

On the Move

2045 Transportation Plan • Update 2020



Executive Summary

“We envision a vibrant region with a dynamic economy and high quality of life where transportation is a core strength.” – On the Move: 2015-2045 Transportation Plan - Update 2020 Vision Statement

What will the Toledo metropolitan area look like in 25 years? Over the next three decades, what improvements in transportation do we need for better freight movement, personal mobility, and regional strength?

These are the core questions that TMACOG and the people of our region (Lucas and Wood counties in northwest Ohio, plus southern Monroe County, Michigan) addressed in developing the “On the Move: 2015-2045 Transportation Plan.” These questions were revisited in completing this federally required five-year plan update.

The purpose of the “On the Move: 2015-2045 Transportation Plan – Update 2020” is to provide a program of transportation projects, initiatives, and policies that will guide more than \$3.8 billion of public investment over 25 years to enhance our regional transportation system. This plan takes a total modal view as all transportation modes are included, and there is a focus on integrating improvements to further develop an intermodal transportation system moving both people and goods.

For both the original 2045 Plan (2015) and 2045 Plan – Update 2020, there was a focus throughout plan development on full participation by local governments, businesses, and citizens. The 2045 Plan – Update 2020 task force coordinated creation of this plan. The task force was a broad-based group consisting of representatives of governments, economic development and planning agencies, institutions and service agencies, the private sector, transportation stakeholders, and citizen advocates from neighborhoods. For two years, the task force worked with staff to make decisions on plan content and direction to develop an innovative public involvement process. The plan task force looked at technical analysis, brainstormed solutions, and made tough decisions on priorities. All public input was evaluated by the task force and incorporated into the problem statements that were the basis of the plan.

The plan is structured around eight goals, which were used to evaluate and rank proposed projects and initiatives based on impacts to the region and its transportation system:

1. **Safety:** Reduce traffic-related fatalities and serious injuries across all modes.
2. **Infrastructure condition:** Maintain and improve the transportation system to a state of good repair.
3. **Congestion reduction:** Reduce congestion on the National Highway System (NHS)
4. **System reliability:** Improve the efficiency of the surface transportation system.
5. **Freight movement:** Strengthen freight access to national and international trade markets to support economic development
6. **Environmental sustainability:** Protect and enhance the community and natural environments.
7. **Project delivery:** Expedite project delivery to maximize effective use of public funds.
8. **Personal mobility:** Improve the quality, accessibility, and efficiency of the multimodal personal transportation system.

Measures of effectiveness were developed and used to evaluate and select plan projects based on these goals. Plan development also was guided by the planning factors and other requirements of the current federal transportation regulations detailed by the Fixing America's Surface Transportation Act (FAST Act) and the Moving Ahead for Progress in the 21st Century Act (MAP-21). The 2045 Plan is fully compliant with the FAST Act and MAP-21, incorporating the new emphases on consultation with environmental and planning agencies, use of visualization methods to more clearly communicate plan content to the public, and working towards a safer and more secure transportation system. As with previous plans, the impacts on air emission constraints and on low income and minority neighborhoods were evaluated to ensure compliance with federal requirements. The "On the Move: 2045 Transportation Plan – Update 2020" is fiscally constrained based on expected federal, state, and local resources. A fiscal balance analysis table in Chapter 6 shows anticipated transportation revenue against future project needs.

At the heart of the plan are the 375 projects with funding already committed or expected to be available during the life of the plan. These are listed according to regional priority and identified by the goal they most directly address. To address the system preservation goal, nearly \$500 million is set aside for pavement reconstruction projects and bridge improvement projects. This includes projects that will relieve a backlog of system preservation and a list of projects that will address the growing projected need during the life of the plan.

In addition to projects, the plan includes 31 initiatives (major studies, other strategic actions) and 26 policies (to guide future action in the region). These are also based on meeting the eight plan goals.

An implementation schedule concludes the plan. The implementation schedule lists lead agencies, the time period during which the projects can be funded for construction, and the estimated cost in dollars.