Metropolitan Planning Organization

Certification Review

with FHWA, FTA & ODOT
Presentation Organization

- 2014 Certification Review Recommendations
- MORPC Agency & MPO Overview
- MPO Products
- MORPC Activities & Initiatives
Presentation Organization

• **RECOMMENDATIONS FOR IMPROVEMENT**
  
  – **Recommendation** - It is recommended that MORPC complete its regional freight plan.
  
  – **Recommendation** – It is recommended that the MPO review and update its EJ practices prior to the next MTP update. Consideration should be given to overlaying EJ population maps onto the maps of the MTP and TIP projects to screen for distribution of impacts and benefits.
MORPC Agency & MPO Overview
What is MORPC?

- Voluntary association
- 60+ local governments
- 15 county region
- 100+ board members
- 100s of engaged community members

Our Focus

- Central Ohio
- Mobility
- Sustainability
- Local Government
Metropolitan Planning Organization - Role

• Federally required in urbanized areas of 50,000+
• Ensure Federal transportation funding is programmed through Continuous, Comprehensive, Coordinated (3-C) planning process
• Representative group of local stakeholders
• MPO staff liaisons between Federal and Local jurisdictions
• Partner with ODOT, transit agencies, other regional and local organizations
• Public engagement
• NOT an implementing agency
MPO Products
Metropolitan Planning Organization - Products

Planning Work Program

- Core Federal Planning Requirements
- Highway, transit, bike, pedestrian, freight
- Traffic Counts, Modeling, Development Inquiries
- Special Activities/Studies

Metropolitan Transportation Plan

- 20+ Year Horizon (Plan)
- Considers all Expected Transportation Funding
- Anything expected use Federal Funding
- Major Investments

Transportation Improvement Program

- 4 Year Horizon (Implementation)
- Required if:
  - Using Federal funding
  - Needing a federal action
  - Regionally significant
- Other Local, State & Federal Resources
What is the MTP?

- Plan that sets the regional transportation strategies and priorities
- Long-range (20+ years), fiscally constrained, prioritizes strategies and projects, examines impacts to air quality
- Formal document submitted to ODOT and Federal Highway on a 4-year cycle
- Implemented through Transportation Improvement Program (TIP), local Capital Improvement Programs (CIP)
- Adopted by MORPC May 12, 2016
MTP Regional Strategies

- Preserve and maintain existing transportation system
- Reduce congestion and SOV Travel, support multi-modal options
- Reduce crashes and increase safety
- Develop transportation system to serve all demographic groups
- Promote multi-jurisdictional dialogue, public-private partnerships, data sharing

<table>
<thead>
<tr>
<th>Initiatives</th>
<th>Data Collection/Analyses</th>
<th>Plans</th>
<th>Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>- CAP</td>
<td>- Traffic counts</td>
<td>- Rickenbacker</td>
<td>- Regional priorities</td>
</tr>
<tr>
<td>- Gohio</td>
<td>- Travel Demand Model</td>
<td>- Thoroughfare plans</td>
<td>- Attributable Funding</td>
</tr>
<tr>
<td>- Cpass</td>
<td>- High crash locations</td>
<td>- Active Transportation</td>
<td>- TIP</td>
</tr>
<tr>
<td>- Insight2050</td>
<td>- Corridor and small area land use/traffic studies</td>
<td>- Regional ITS Architecture</td>
<td></td>
</tr>
<tr>
<td>- Hyperloop/RSTI</td>
<td></td>
<td></td>
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<tr>
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Document and interactive map at: www.morpc.org/mtp2040
FIRST REPORT CARD – 2013 (2012-35 MTP)
2018 MTP REPORT CARD
The Transportation Improvement Program (TIP) is the 4-year program of projects and strategies implementing the near-term priorities in the Metropolitan Transportation Plan (MTP).
Statewide TIP (STIP)

- Rural Areas (ODOT & RTPOS)
- Metro Areas (MORPC TIP & Other MPO TIPs)
Basic Overview of TIP

- Documents local government and ODOT consensus on regional priorities
- **Comprehensive listing** of transportation projects
  - All federally funded projects
  - All other regionally significant projects
  - Highway, transit, bikeway, and pedestrian modes
- **Summary of project scopes, schedules, and costs**
- Communicates this information to diverse parties
- **4 Year Duration, Adopted Biennially**
- Needs approval from MORPC, Governor, and U.S. DOT
Funding Sources in the TIP

- Transit Authorities
- ODOT
- MORPC-Attributable Funds
- Local (Cities, Counties, etc.)
MORPC-Attributable Funding

Approximately $37 Million Annual Budget

• Surface Transportation Block Grant Program (STBG) ~$23M/yr
• Congestion Mitigation/Air Quality Improvement Program (CMAQ) ~$12M/yr
• Transportation Alternatives Program (TAP) ~$2M/yr

Solicit Project Applications Every Two Years

• Award funding for 5-6 years out
MORPC-Attributable Funding

• Attributable Funding Committee (AFC) oversees process
  – Policies for managing MORPC-attributable funding
  – Project application process
  – Evaluation criteria
  – Selection of projects
  – Requirements for projects awarded funding

• MORPC staff administers the process
  – Solicitation and scoring of applications from locals
  – Coordination with locals and ODOT during the project development process
Funding Management Process

1. Review & Update Policies
2. Adopt Policies
3. Screening & Final Applications
4. Review & Evaluate Applications
5. Recommend Funding Commitments
6. Adopt Funding Commitments
7. Public Comment
8. Public Comment

2 Year Cycle
MORPC Activities & Initiatives
### Modeling

- Technical Analyses and Processes
- Maintain regional travel demand model and perform almost all activities using model outputs and/or requiring “numerical” methods

<table>
<thead>
<tr>
<th>Web-Based Traffic Count Database System (TCDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Travel Demand Model</td>
</tr>
<tr>
<td>Traffic Requests</td>
</tr>
<tr>
<td>Special Studies</td>
</tr>
<tr>
<td>Performance Measures</td>
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<tr>
<td>Air Quality (AQ) Analysis</td>
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<tr>
<td>Environmental Justice (EJ) Analysis</td>
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<tr>
<td>Planning Level Cost Estimating</td>
</tr>
</tbody>
</table>
Safety & Crash Data

- High-Crash Location Lists
- Crash Fact Sheets

### Top 40 Regional High-Crash Intersections (2008-2010) *

*Crash statistics for a given location are based on the area within 250 feet of the intersection center.

**Table 2: Reported Crashes by Type of Unit and Severity**

<table>
<thead>
<tr>
<th>2007-2009</th>
<th>Number</th>
<th>% of all Crashes by Type of Unit</th>
<th>% that resulted in injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>1,371</td>
<td>1.2%</td>
<td>81.4%</td>
</tr>
<tr>
<td>Bicycles</td>
<td>898</td>
<td>0.8%</td>
<td>79.7%</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>1,454</td>
<td>1.3%</td>
<td>76.1%</td>
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<tr>
<td>Transit buses</td>
<td>628</td>
<td>0.5%</td>
<td>20.2%</td>
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<tr>
<td>Trucks</td>
<td>7,159</td>
<td>6.2%</td>
<td>19.8%</td>
</tr>
<tr>
<td>School buses</td>
<td>863</td>
<td>0.7%</td>
<td>16.5%</td>
</tr>
<tr>
<td>All Crashes</td>
<td>116,266</td>
<td>100%</td>
<td>37.4%</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Rank</th>
<th>Location</th>
<th>Jurisdiction</th>
<th>2009 ADT</th>
<th>Total Crashes</th>
<th>Crash Rate</th>
<th>Severity Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cleveland Ave @ Morse Rd</td>
<td>Columbus</td>
<td>56,900</td>
<td>249</td>
<td>4</td>
<td>1.6</td>
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<tr>
<td>2</td>
<td>Broad St / SR 16 @ James Rd</td>
<td>Columbus</td>
<td>48,200</td>
<td>141</td>
<td>2.67</td>
<td>1.65</td>
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<tr>
<td>3</td>
<td>Dublin Granville Rd / SR 161 @ Maple Canyon Dr</td>
<td>Columbus</td>
<td>38,300</td>
<td>159</td>
<td>3.79</td>
<td>1.57</td>
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<tr>
<td>4</td>
<td>Gender Rd @ Refugee Rd</td>
<td>Columbus</td>
<td>41,500</td>
<td>139</td>
<td>3.06</td>
<td>1.59</td>
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<tr>
<td>5</td>
<td>Hamilton Rd / SR 317 @ E Livingston Ave</td>
<td>Columbus</td>
<td>49,800</td>
<td>142</td>
<td>2.6</td>
<td>1.62</td>
</tr>
</tbody>
</table>
Active Transportation Plan & COG

- Active Transportation Plan
- Complete Streets Policy
- Bike & Pedestrian Counts
- Central Ohio Greenways Board
Initiative to develop & maintain a list of vetted infrastructure projects

Each county was asked to identify their top infrastructure priorities

Projects advanced through advocacy and technical assistance

First iteration of list completed in 2017; will be updated for 2019
Interactive Project Map: morpc.org/CAP
Freight Planning

- Stakeholder collaboration (rail, air, intermodal)
- Leverage freight assets for strategic investments
- Last mile connections
- Mid-state Freight tool for economic development

http://apps.morpc.org/midstatefreight
Overview
• Study of multifaceted existing factors and their projected growth potential
• Next 10 to 20 years
• CRAA - LCK Airport Master Plan

Primary areas:
• **Infrastructure** (highways, sanitary, water, broadband)
• **Housing** (review of existing conditions and identification of market relevant infill opportunities)
• **Energy** (savings and production)
• **Economic Development** (development potential, competitiveness, workforce access)
• **Placemaking** (unique identification regionally and internationally)
• **Continuance of Coordination** (MORPC, CRAA, Columbus 2020, Columbus Chamber and Local Governments)
Study Scope

Study Area Description
The study area will be bounded by SR 762/Duval Road on the south, SR 764/US 33 on the east, SR 104 on the north and I-71 on the west.
Rapid Speed Transportation Initiative (RSTI)

- Study of rapid-speed technology options (traditional rail and hyperloop) along Chicago-Columbus-Pittsburgh corridor

- Two initial phases:
  - Hyperloop Feasibility Study
  - Components of Tier 1 EIS (first-of-its-kind)

- Future phase: Complete EIS

- Multiple public & private funding partners
Central Ohio Rural Planning Organization (CORPO)

- Federal & State Recognized – Voluntary Membership of Seven Counties outside MORPC & LCATS MPOs
- ODOT Two-Year Pilot Program
- Coordinated Transportation Planning between rural stakeholders & ODOT
- Long Range Transportation Plan recently completed
- MORPC acting as staff for CORPO
CORRIDOR CONCEPTS
PROJECT PARTNERS
• Build on Success and Relieve Congestion

• Coordinate with Growth and Redevelopment Opportunities

• Make Better Connections
STARTING WITH THE BIG PICTURE

3 Levels of Scenario Development – All Interspersed with Workshops and Engagement

**BIG PICTURE**
Set Regional Context

**CORRIDOR FOCUS**
Explore Corridor-Level Opportunities

**REGIONAL TAPESTRY**
Stitch Corridors into a Cohesive Vision, Implementation
• Transportation mode share, including transit, auto, and walk/bike

• Impact of autonomous vehicles and transportation network companies on household travel
Coordinated Plan

- Locally developed, coordinated public transit-human services transportation plan
- Federally required for funding of Section 5310 Enhanced Mobility funds
  - Now must include list of prioritized unmet needs and strategies related to those needs
Assessed Needs & Gaps
Strategies

Goal 1: Expanded Service

1. Continued 5310 funding
2. Increased late night and weekend service
3. Expanded non-medical trips
4. Increased transportation between counties
5. Increased multi-modal options
6. Improved sidewalk links and bus stop accessibility
Strategies

Goal 2: Flexible Policies

1. 5310 Working Group
2. Greater coordination on transportation facilities and transportation integration when making housing and medical facility location decisions
Strategies

Goal 3: Increased Awareness

1. Create multi-county, one-stop online resource
2. Increased travel training
3. Increased public awareness of programs
Alternative Transportation
<table>
<thead>
<tr>
<th>Activity</th>
<th>MORPC Staff Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Transportation Plan, Planning Studies</td>
<td>Maria Schaper</td>
</tr>
<tr>
<td>Transportation Improvement Program &amp; Attributable Funding</td>
<td>Ronni Nimps &amp; Nathaniel Kaelin</td>
</tr>
<tr>
<td>Competitive Advantage Program, Other Funding &amp; Grants</td>
<td>Nathaniel Kaelin</td>
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<td>Ohio Public Works Commission</td>
<td>Nate Vogt</td>
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<td>Gohio/Alternative Transportation</td>
<td>Mary Ann Frantz</td>
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<td>Active Transportation</td>
<td>Jennifer Noll</td>
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<td>Traffic Counts/Safety/ITS Architecture</td>
<td>Hwashik Jang</td>
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<tr>
<td>Travel Demand Model</td>
<td>Zhuojun Jiang</td>
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<td>Freight, Rickenbacker Study, Hyperloop/RSTI</td>
<td>Dina Lopez</td>
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<tr>
<td>CORPO</td>
<td>Mike Borger</td>
</tr>
<tr>
<td>Assistant Director, Transportation Systems &amp; Funding</td>
<td>Nick Gill</td>
</tr>
<tr>
<td>Director, Transportation Systems &amp; Funding</td>
<td>Thea Walsh</td>
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</tbody>
</table>
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