> freeway/expressway locations at risk for flooding | <b>2</b> freeway/expressway locations at risk for flooding |                                      |

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**OBJECTIVE:** Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit

| <i>Rationale</i>  | <i>2020 MTP Benchmark</i>  | <i>2025 Target</i>   | <i>2050 Target</i>  |
|---|--|--|---|
| Access to jobs within reasonable travel time is important for the vitality of a region's economy. | On average, <b>306,000</b> jobs reachable within 20 minutes via automobile | On average, <b>321,000</b> (5% increase) jobs reachable within 20 minutes via automobile   | On average, <b>337,000</b> (10% increase) jobs reachable within 20 minutes via automobile   |
|   | On average, <b>973,000</b> jobs reachable within 40 minutes via automobile | On average, <b>1,022,000</b> (5% increase) jobs reachable within 40 minutes via automobile | On average, <b>1,070,000</b> (10% increase) jobs reachable within 40 minutes via automobile |
|   | On average, <b>23,000</b> jobs reachable within 20 minutes via transit     | On average, <b>25,000</b> (10% increase) jobs reachable within 20 minutes via transit      | On average, <b>28,000</b> (20% increase) jobs reachable within 20 minutes via transit       |
|   | On average, <b>102,000</b> jobs reachable within 40 minutes via transit    | On average, <b>112,000</b> (10% increase) jobs reachable within 40 minutes via transit     | On average, <b>122,000</b> (20% increase) jobs reachable within 40 minutes via transit      |
|   | <i>2018 Travel Demand Model</i>  |  |   |

**OBJECTIVE:** Minimize the percentage of total vehicle miles traveled under congested conditions

| <i>Rationale</i>   | <i>2020 MTP Benchmark</i>   | <i>2025 Target</i>  | <i>2050 Target</i>  |
|--|---|---|---|
| Efficient mobility of people and freight is an important element of a vibrant economy. | Total vehicle miles traveled under congested conditions:<br>Daily: <b>5%</b><br>Peak Periods <b>10.3%</b> | Total vehicle miles traveled under congested conditions:<br>Daily: <b>&lt;5%</b><br>Peak Periods <b>&lt;10%</b> | Total vehicle miles traveled under congested conditions:<br>Daily: <b>&lt;5%</b><br>Peak Periods <b>&lt;10%</b> |
|  | <b>8.6</b> Annual Hours of Peak Hour Excessive Delay Per Capita   | <b>&lt;12</b> Annual Hours of Peak Hour Excessive Delay Per Capita  | <b>&lt;12</b> Annual Hours of Peak Hour Excessive Delay Per Capita  |
|  | <i>2018 Travel Demand Model on functionally classified Collectors and above, 2017 RITIS</i>               |   |   |

**OBJECTIVE:** Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time.

| <i>Rationale</i>  | <i>2020 MTP Benchmark</i>   | <i>2025 Target</i>  | <i>2050 Target</i>  |
|---|---|---|---|
| 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: <b>1.43</b>  | Region-wide Uncertainty Index: <b>1.3</b>   | Region-wide Uncertainty Index: <b>1.25</b>  |
|   | PM Peak Region-wide Uncertainty Index: <b>1.55</b>  |   |   |
|   | <i>Calculated from Jan-Dec 2017 INRIX data, arterials and above</i>                                     |   |   |
|   | <b>77%</b> of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold  | <b>85%</b> of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold  | <b>85%</b> of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold  |
|   | <b>71%</b> of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold | <b>80%</b> of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold | <b>80%</b> of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold |
| Truck Travel Time Reliability Index: <b>1.85</b>  | Truck Travel Time Reliability Index: <b>&lt;1.5</b>   | Truck Travel Time Reliability Index: <b>&lt;1.5</b>   |   |
| <i>2018 ODOT</i>  |   |   |   |

**GOAL:** Position central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally

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|--|---|---|---|---|
| <b>GOAL: Create sustainable neighborhoods to improve residents' quality of life</b>                            | <b>OBJECTIVE:</b> Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements |   |   |   |
|  | <i>Rationale</i>  | <i>2020 MTP Benchmark</i>   | <i>2025 Target</i>  | <i>2050 Target</i>  |
|  | Complete streets allow for transportation choices, which enhance quality of life.   | <b>14%</b> of MORPC member communities have adopted complete streets policies or policies that contain those elements.  | <b>20%</b> of MORPC member communities have adopted complete streets policies or policies that contain those elements.  | <b>100%</b> of MORPC member communities have adopted complete streets policies or policies that contain those elements.   |
|  | <b>OBJECTIVE:</b> Increase the amount of bicycle and pedestrian infrastructure.   |   |   |   |
|  | <i>Rationale</i>  | <i>2020 MTP Benchmark</i>   | <i>2025 Target</i>  | <i>2050 Target</i>  |
|  | Sustainable neighborhoods provide adequate bicycle and pedestrian infrastructure to provide viable transportation options.                  | <b>700</b> miles of bikeways<br><b>40%</b> of arterials and collectors have sidewalks*<br><br><i>2018 MORPC Bikeway, Sidewalk Inventories</i>   | <b>820</b> miles of bikeways (17% increase)<br><b>45%</b> of arterials and collectors have sidewalks  | <b>1,050</b> miles of bikeways (50% increase)<br><b>85%</b> of arterials and collectors have sidewalks  |
|  | <b>OBJECTIVE:</b> Target infrastructure development to serve a higher number of people and jobs   |   |   |   |
|  | <i>Rationale</i>  | <i>2020 MTP Benchmark*</i>  | <i>2025 Target*</i>   | <i>2050 Target*</i>   |
|  | Sustainable neighborhoods provide adequate bicycle and pedestrian infrastructure to provide viable transportation options.                  | <b>XX%</b> of population live within 3/4 mile of arterial or collector roadway<br><b>XX%</b> of jobs are located within 3/4 mile of arterial or collector roadway<br><b>XX%</b> of population live within 3/4 mile of a transit stop<br><b>XX%</b> of jobs are located within 3/4 mile of a transit stop<br><b>XX%</b> of population live within 3/4 mile of a bikeway<br><b>XX%</b> of jobs are located within 3/4 mile of a bikeway | <b>XX%</b> of population live within 3/4 mile of arterial or collector roadway (5% increase)<br><b>XX%</b> of jobs are located within 3/4 mile of arterial or collector roadway (5% increase)<br><b>XX%</b> of population live within 3/4 mile of a transit stop (5% increase)<br><b>XX%</b> of jobs are located within 3/4 mile of a transit stop (5% increase)<br><b>XX%</b> of population live within 3/4 mile of a bikeway (5% increase)<br><b>XX%</b> of jobs are located within 3/4 mile of a bikeway (5% increase) | <b>XX%</b> of population live within 3/4 mile of arterial or collector roadway (20% increase)<br><b>XX%</b> of jobs are located within 3/4 mile of arterial or collector roadway (20% increase)<br><b>XX%</b> of population live within 3/4 mile of a transit stop (20% increase)<br><b>XX%</b> of jobs are located within 3/4 mile of a transit stop (20% increase)<br><b>XX%</b> of population live within 3/4 mile of a bikeway (20% increase)<br><b>XX%</b> of jobs are located within 3/4 mile of a bikeway (20% increase) |
|  | <b>OBJECTIVE:</b> Increase the number of bike/pedestrian miles traveled on COG trails annually.   |   |   |   |
| <i>Rationale</i>   | <i>2020 MTP Benchmark</i>   | <i>2025 Target</i>  | <i>2050 Target</i>  |   |
| Central Ohio Greenways (COG) are an integral component connecting sustainable neighborhoods around the region. | <b>11.5 million</b> COG bike/pedestrian miles traveled annually (7-county area)   | <b>14 million</b> COG bike/pedestrian miles traveled annually (7-county area)   | <b>25 million</b> COG bike/pedestrian miles traveled annually (7-county area)   |   |

\*Data under development

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

**OBJECTIVE:** Increase the percentage of funding from non-public sources on transportation projects on functionally classified Principal Arterials and above

| <i>Rationale</i>   | <i>2020 MTP Benchmark</i>   | <i>2025 Target</i>                           | <i>2050 Target</i>                            |
|--|---|--|---|
| Creative funding partnerships are a result of regional collaboration and seeking out innovative solutions. | <b>0.7%</b> of funding is from non-public sources<br><i>Projects starting FY2016-18</i> | <b>5%</b> of funding from non-public sources | <b>10%</b> of funding from non-public sources |

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

| <i>Rationale</i>   | <i>2020 MTP Benchmark</i>   | <i>2025 Target</i>                                    | <i>2050 Target</i>                                     |
|--|---|---|--|
| Encourage initiatives that advance innovation and partnership to deliver and build projects efficiently. | <b>6%</b> of projects utilized innovative initiatives<br><i>Projects completed with Every Day Counts initiatives utilized or fiber optic infrastructure included for projects 2017-2018</i> | <b>8%</b> of projects utilized innovative initiatives | <b>15%</b> 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.

| <i>Rationale</i>  | <i>2020 MTP Benchmark</i>   | <i>2025 Target</i>   | <i>2050 Target</i>   |
|---|---|--|--|
| ITS provides for maximization of capacity on existing facilities and real-time response to incidents and security issues. | <b>20%</b> of mileage utilizes coordinated ITS technologies<br><b>XX%</b> of network incorporates digital infrastructure* | <b>30%</b> of mileage utilizes coordinated ITS technologies.<br><b>XX%</b> of network incorporates digital infrastructure* | <b>90%</b> of mileage utilizes coordinated ITS technologies.<br><b>XX%</b> 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

| <i>Rationale</i>   | <i>2020 MTP Benchmark</i>   | <i>2025 Target</i>  | <i>2050 Target</i>   |
|--|---|---|--|
| Surveillance capabilities allow for real-time response to incidents and security issues. | <b>81%</b> transit vehicles and facilities with surveillance capabilities<br><b>40%</b> of functionally classified Principal Arterials and above are under video surveillance<br><i>2017 COTA, DATAbus and ODOT Inventories</i> | <b>90%</b> transit vehicles and facilities with surveillance capabilities<br><b>50%</b> of functionally classified Principal Arterials and above under video surveillance | <b>100%</b> transit vehicles and facilities with surveillance capabilities<br><b>90%</b> 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

| <i>Rationale</i>  | <i>2020 MTP Benchmark</i>  | <i>2025 Target</i>  | <i>2050 Target</i>  |
|---|--|---|---|
| Smart streets policies are a tool communities can use to integrate technology into transportation projects. | <b>0%</b> of MORPC member communities have adopted smart streets policies or policies that contain those elements. | <b>XX%</b> of MORPC member communities have adopted smart streets policies or policies that contain those elements* | <b>XX%</b> of MORPC member communities have adopted smart streets policies or policies that contain those elements* |

\*Target-setting to be informed by Smart Region Task Force recommendations, which are currently in development

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**GOAL:** Use public investments to benefit the **health, safety, and welfare** of people

| <b>OBJECTIVE:</b> Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time  |  |   |   |
|--|--|---|---|
| <i>Rationale</i>   | <i>2020 MTP Benchmark</i>  | <i>2025 Target</i>  | <i>2050 Target</i>  |
| The transportation system should equally serve all of the region's population.   | Average trip travel time for disadvantaged populations is <b>5%</b> less than the regional average trip travel time<br><br><i>2018 Travel Demand Model</i>   | Average trip travel time for disadvantaged populations within <b>5%</b> of regional average trip travel time  | Average trip travel time for disadvantaged populations within <b>5%</b> of regional average trip travel time  |
| <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 of a useful life |  |   |   |
| <i>Rationale</i>   | <i>2020 MTP Benchmark</i>  | <i>2025 Target</i>  | <i>2050 Target</i>  |
| Maintenance and enhancement of existing infrastructure ensures the maximum lifespan and safe use of public investments   | <b>60%</b> of pavements of the Interstate System in Good condition<br><b>0.1%</b> of pavements of the Interstate system in Poor condition<br><b>41%</b> of pavements of the non-interstate NHS in Good condition<br><b>1.3%</b> of pavements of the non-Interstate NHS in Poor condition<br><i>2017 ODOT</i><br><b>71%</b> of Federal-aid non-NHS pavements in Good condition<br><b>4%</b> of Federal-aid non-NHS pavements in Poor condition<br><b>77%</b> of NHS bridge deck area classified as in Good condition<br><b>1.2%</b> of NHS bridge deck area classified as in Poor condition<br><i>2018 ODOT</i><br><b>72%</b> of Non-NHS bridge deck area classified as in Good condition*<br><b>5%</b> of Non-NHS bridges deck area classified as in Poor condition*<br><br><b>12%</b> of revenue vehicles that exceed the useful life benchmark<br><b>51%</b> of non-revenue service vehicles that exceed the useful life benchmark<br><b>63%</b> of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale | <b>&gt;50%</b> of pavements of the Interstate System in Good condition<br><b>&lt;1%</b> of pavements of the Interstate system in Poor condition<br><b>&gt;35%</b> of pavements of the non-interstate NHS in Good condition<br><b>&lt;3%</b> of pavements of the non-Interstate NHS in Poor condition<br><br><b>&gt;50%</b> of Federal-aid non-NHS pavements in Good condition<br><b>&lt;5%</b> of Federal-aid non-NHS pavements in Poor condition<br><b>&gt;70%</b> of NHS bridge deck area classified as in Good condition<br><b>&lt;5%</b> of NHS bridge deck area classified as in Poor condition<br><br><b>&gt;60%</b> of Non-NHS bridge deck area classified in Good condition<br><b>&lt;10%</b> of Non-NHS bridge deck area classified in Poor condition<br><br><b>0%</b> of revenue vehicles that exceed the useful life benchmark<br><b>20%</b> of non-revenue service vehicles that exceed the useful life benchmark<br><b>25%</b> of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale | <b>&gt;50%</b> of pavements of the Interstate System in Good condition<br><b>&lt;1%</b> of pavements of the Interstate system in Poor condition<br><b>&gt;35%</b> of pavements of the non-interstate NHS in Good condition<br><b>&lt;3%</b> of pavements of the non-Interstate NHS in Poor condition<br><br><b>&gt;50%</b> of Federal-aid non-NHS pavements in Good condition<br><b>&lt;5%</b> of Federal-aid non-NHS pavements in Poor condition<br><b>&gt;70%</b> of NHS bridge deck area classified as in Good condition<br><b>&lt;5%</b> of NHS bridge deck area classified as in Poor condition<br><br><b>&gt;60%</b> of Non-NHS bridge deck area classified in Good condition<br><b>&lt;10%</b> of Non-NHS bridge deck area classified in Poor condition<br><br><b>0%</b> of revenue vehicles that exceed the useful life benchmark<br><b>20%</b> of non-revenue service vehicles that exceed the useful life benchmark<br><b>25%</b> of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale |
| <b>OBJECTIVE:</b> Reduce the number of fatalities and serious injuries from crashes  |  |   |   |
| <i>Rationale</i>   | <i>2020 MTP Benchmark</i>  | <i>2025 Target</i>  | <i>2050 Target</i>  |
| Crash reduction is a direct measurement of safety.   | <b>0.74</b> fatalities per 100 million VMT<br><b>6.11</b> serious injuries per 100 million VMT<br>Number of fatalities: <b>106</b><br>Number of serious injuries: <b>868</b><br>Number of non-motorized fatal and serious injuries: <b>145</b><br><br><i>Average number of crashes occurring 2013-2017</i>   | <b>0.69</b> fatalities per 100 million VMT<br><b>5.64</b> serious injuries per 100 million VMT<br><b>8%</b> reduction in fatalities and serious injuries<br><b>8%</b> reduction in non-motorized fatalities and serious injuries<br><br><i>(1% annual reduction)</i>  | <b>0.54</b> fatalities per 100 million VMT<br><b>4.43</b> serious injuries per 100 million VMT<br><b>27%</b> reduction in fatalities and serious injuries<br><b>27%</b> reduction in non-motorized fatalities and serious injuries<br><br><i>(1% annual reduction)</i>  |