NOTICE OF A MEETING

TRANSPORTATION ADVISORY COMMITTEE
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215

SCIOTO CONFERENCE ROOM

Wednesday, May 1, 2019
9:00 a.m.

AGENDA

I. 9:00 a.m. Welcome & Introductions – Robert Priestas, Chair

II. 9:03 a.m. Approval of April 3, 2019 Meeting Minutes (enclosed)

III. 9:05 a.m. Metropolitan Planning Organization (MPO) Report (enclosed) – Thea Walsh, MORPC
    • Monthly Report – Data & Mapping – Aaron Schill, MORPC

IV. 9:15 a.m. Funding Programs
    • Attributable Funds Project Status Update (handout) – Ronni Nimps, MORPC

V. 9:20 a.m. Proposed Resolutions
    • Proposed Resolution T-4-19: "Acceptance of the MORPC Fiscal Year 2020 Planning Work Program" (enclosed) – Thea Walsh, MORPC
    • Proposed Resolution T-5-19: "Certification of the MORPC Metropolitan Transportation Planning Process" (enclosed) – Thea Walsh, MORPC
    • Proposed Resolution T-6-19: "Adopting a Regional Smart Streets Policy" (enclosed) – Thea Walsh, MORPC

VI. 9:25 a.m. 2020-2050 Metropolitan Transportation Plan (MTP)
    • Proposed Resolution T-7-19: "Adoption of Project Evaluation Criteria for Developing the 2020-2050 Metropolitan Transportation Plan" (enclosed) - Maria Schaper, MORPC
    • Population Employment Update – Aaron Schill, MORPC
VII.  9:35 a.m.  Informational Items
    • Corridor Concepts Study – Jennifer Noll, MORPC
    • Paving the Way – Aaron Schill, MORPC
    • Bike to Work Month – Lexi Petrella, MORPC
    • Commuter Challenge – Lexi Petrella, MORPC

VIII.  9:55 a.m.  Other Business

IX.  10:00 a.m.  Adjourn

PLEASE NOTIFY CHRISTINA TATUM AT 614-233-4146 OR ctatum@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

Attributable Funds Committee Meeting to follow this meeting at 10:00 a.m.

The next TAC Meeting is
Wednesday, June 5, 2019 @ 9:00 a.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

PARKING AND TRANSIT: When parking in MORPC’s parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow “M”. Handicapped parking is available at the side of MORPC’s building. Three electric vehicle charging stations are available for MORPC guests.

MORPC is accessible by CBUS. The closest bus stop to MORPC is S. Front Street & W. Blenkner St. Buses that accommodate this stop are the Number 61 - Grove City, the Number 5 - West 5th Ave. /Refugee, and the Number 8 - Karl/S. High/Parsons.

MEETING ROOM ACCESS: When you arrive in MORPC’s lobby, a video screen will display the day’s meetings. Each meeting will list a phone extension. Use the phone in the lobby to call the extension and someone will come escort you to the meeting.
I. Welcome & Introductions

- Chair Robert Priestas called the meeting to order at 9:03 a.m., welcomed the committee members and guests, and asked everyone introduce themselves.

II. Approval of March 6, 2019 Meeting Minutes

- Chair Robert Priestas entertained a motion to approve the minutes; Ted Beidler moved; Bill Ferrigno seconded; and the motion was carried.
III. Metropolitan Planning Organization (MPO) Report – Thea Walsh, MORPC

- Thea shared the following information with the committee:

**Introduction of New Directors at MORPC**

- Thea introduced to the committee Robert Williams, the new Director of Residential Services, and Niel Jurist, the new Director of Communications & Engagement at MORPC. Both Robert and Niel shared their roles in their new positions and stated that they are looking forward to working with the committee members.

**COTA**

- Thea informed the committee that COTA staff shared with the Community Advisory Committee (CAC) their new COTA Mainstream On-Demand service. She stated that the CAC members had a lot of questions, and they are really excited about this service. She stated that currently, most ADA Mainstream riders have to call at least 24 hours in advance, and sometimes 7-days in advance, to get a ride. With this new service, riders may be able to call two hours in advance and get a ride that same day, similar to Uber and Lyft.

**DATABus**

- DATABus will be providing shuttle service for Main Street Delaware's First Friday events from April through December. This service is free for passengers and is sponsored by Honda Marysville and Honda Motor Sports.

- DATABus has issued an RFP for scheduling and dispatching software. They are hopeful to have it go-live by the end of summer.

**Gohio**

- Thea informed the committee that Origo Branding Company, Gohio's branding and campaign company that utilizes their trip planning app with the other major metros throughout the state, won an American Advertising Federation ADDY Award. Gohio staff is pleased that their branding received this high notability in Central Ohio.

- Thea stated that Gohio staff is working with several individuals in the region to kick-off a Mobility Campaign Coalition. Staff is looking to focus this effort around the Commuter Challenge, which happens in the summer; however, staff is working on a year-around partnership with partners like COTA, CoGo, and Lyft as a new effort to keep the conversation going.
Rapid Speed Transportation Initiative (RSTI)

- Thea stated that staff continues to work on the Rapid Speed Transportation Initiative with AECOM and WSP and that they are getting into the heart of mapping the corridors (putting lines on the maps). She stated that staff will be meeting with some of the communities along the corridor, which will include Columbus, Marysville, and Dublin, to discuss where the lines will go, what they mean, and the paths of least resistance for Hyperloop or passenger rail.

- She stated that staff is wrapping up the Rickenbacker Study and looking to release the information next week, along with other roll-outs of information throughout the summer, to advance projects in that area.

Monthly Report – Data & Mapping – Aaron Schill, MORPC

- Aaron Schill provided the committee the following updates:
  - Census 2020 Update: Aaron informed the committee that today marks one year out from the 2020 Census. He stated the he had the opportunity to participate with his colleagues as part of the Ohio Census Advocacy Coalition by attending a press conference at the Statehouse this morning. They were advocating on behalf of local governments and regional councils across the state for the governor and legislature to fully fund census efforts in the State of Ohio and to be a partner with local governments who have been committing resources and funding in preparation for the census for over a year now. He said that they are hopeful that the state will contribute funding to ensure that every residence in Ohio is counted.
  - Paving the Way: Aaron informed the committee that the consultant is currently working to finalize the website. He stated that he will share a demo of the website at the next committee meeting. He informed the committee that April 9th will be the annual Paving the Way meeting where representatives from local governments will gather to provide updates on their plans for road construction projects for 2019, and staff will provide a demo of the website at this meeting.
  - Regional Data Advisory Committee (RDAC): Aaron stated that the first meeting of 2019 was held last month. He mentioned that at the end of 2018, RDAC identified four projects that they want to work on this year. To advance these projects, the committee decided at their last meeting to create working groups to work on each of the priority projects, which are as follows:
    1. Creation of a Regional Data User Group – Aaron stated that this will be a group that will meet on a quarterly basis and will be made up of individuals who uses data about Central Ohio, preferably in a professional role, but will be open for whoever wants to attend. The purpose is to get individuals together to discuss data needs and challenges.
    2. Partnership with OSU to build a dashboard to track work towards sustainability efforts: Aaron stated that the Sustainability Advisory Committee has set several targets that staff would like to achieve
towards sustainability. To help achieve this, staff is working on a dashboard that will track this overtime. He stated that RDAC will be partnering with the Sustainability Advisory Committee to develop the dashboard.

3. **Survey of Local Governments to identify the top priority data policy and governance needs**: Aaron stated that staff wants to make sure that data is well protected and managed well and look to provide guidance to local governments in order to achieve this. He stated that staff will survey local governments to determine what their biggest challenges are and will develop some tools to help them address them.

4. **Mapping Municipally Owned Networks**: Aaron stated that this is specifically digital infrastructure fiberoptic networks owned by cities. He stated that the goal is to connect them all up with other regions so that every city just won’t have their own network but will be able to connect and share data across the region.

Aaron informed the committee that staff is going to populate the working groups with committee members and other experts in Central Ohio, in our region, to help staff think through the challenges with the projects. He asked the committee to let staff know if they have anyone they’d like to recommend for the working groups. He ended his presentation by opening the floor for questions from the committee.

**IV. Funding Programs**

- **Attributable Funds Project Status Update – Ronni Nimps, MORPC**
  - Ronni updated the committee on MORPC-Attributable Funding commitments for SFY 2019 and provided a handout listing the projects.

**V. 2020-2050 Metropolitan Transportation Plan (MTP) – Maria Schaper, MORPC**

- **Project Evaluation Criteria & Population and Employment Forecast Updates**
  - Maria provided an update on the above-referenced subjects. She reviewed the 2019 timeline, informed the committee that the public comment period will be held April 1st – April 24th, shared the e-mail address, mtp@morpc.org, to submit comments, and the website, http://www.morpc.org/mtp2050/, to view the Project Evaluation Criteria. The presentation can be found here.

**VI. Informational Items**

- **Draft FY 2020 Planning Work Program (PWP) – Thea Walsh, MORPC**
  - Thea provided the committee an update on the PWP and informed them that it will be up for approval, with a resolution, at next month’s meeting. She brought to the committee’s attention that ODOT is providing $25,000 to MORPC to hold the America Walks Conference, which will be held on October 1, 2019. She also provided the committee a draft copy of the PWP for their referenced. She opened the floor for questions and
answered/addressed questions, feedback, and comments from the committee.

- **insight2050 Technical Assistance Program – Jennifer Noll, MORPC**
  - Jennifer provided the committee an update on this program, which included information regarding the Westerville Brookside Office Park Redevelopment; Violet Township Community Center Project; Worthington Complete Streets Policy; and Delaware Complete Streets Policy. She also shared the next steps in this program: the development of the 2019 Technical Assistance Program (TAP), focus on mobility, and completing the proposal for submission to Commission by June. She opened the floor for questions and answered/addressed questions, feedback, and comments from the committee. The presentation can be found [here](#).

- **Smart Streets Policy Update – Thea Walsh, MORPC**
  - Thea provided the committee an update on this policy and informed them that it will be up for approval, with a resolution, at next month’s meeting. She opened the floor for questions and addressed/answered questions from the committee. Thea also provided the committee a draft copy of the policy for their reference. The presentation can be found [here](#).

### VII. Other Business

- Chair Robert Priestas reminded the committee of MORPC’s upcoming State of the Region, which will be held on April 18th at the Greater Columbus Convention Center. He also informed the committee that the next TAC meeting will be held on Wednesday, May 1st at 9 a.m. followed by an Attributable Funding Committee meeting at 10 a.m.

### VIII. Adjourn

- With no further business, Chair Robert Priestas entertained a motion to adjourn the meeting; Ted Beidler moved; Bill Ferrigno seconded; and the meeting adjourned at 10 a.m.

Thea Walsh, Secretary
Transportation Advisory Committee
Metropolitan Planning Organization (MPO) Report
Transportation & Infrastructure Development
Thea Walsh, Director - twalsh@morpc.org

**Metropolitan Transportation Plan**

- Beginning April 1, a public comment period opened on the proposed project evaluation process and criteria. The comment period was open through April 24. Comments received were incorporated as appropriate before being presented to CAC, TAC, and Policy Committees in May for adoption.

- The 2050 forecast population and employment has been shared with local technical experts and also made available for public comment. The comment period will be open through May, and will be presented to CAC, TAC, and Policy committees for adoption in June.

- Work continues to collect candidate projects and develop an interactive public webmap to be used for collecting project suggestions and comments on candidate projects. The webmap is expected to be available beginning in June.

**Transit, Mobility & Human Services**

- **Gohio**
  - The Gohio team is working with the Mobility Campaign Coalition to connect community events with a media campaign for Bike Month, which is during the month of May. Cohesive messaging and images are being used show how our diverse communities are bike friendly and to encourage Central Ohio residents to bike for all reasons relevant to them. Community events in Columbus, Dublin, Worthington, Upper Arlington, Grandview Heights, Grove City, and Canal Winchester are being highlighted during Bike Month with social media marketing material. These events include a touch-a-truck event, Memorial Day parades, art festivals, CoGo expansion celebrations, and many more. Images being used for the campaign are provided by the League of American Bicyclists. The Mobility Campaign Coalition is using this campaign as a strategic stepping stone to the Commuter Challenge as to first build confidence through shorter trips and outreach during Bike Month, and then using confidence gained to make the “big” trip that is the commute during the Commuter Challenge.

- The 2019 Challenge will be June 3rd- June 9th. This is a marketing campaign that targets commuters within the MORPC region with a focus on those who travel downtown for work. The goal is to encourage Central Ohio Commuters consider utilizing a sustainable mode of transportation through gamification. COTA, CoGo Bike Share, SMRT Columbus, Commute by Enterprise, and Lyft are sponsoring the 2019 Commuter
Challenge. These organizations, and the rest of the members of the Mobility Campaign Coalition, have worked with the Gohio team to develop new ideas such as a heavy focus on team-play and giving prizes to “champion” participants who recruit participants who have never logged a sustainable trip on Gohio before.

- Gohio Commute staff participated in the Columbus Metropolitan Club Welcome Event at COSI on April 9, 2019. Gohio Commute had the opportunity to educate new facility around central Ohio about transportation options.

- Gohio Commute continues to have momentum with engaging companies about sustainable commute programs. This month staff spoke with State Auto, Motorist Insurance, and Abercrombie and Fitch, and City of New Albany about starting sustainable programs at their companies. Ohio Health launched their sustainable commute program on April 1, 2019. Their program enrolled 103 participates in the first week and enrollment continues to increase.

**Rapid Speed Transportation Initiative (RSTI)**

- Both Contracts have been extended from ending on April 30, 2019 to ending on September 30, 2019. Work sessions with the cities of Columbus, Marysville, Kenton and Lima are currently underway to receive input from local stakeholders on the proposed passenger rail and hyperloop route alternatives, as well as potential rail station/hyperloop portal locations. The status of each study’s technical work is provided below.
  - Environmental Impact Study (EIS Study): A draft route alternatives report has been submitted to MORPC staff for comment.
  - Hyperloop Feasibility Study: The consultant is currently working on the economic demand analysis, and will be submitting draft reports by the end of May. Furthermore, a status debrief is scheduled with ODOT and FHWA on May 29.

**Rickenbacker Area Study**

- Findings and recommendations from the Rickenbacker Area Study are now available for public comment through May 30, 2019. A public open house will be held on May 30, 2019 Obetz Village Municipal Office (4175 Alum Creek Drive, Obetz OH 43207). This study looks into the area’s multifaceted existing factors and their growth potential over the next 10 to 20 years. The findings are presented in an interactive, story map format at [www.morpc.org/rickenbackerstudy](http://www.morpc.org/rickenbackerstudy).

**Central Ohio Rural Planning Organization (CORPO)**

**CORPO Update**

- CORPO continues to connect with regional stakeholders by publishing the first ever CORPO quarterly Newsletter, which was posted to the MORPC website in early April of this year. The Newsletter highlights recently held and upcoming events, funding related news and many other topics. CORPO staff has begun the process of tracking projects within the CORPO study area and plans to update the project information as it is received from ODOT. CORPO staff will be attending and presenting at a peer review workshop at ODOT on April 30th. The purpose of the workshop is to establish a dialogue between member organizations of Ohio’s RTPO Program to discuss the program’s strengths, weaknesses, successes, challenges, etc. CORPO staff attended the Union County US
33 Long Range Corridor Study - Kick off Meeting in mid-March. Since then CORPO staff has connected Union County members (as well as Delaware County stakeholders) with the appropriate contacts with the study.

**Infrastructure Funding**

- **MORPC Attributable Funding**
  - Staff continued to monitor the project development process and develop partnering agreements for funded projects.

- **Ohio Public Works Commission (OPWC)**
  - The Public Works Integrating Committee (PWIC) for OPWC District 3, comprising Franklin County, met on April 5 to review a draft of policies and criteria for Round 34 of the State Capital Improvements Program and the Local Transportation Improvement Program. The PWIC will consider approving them at its meeting on May 10.

- **Natural Resources Assistance Council (NRAC)**
  - The NRAC for District 3 (Franklin County) received seven applications requesting $4.2 million from the Clean Ohio Conservation Fund. The district currently has approximately $4.6 million available to preserve open spaces, sensitive ecological areas, and stream corridors. NRAC members are scoring the applications and will meet on April 25 to approve projects to submit to the Ohio Public Works Commission for funding.

- **INFRA and BUILD**
  - INFRA applications continue to be reviewed by US DOT. MORPC is supporting ODOT and the City of Columbus in helping to gather additional letters of support for the Columbus Crossroads Phase 4 application, which will ensure the High, Third, and Fourth Street bridges over the south trench of I-70/I-71 are replaced with enhanced bridge structures as part of the larger innerbelt improvement.
  - US DOT has also released the Notice of Funding Availability for the 2019 cycle of BUILD transportation grants, with approximately $900 million available nationally. These competitive grants are awarded on a competitive basis to projects that improve roads, bridges, transit, rail, ports, and intermodal transportation facilities. The maximum grant award is $25 million and applications are due by July 15, 2019.

- **Competitive Advantage Projects (CAP)**
  - In order to assist 4 to 6 projects identified through the CAP initiative, MORPC is releasing a Request for Proposals (RFP) for consultant services to conduct an innovative funding strategies development activity over the summer months. During this activity, it is envisioned that the consultant will work with the sponsors of selected projects to identify new, non-traditional, and/or innovative project funding strategies and provide next steps for sponsors to move forward. The RFP is written to encourage consultant creativity to develop the best approach for completing the activity.
Regional Data Advisory Committee (RDAC)

- The Central Ohio Systems Management Organizational Sharing (COSMOS) group met at MORPC on April 10. The discussion focused on security policies, disaster recovery strategies, Ohio Senate Bill 22 (Ohio’s Cyber Security Safe Harbor Law), and integration with the work of the Regional Data Advisory Committee (RDAC). Aaron Schill reported on the RDAC priority projects with an emphasis on the Municipal Fiber Optic Mapping Project.

Transportation

- Data & Mapping staff and JMT Technology Group are continuing their work on the Paving the Way System Redesign. The Paving the Way annual meeting was held on April 9 – at the meeting, transportation staff at local governments and other agencies shared their upcoming road construction project plans for 2019. Additionally, JMT provided a demonstration of the new Paving the Way system.
- Working with the traffic modeling team, Data & Mapping staff completed draft small area household and employment forecasts for the region. The forecasts are currently being reviewed by communities and will be finalized in May.
- Data & Mapping staff completed work on the Rickenbacker Area Plan. The final plan is being developed as a story map rather than as a static PDF document, which allows for the presentation of more detailed information in an interactive and dynamic format.
- The Data & Mapping team generated mapping and analysis in support of the GOhio Commute program.

Data & Mapping Support to MORPC Members, Programs, and Projects

- Data & Mapping staff is continuing work on the Central Ohio Fiber Network WebMap.
- Data & Mapping staff continues their work with the Ohio Geographically Referenced Information Program (OGRIP) Forum.
- Data & Mapping staff prepared mapping and data analysis for MORPC’s annual State of the Region event and the accompanying Business First insert.

Data and Mapping Outreach and Collaboration

- Census
  - Data & Mapping Director, Aaron Schill, continues to represent MORPC on the Columbus/Franklin County Complete County Committee, and with the Ohio Census Advocacy Coalition.
  - MORPC has begun scheduling meetings with stakeholders in Central Ohio counties for updates to the Census Participant Statistical Areas Program (PSAP). One meeting per county (with the exception of Franklin, which will have two) will be held to update Census tracts, block groups, and census designated places.
  - Data & Mapping Director, Aaron Schill, participated in a press event with the Ohio Census Advocacy Coalition at the Ohio Statehouse on April 1 as a part of the Census Day of Action. He emphasized the importance of a complete count in 2020, the work local governments have already been doing to make sure all of Ohio’s residents are counted and called on the state to allocate funding specifically for Census efforts.
• The Data & Mapping team continues working on the MORPC Sustainability Dashboard with OSU’s Center for Urban and Regional Analysis.
• Data & Mapping Director, Aaron Schill, continues work with ULI Managing for Growth Task Force.
Active Transportation Planning

- **Active Transportation Working Group (ATWG):** Team members organized and hosted the ATWG on April 24, 2019. A group work session focused on review and feedback of the guidelines for the next cycle of the insight2050 Technical Assistance Program. Attendees also received information on the Your Move Ohio toolkit developed by ODOT, along with MORPC-led events for National Bike to Work Month and Bike to Work Day. The next scheduled meeting will be hosted in July 2019.

- **Bicycle & Pedestrian Counts:** Spring 2019 Volunteer Bike & Pedestrian Counts will take place on May 15 from 7 to 9 AM and 11 AM to 1 PM at 29 locations throughout Central Ohio. Locations were selected based on a combination of crash data analysis and Central Ohio Greenways priority locations. An outreach campaign was initiated this month to recruit volunteers to conduct manual counts. Collected data will be incorporated into MORPC’s continued data collection and analysis to identify year to year trends in regional bicycle/pedestrian activity. If you’d like to volunteer, please reach out Lauren Cardoni at lcardoni@morpc.org.

- **Member Assistance:** On April 19, MORPC hosted the monthly Association of Pedestrian and Bicycle Professionals (APBP) webinar on the topic of *Designing Streets for the Speeds You Want.*

  Team members provided counter equipment to Berkshire Township and Upper Arlington for obtaining count data on the local trail system.

  Team members continue to review current bicycle/pedestrian count methodology best practices and peer exchange with MPOs across the state for potential opportunities to make the counting process more efficient and more useful for members.

- **Active Transportation Plan (ATP) Update:** Team members have begun research of existing plans throughout the Country and discussions with peer MPOs to identify best practices which could potentially be integrated into MORPC’s Active Transportation Plan (ATP) update. The ATP update process is anticipated to commence in Q1 2020.

insight2050

- **Corridor Concepts:** The Corridor Concepts findings and report are released on April 30th, coinciding with several events to share the findings. MORPC members and their communities, funding partners, and the business and development sectors were invited to attend these events. MORPC will continue to share this information with its members at various engagements throughout the year. The report can be found at www.getinsight2050.org.

- **Technical Assistance (TA) Program:** Team members finalized the draft 2019 TA Program Guidelines. The Guidelines include project scopes of work templates, application instructions, and competitive application criteria. The team met with the following stakeholders to discuss opportunities for collaboration: Age-Friendly Columbus, Columbus Public Health, Ohio Department of Health, Franklin County Public Health, OSU Center for Urban and Regional Analysis, and COTA. The guidelines will be shared with the MORPC Commission in June.
Transportation Safety

- Meeting Coordination: Team members attended meetings of the Ohio Strategic Highway Safety Plan Steering Committee, Traffic Records Coordinating Committee, Franklin County Traffic Fatality Review Board, and NHI Speed Management Training workshop sponsored by Ohio LTAP.

- Regional Safety Plan: A draft of the Central Ohio Transportation Safety Plan (Plan) was completed this month and shared with the working group for review. The Plan is expected to be completed by the end of May 2019. The Plan’s action plan was finalized this month. Other Plan deliverables include a priority safety locations list and a high injury network for the region, both of which are in progress and expected to be completed by May 2019.

- Data Analysis/Reporting: Planning & Sustainability team members have been coordinating closely with members of the Transportation & Infrastructure Development team on a strategy to improve future regional safety analysis. Efforts to improve the process include identification of relevant data, data maintenance, and analytical methods.

- Member Assistance: Team members assisted in response to several media requests following high-profile fatal crashes in recent weeks. Team also coordinated with a consulting firm selected by ODOT to conduct a Road Safety Audit at a location in the City of Columbus (Georgesville Road at Clime Road). Finally, team members reviewed a draft Safety Study for SR-256/ CR-15/ CR-106/ Slate Ridge Blvd in the City of Reynoldsburg.

Sustainable2050

- Member Certification: Congratulations to the Cities of Columbus and Westerville, whose Tier Status designations were approved by the Sustainability Advisory Committee (SAC) at its April meeting. Both Sustainable2050 members will be certified Platinum and will have their achievements recognized at the May Commission meeting.

- Member Engagement: The April monthly update to Sustainable2050 members provided information and resources regarding air quality alerts, an opportunity to apply to the Energy Loan Fund, and member information related to Tier Status certification and quarterly meeting items.

- Outreach: Team members presented Sustainable2050 and the Regional Sustainability Agenda at the Ohio EPA Sustainability Conference (approximate audience of 35). Included in the presentation was a discussion of how such a recognition program could be replicated in other sectors.

Greenways & Water Resources Program

- Central Ohio Greenways Board: The Central Ohio Greenways Board met on March 27th. The key agenda item was a review of the Planning Study conducted by Mollard Consulting, funded by a grant from the Columbus Foundation. The consultants interviewed key leaders, potential donors, and stakeholders in the region and surveyed trail advocates to gain an understanding of the region and organization’s readiness to support a major trail fundraising campaign. The results of the study indicate that the perception and interest in trails is extremely high. Key recommendations include
reaffirming the mission of COG, prioritizing projects, developing a brand identity, and analyzing potential business model changes. While the Planning Study will largely shape the goals and tasks of the COG board’s working groups moving forward, current COG working group efforts continue to support the mission.

The Marketing and Communications working group has been focused on preparing for an event planned for May 8th, 2019 at Wilson Road Park to celebrate the reveal of a Great American Rail Trail route which will run from Washington D.C. to Seattle, Washington through Columbus, Ohio. The event is open to all. Invited speakers include Governor DeWine, and Lieutenant Governor Husted, Mayor Ginther, Columbus Recreation and Parks, Metro Parks, and MORPC.

- **Sustaining Scioto:** The group met on April 19, 2019 to review the Sustaining Scioto Adaptive Management Plan strategies and initiatives. Team members will continue to meet with Subcommittee members ad-hoc through May to refine and finalize the strategies and initiatives and integrate them into the full draft Plan for the June Subcommittee meeting. Team members also continue to prepare for Riverfest 2019, to be held on June 8, 2019.

- **Central Ohio Water Resources Working Group:** Team members continue to develop the draft Central Ohio Water Resources Plan. Outreach efforts have been completed in Delaware, Madison, Pickaway and Union Counties, with efforts in Fairfield, Licking and Franklin Counties expected to be completed in June 2019.

- **Energy & Air Quality**

  - **Air quality:** Air Quality program staff are currently preparing for the 2019 summer ozone season. An updated process for improving the reach of Air Quality Alerts was created, including sharing alerts through National Weather Service outreach platforms in partnership with meteorologists at the Wilmington Forecast Office. Staff is also preparing to build and launch the 2019 Air Quality Awareness educational marketing campaign. An RFQ for marketing services was issued and a vendor is being selected.

  - **Energy & Air Quality Working Group:** The Energy and Air Quality Working Group met on March 26th, 2019. The Working Group discussed the role that the sustainability-health nexus plays in their work and heard a presentation from Ohio Health about sustainability programming in Central Ohio’s health organizations. The second half of the meeting included an update from Ohio EPA on a draft submission to the US EPA requesting re-designation for Central Ohio as in attainment with the 2015 Ozone National Ambient Air Quality Standards (NAAQS) that is currently open for comment. MORPC submitted a letter to Ohio EPA in support of the request to re-designate Central Ohio as attainment with the current ozone standards.

  - **Local Government Energy Partnership:** The Benchmarking Program held an “Orientation to Enrollment” webinar on April 3rd. Six communities participated in the webinar, which walked them through the process of enrollment with specific focus on the MOU, which would bring the total enrollment in the partnership to 17 members (28% of allowed participants). The Regional Dashboard will be ready for review by MORPC staff by end of April.

Energy planning staff continues to develop additional programs under the Partnership. A draft of the No-/Low-Cost Audit RFQ is being discussed internally and is expected to be released in May.
• **Sustainability Advisory Committee (SAC):** The SAC met on April 17th in conjunction with the Ohio EPA Sustainability Conference. The meeting included a presentation on MORPC’s partnership with CURA for development of a dynamically-fed sustainability dashboard based on the goals of the Regional Sustainability Agenda. A joint-working group between the SAC and Regional Data Advisory Committee will form to advise on the development and roll-out of this dashboard. The SAC also approved Sustainable2050 platinum tier status designations for City of Columbus and Westerville. Finally, members provided guidance on why MORPC should oppose HB 6, as the bill isn’t aligned with MORPC’s Public Policy Agenda and Regional Sustainability Agenda.
Communications & Engagement
Niel Jurist, Director – njurist@morpc.org

➢ **Presentations & Outreach**

Updates on Air Quality Alerts, Gohio Commute, the 2020-2050 Metropolitan Transportation Plan and the 2020 Census Complete Counts were provided to the following:

- Greater Hilltop Area Commission Meeting
- Far South Columbus Area Commission Meeting
- Far West Area Commission Meeting

➢ **Paving the Way**

MORPC held its annual Paving the Way meeting for jurisdictions and agencies to share their road construction project information for the 2019 construction season. The meeting included presentations, updates, and information from 18 agencies, with roughly 30 people in attendance. The meeting also included a demonstration of the redesigned Paving the Way system that will soon launch.

➢ **News Releases and Social Media**

The following press releases were distributed to the media:

- MORPC Seeks Public Input on Draft Project Evaluation Criteria for 2020-2050 Metropolitan Transportation Plan
- Notice of Meetings for Franklin County Transportation Improvement District
- insight2050 Partners to Provide Media Preview of insight2050 Corridor Concepts Study Findings
- Mid-Ohio Regional Planning Commission request for Appliances and Services for the Electric Partnership Program
- MORPC State of the Region Event Honors Community Leaders
- MORPC seeks public comments on draft Rickenbacker Area Study – Open House scheduled May 30 from 3:30 – 6:30 p.m. at 4175 Alum Creek Drive, Obetz

Television, eSource newsletter and social media topics included:

- Gohio Commute featured on television show Out-N-About Columbus
- Voices of insight2050 newsletter
- Air Quality Alerts
- MTP Project Evaluation Criteria
- Distracted Driving Awareness Month
- Work Zone Awareness Week
- Insight2050 Corridor Concepts Media Preview
- Rickenbacker Study & Open House release
- CTC TV3 on the 2019 State of the Region
- Spectrum 1 on the 2019 State of the Region
- Columbus Underground podcast featuring Anthony Foxx, Lyft Policy Advisor and former U.S. Secretary of Transportation
MORPC in the News

There were 462 mentions about MORPC in social media. Of the mentions, 34 percent were on the State of the Region Massive Collaborative award and Crew, 17 percent on the State of the Region keynote Anthony Foxx, 13 percent on the 2020 Census Complete Count and 12 percent on the affordable housing strategy. In print, radio and television, 44 percent of MORPC’s mentions were on the affordable housing strategy with a combined reach of 2.2 million.
Proposed Resolution T-4-19:
“Acceptance of the MORPC Fiscal Year 2020 Planning Work Program“
Memorandum

TO: Transportation Policy Committee
    Transportation Advisory Committee
    Community Advisory Committee

FROM: Thea Walsh, Director
      Transportation Infrastructure & Development

DATE: April 24, 2019


Annually, MORPC submits a Planning Work Program (PWP) that outlines the work of the MPO, the use of regional transportation planning funds, and the regional planning activities that will be undertaken in the coming year. The PWP outlines MORPC’s annual scope of work with ODOT using federal planning dollars. The total Fiscal Year 2020 budget of all work elements is $6,041,061. The work elements of the PWP as shown in the summary attached to the resolution (T-4-19) are divided into four sections:

1) **Formula-Funded Planning Program Projects** (total budget of $2,899,762 for SFY 2020)
   This includes work elements related to the core federally required planning activities. These touch on all areas including active transportation planning, safety planning, the Transportation Improvement Program, transportation data and analysis, the Metropolitan Transportation Plan and member and public involvement and education.

2) **Special Studies** (total budget $901,299 for SFY 2020 or later)
   These are special studies completed with funding outside of the core planning funds. These include work elements related to the Rapid Speed Transportation Initiative, insight2050 Technical Assistance, Paving the Way, supplemental planning and 5310 designated recipient for enhanced mobility of seniors and individuals with disabilities programs.

3) **Ridesharing and Air Quality Projects** (total budget is $1,365,000 for SFY 2020)
   This includes transportation services related to Ridesharing (Gohio) and Air Quality Awareness activities.

4) **Projects Undertaken by Other Entities**
   This area is provided in order to report on local and transit transportation planning activities throughout the region. No specific federal funding through MORPC is provided for these activities.
Resolution T-4-19 accepts the attached MORPC Planning Work Program for Fiscal Year 2019 as a document to receive federal and state planning funds.

Attachment: Resolution T-4-19
“Acceptance of the MORPC Fiscal Year 2020 Planning Work Program”

WHEREAS, surface transportation systems serve economic activities and provide the necessary and highly valued opportunity for people to travel freely wherever and whenever they want; and

WHEREAS, inevitably travel in Central Ohio involves frequent crossings of municipal, township and county boundaries on facilities that are under the control of various local jurisdictions, special-purpose agencies, and the State of Ohio; and

WHEREAS, usually transportation systems that function best and are most cost-effective include regular cooperative and coordinated planning and decision-making across geographic and administrative boundaries; and

WHEREAS, it is the role of the metropolitan planning organization (MPO) to help encourage, facilitate and provide a forum for this cooperation so as to help spend regional transportation funds most effectively; and

WHEREAS, the Planning Work Program (PWP) is the document that outlines the work of the MPO, the use of regional transportation planning funds, and the regional planning activities that will be undertaken in the coming year; and

WHEREAS, the Federal Highway Administration, the Ohio Department of Transportation, and the Central Ohio Transit Authority have reviewed the MORPC Fiscal Year 2020 PWP (summary attached); and

WHEREAS, approval of this work program by the Transportation Policy Committee is necessary for MORPC to receive federal and state grants to accomplish the scope of work within it; and

WHEREAS, basic requirements for the PWP are included in the U.S. Code of Federal Regulations, Title 23, Section 450.308; and

WHEREAS, the Community Advisory Committee at its meeting on April 29, 2019 and the Transportation Advisory Committee at its meeting on May 1, 2019 recommended acceptance of this work program by the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

Section 1. That it hereby accepts the attached MORPC Planning Work Program for Fiscal Year 2020 as a document to receive federal and state planning funds.

Section 2. That staff is authorized to make such changes to the work element as are needed to satisfy clarifying comments from the Ohio and U.S. Departments of Transportation, but which do not change the intent of the activity.

Section 3. That this resolution be forwarded to ODOT as evidence of acceptance of this program by the Policy Committee.

Section 4. That this committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

______________________________
Rory McGuiness, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Date

Prepared by: Transportation Infrastructure & Development Department
Attachment: Summary of FY 2020 PWP
### SUMMARY

**FISCAL YEAR 2020 MORPC PLANNING WORK PROGRAM**

**Notes on Listing**

Total budget of all work elements (including funds spent prior to SFY 2020) $6,041,061

$5,166,061 is estimated to remain to be expended in SFY 2020 or subsequent years.

### I. Formula Funded Planning Program Projects

**Total Budget** $2,899,762

<table>
<thead>
<tr>
<th>WORK ELEMENT</th>
<th>PROJECT DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Active Transportation Planning</strong></td>
<td>MORPC assists local agencies and entities in planning for and implementing pedestrian and bicycle infrastructure. More specifically, this activity works to maintain the regional active transportation plan, gather pedestrian- and bicycle-related data, review transportation plans and projects to ensure that all users are accommodated, coordinate and assist with safety education, work on specific projects, and provide information and education to local government members to assist them in their local planning efforts.</td>
</tr>
<tr>
<td>60110-1000</td>
<td>Products/Activities</td>
</tr>
<tr>
<td></td>
<td>Planning assistance</td>
</tr>
<tr>
<td></td>
<td>Active Transportation Plan</td>
</tr>
<tr>
<td></td>
<td>Non-motorized system monitoring</td>
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<tr>
<td></td>
<td>Complete Streets Outreach and Implementation</td>
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<tr>
<td></td>
<td>Conduct special studies and projects related to active transportation</td>
</tr>
<tr>
<td><strong>Management &amp; Operations Planning</strong></td>
<td>Managing and maintaining the extensive existing transportation system is a priority of transportation agencies. This activity includes education on the benefits of a holistically managed transportation system. Helping members collaborate on M&amp;O, advancing ITS including connected infrastructure and CV/AV, access management, estimating costs to maintain the condition of the transportation system including pavement management and deficient bridges, etc., and incorporating security and emergency response into the planning process. Monitoring freight rail activities and analyzing for developing trends; meeting one-on-one with communities that are impacted by freight; and providing timely information via the web. Monitoring goods movement-related legislation and other regional freight initiatives.</td>
</tr>
<tr>
<td>60120-3000</td>
<td>Products/Activities</td>
</tr>
<tr>
<td></td>
<td>Condition report of highway system and resources</td>
</tr>
<tr>
<td></td>
<td>Access Management</td>
</tr>
<tr>
<td></td>
<td>Maintain Regional ITS Architecture</td>
</tr>
<tr>
<td></td>
<td>Member assistance with ITS-related projects</td>
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<tr>
<td></td>
<td>Participation in freight initiatives</td>
</tr>
<tr>
<td></td>
<td>Mid-State Freight Web Tool and educate governmental officials and the public about the freight industry</td>
</tr>
<tr>
<td></td>
<td>Transportation security assistance</td>
</tr>
<tr>
<td><strong>Safety Planning</strong></td>
<td>Safety continues to be a significant focus for FHWA, ODOT and the entire region. This activity works to gather crash data, conduct crash data analyses to provide regional high-crash location lists, reports on safety meetings, encourages local governments to apply for funding to implement safety countermeasures, conducts pre- and post-crash data analysis for safety projects to evaluate the benefits of each countermeasure, and implements the regional systematic safety improvements.</td>
</tr>
<tr>
<td>60130-1000</td>
<td>Products/Activities</td>
</tr>
<tr>
<td></td>
<td>Regional crash data analysis</td>
</tr>
<tr>
<td></td>
<td>Regional Safety Education</td>
</tr>
</tbody>
</table>

* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020
Member assistance
Participation in local and state safety committees
Project Evaluation
Special projects and studies

60150-3000  **Transit and Human Services Planning**

$75,000

Coordination, assistance, and oversight to improve transit service and workforce mobility. Work includes integration of all aspects of transit and mobility to ensure that an adequate level of access is afforded to all populations while improving the range of options for meeting diverse mobility needs.

**Products/Activities**
- Maintain the urbanized area's Coordinated Plan for Franklin and Delaware Counties
- Public transit provider coordination
- Transit Service planning assistance
- Monitor agreements and funding in the region

**Workforce Mobility Assistance**

60200-3000  **Transportation Improvement Program (TIP) and Implementation**

$275,000

The TIP is one of the two required items to allow for the flow of federal and state transportation funds into the region. This activity includes the development, update and revisions of the TIP, monitoring of federally funded projects, coordination of federally funded infrastructure projects with projects funded from other sources, allocation of STBG, CMAQ, and TAP funding, the TRAC process, environmental studies and engineering source document review, innovative financing, and financing education. Specific activities for the year are listed below.

**Products/Activities**
- Maintain the SFY 2018-2021 TIP and prepare SFY 2021-2024 TIP
- Prioritized list of regional projects for TRAC
- Collaboration on innovative project delivery and financing options for projects
- Reports on the status of federally funded projects & annual obligation report
- Update the Policies for Managing MORPC-Attributable Funding

60510-2000  **Manage, Map, Collect, and Share Data**

$445,000

This element pertains to MORPC's role as a leader in coordinating data providers throughout the region, as well as managing its own internal data and GIS systems. It includes using technology for collecting, maintaining and sharing data sets that support transportation programs. It includes keeping data sets current and organized, and managing and monitoring the GIS system. In addition, it includes advancing collaboration among local data providers to reduce redundancies and improve efficiencies associated with information management.

**Products/Activities**
- Increase efficiencies of internal data systems
- Update and maintain data sets to support transportation planning efforts
- Promote data sharing among data providers to reduce redundancy
- Coordinate with U.S. Census

60520-2000  **Data Analytics and Research for Transportation Projects and Programs**

$400,000

Many transportation programs and projects require GIS and database analytical methods. This element includes using information and tools developed through 60510-2000 to develop and prepare final products associated with the various projects and programs of the Metropolitan Planning Organization. In addition, MORPC functions as a regional resource for requests for information regarding transportation, demographic, development, and various other community needs. This element includes aspects of research associated with fulfilling those requests.

**Products/Activities**
- Provide GIS and technical assistance to transportation programs
- Prepare annual estimates of population and employment at the county and sub-county level
- Transform raw data into useful information, suggest conclusions, and support decision-making
- Update the Transportation Plan Report Card
- Respond to and document requests

* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020
Building upon transportation data, this activity maintains, updates and refines the regional transportation models and continues to refine and implement the Congestion Management Process (CMP) procedures in the 3C planning process, including monitoring congestion, Environmental Justice (social equity) analysis, TIP and Transportation Plan air quality conformity, SIP revisions, and CMAQ justifications. Participation in other regional congestion management and air quality initiatives.

**Products/Activities**
- Up-to-date travel demand model
- Up-to-date data sets for SIP development and air quality conformity
- Up-to-date CMP and EJ analysis procedures, data and documents
- Determination of the emissions changes from proposed CMAQ projects
- Up-to-date Land Use Model processes
- Modeling assistance to ODOT staff in the certified design traffic development

The Long-Range Transportation Plan is the major requirement of the MPO, including coordinating all Transportation Plan-related activities. This includes any follow-up to the 2016-2040 Metropolitan Transportation Plan and continuing steps of the 2020-2050 Metropolitan Transportation Plan. This activity is also to coordinate with state and local agencies on transportation studies and plans. Specific activities this year are listed below.

**Products/Activities**
- 2016-2040 MTP Follow-up
- Goals and Objectives; Project Evaluation Criteria; and Land Use Projections for the 2020-2050 Metropolitan Transportation Plan
- 2020-2050 MTP Candidate Strategies and Projects
- Draft MTP Projects and Draft and Final 2020-2050 MTP
- Functional Class, National Highway System, and Regional Thoroughfare Plan
- Coordination with ODOT planning activities
- Complete long-range system studies
- insight2050 resource updates and outreach
- Intercity transportation service planning

Public involvement is a vital component of the transportation planning process. This activity maintains the public involvement process for transportation consistent with the FAST-Act and federal regulations and local needs. Efforts continue to seek the involvement of low-income and minority populations, handicapped and elderly in the transportation planning process, Metropolitan Transportation Plan, Transportation Improvement Program, FTA's Section 5310, FTA's Section 5307 and other transportation-related studies. The Public involvement Plan (PIP) supports the activities of the Community Advisory Committee, and provides updates on transportation planning activities through presentations, the web, electronic newsletter, social media and other public involvement activities.

**Products/Activities**
- Transportation Public Involvement Process
- Public Involvement Activities for the Metropolitan Transportation Plan
- Public Involvement Activities for the Transportation Improvement Program
- Public Involvement Activities for the Active Transportation Plan
- Public Involvement for Miscellaneous Transportation Activities

Coordination of transportation planning efforts among different jurisdictions is a critical element to ensuring regional consistency in the transportation network. This activity includes informational sharing meetings among MORPC and others, regional collaboration meetings, and educational transportation workshops and forums. Through this element MORPC staff will provide technical planning assistance to support individual communities with effective integration of insight2050 findings into local land use and transportation plans.

**Products/Activities**
- Informational Meetings
- Regional Collaboration Group Meetings

* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020
Program Administration

This work element is to facilitate the efficient administration of the transportation planning program. This work element provides for technical and policy direction of activities to fulfill ODOT, U.S. EPA, Ohio EPA, FHWA, FTA and jointly funded work as described in the Planning Work Program, where such activities are not directly attributable to specific work elements. The specific items are listed below.

Products/Activities

- CAC, TAC, TPC agendas and meeting summaries
- Annual Planning Work Program and Completion Report
- Title VI & DBE Process
- Maintain certification and planning agreements
- Monitor federal and state planning requirements

* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020
II. Special Studies

Total Budget  $1,776,299
$875,000 spent prior to SFY 2020    Balance for SFY 2020 or later is  $901,299

<table>
<thead>
<tr>
<th>WORK ELEMENT</th>
<th>PROJECT DESCRIPTION</th>
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<tbody>
<tr>
<td>66528-3000</td>
<td>Rapid-Speed Transportation Initiative (RSTI) – Environmental Components</td>
</tr>
<tr>
<td>$536,000</td>
<td>The purpose of this work element is to study intercity routes that could utilize two rapid-speed transportation technologies—traditional passenger rail and/or hyperloop technology—between Chicago, Columbus, and Pittsburgh. The piece includes work that could build into components of an Environmental Impact Study (EIS) for the corridor. Future pieces will likely include completing a full Tier 1 EIS.</td>
</tr>
<tr>
<td>* $36,000 remaining</td>
<td>Components of an Environmental Impact Study (EIS) for the Corridor</td>
</tr>
<tr>
<td>66538-3000</td>
<td>Rapid-Speed Transportation Initiative (RSTI) - Feasibility</td>
</tr>
<tr>
<td>$300,000</td>
<td>The purpose of this work element is to study intercity routes that could utilize hyperloop technology—between Chicago, Columbus, and Pittsburgh. Initially, the RSTI will be a Hyperloop Feasibility Study. This will provide a building block for additional, more detailed studies. The Hyperloop study will enhance work already completed by MORPC, that submitted the winning proposal to Virgin Hyperloop One as part of its Global Challenge competition in 2017.</td>
</tr>
<tr>
<td>* $50,000 remaining</td>
<td>Hyperloop Feasibility Study</td>
</tr>
<tr>
<td>66540-0400</td>
<td>Paving The Way SFY20</td>
</tr>
<tr>
<td>$150,000</td>
<td>The purpose of this work element is to provide transportation project construction information to the public. Paving the Way acts as a liaison between the government agencies implementing projects and the public, and it is unique in that it provides information on all construction projects affecting traffic regardless of which agency (state, local, or utility) is responsible. Paving the Way addresses construction management and communication on a regional, rather than project, basis. The program regularly provides information and education to the public on roadway construction, traffic management, and work zone safety and alternative transportation options with the goal of ensuring that drivers experience the least possible inconvenience while traveling in and around Central Ohio.</td>
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<tr>
<td>* $50,000 remaining</td>
<td>Project Coordination</td>
</tr>
<tr>
<td>100% STBG using toll credit</td>
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</tr>
<tr>
<td>66558-1000</td>
<td>Technical Assistance Program</td>
</tr>
<tr>
<td>$200,000</td>
<td>The purpose of this work element is to provide technical planning assistance to support individual communities with effective integration of insight2050 findings into local land use and transportation plans. Services will be provided for specific community planning and development projects related to transportation, air quality, traffic, and other projects that support consideration of transportation in land use planning and/or demonstrate the benefits of various modes of transportation. Part of this work element is to maintain online references, tools, policies, and expertise developed under this PWP work element.</td>
</tr>
<tr>
<td>66560-3000</td>
<td>Supplemental Planning SFY20</td>
</tr>
<tr>
<td>$350,000</td>
<td>This work element supplements the formula-funded program and includes research and planning efforts that are required to fulfill MPO planning and project implementation responsibilities. The activity includes elements that supplement project delivery, data collection and data management, RSTI support, long-range studies and sustainability. Specific activities this year are listed below.</td>
</tr>
<tr>
<td>100% MORPC STBG using toll credit</td>
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</tr>
<tr>
<td>Products/Activities</td>
<td>Regular reports to members and MORPC committees on project delivery</td>
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<tr>
<td></td>
<td>Traffic counts for approximately 200 locations, including bike and pedestrian counts as identified in active transportation count plan</td>
</tr>
</tbody>
</table>

* Project was previously authorized. Budget estimated to remain at the end of SFY 2019
^ Project is expected to continue beyond SFY 2020
Develop a Strategic Plan for the Regional Data Advisory Committee
Provide special services and conduct special transportation studies
Western Licking and Fairfield County Thoroughfare Plan
Support for the Rapid Speed Transportation Initiative (RSTI) activities
Coordination with other regional activities such as the Regional Sustainability Agenda to further the 2016-2040 MTP goals

$108,597
This work element is to carry out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for each federal fiscal year apportionment for the Columbus urbanized area. The program will follow FTA policy and program guidance in the selection of projects and apply for FTA funding using the designated FTA electronic grant management system on behalf of eligible recipients.

5310 Designated Recipient-2020
Products/Activities
A Program Management Plan (PMP) according to FTA provisions
Comply with other FTA requirements
Program of Projects
Update and maintain the Coordinated Plan

67410-3000
$108,597
100% FTA 5310
Administration 10% of Apportionment

5310 Designated Recipient-2020
This work element is to carry out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for each federal fiscal year apportionment for the Columbus urbanized area. The program will follow FTA policy and program guidance in the selection of projects and apply for FTA funding using the designated FTA electronic grant management system on behalf of eligible recipients.

Products/Activities
A Program Management Plan (PMP) according to FTA provisions
Comply with other FTA requirements
Program of Projects
Update and maintain the Coordinated Plan

67419-3000
$106,702
100% FTA 5310
Administration 10% of Apportionment

5310 Designated Recipient-2019
This work element is to carry out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for each federal fiscal year apportionment for the Columbus urbanized area. The program will follow FTA policy and program guidance in the selection of projects and apply for FTA funding using the designated FTA electronic grant management system on behalf of eligible recipients.

Products/Activities
A Program Management Plan (PMP) according to FTA provisions
Comply with other FTA requirements
Program of Projects
Update and maintain the Coordinated Plan

90103-9004
$25,000
Funding amount is ODOT contribution only
America Walks Conference
The National Walking Summit is an opportunity for community advocates, nonprofit representatives, government officials, and transit, health, and planning professionals to share best practices and stories, increase the visibility of key issues, build support for the walking movement, and create momentum for the work ahead. The Summit will discuss and plan interventions to address concerns, share process, resources, and stories, and build awareness and actions of the walking ovement. The Summits will celebrate and identify local approaches and applications of national solutions that feature projects, programs, and practitioners that are creating safe, accessible, equitable, and enjoyable places to walk and be physically active. America

Products/Activities
October 1, 2019 National Walking Summit

* Project was previously authorized. Budget estimated to remain at the end of SFY 2019
^ Project is expected to continue beyond SFY 2020
### III. Ridesharing and Air Quality Projects

**Total Budget**  $1,365,000

<table>
<thead>
<tr>
<th>WORK ELEMENT</th>
<th>PROJECT DESCRIPTION</th>
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<tbody>
<tr>
<td><strong>BUDGET</strong></td>
<td></td>
</tr>
<tr>
<td>66710-3000</td>
<td><strong>Transportation Services (Ridesharing) SFY20</strong></td>
</tr>
<tr>
<td>$800,000</td>
<td>Promote Travel Demand Reduction (TDM) in Central Ohio; and market programs and service in a 15-county area. Program services include carpool matching, vanpool formation, transit, bike and pedestrian support and strategies for employers and the general public. MORPC administers an emergency ride home program, vanpool program, and a multiregional rideshare matching vendor contract in coordination with OARC rideshare agencies.</td>
</tr>
<tr>
<td>100% MORPC CMAQ</td>
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**Products/Activities**
- Promote a culture of sustainable and smart multimodal travel throughout Central Ohio. Public education and ridematching services
- Raise public awareness about mobility options in the region. Increase ridesharing and TDM acceptance to improve air quality
- National Transit Database reporting
- Program evaluation and strategic plan
- Promote TDM services in diverse and underserved populations

<table>
<thead>
<tr>
<th>66730-1000</th>
<th><strong>Air Quality Awareness</strong></th>
</tr>
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<tbody>
<tr>
<td>$565,000</td>
<td>In 2001, MORPC began a year-round daily air quality forecasting service for ground-level ozone and particulate matter in order to track and report poor air quality to the public, businesses, and organizations. This work element ensures that MORPC continues air pollution forecasting and educating its members and the public on the importance of air quality, its health and environmental impacts, and how to reduce air pollution. Educating the public, issuing air quality alerts, and understanding the impacts of air quality on our communities is an important complement to transportation planning and funding. It ensures: 1) that the public understands the benefits of non-motorized and alternative-fueled transportation, 2) technology enhancement for more efficient transportation to reduce congestion and 3) that they have the knowledge to protect their health from air pollution caused by fossil-fueled transportation. Strategies for reducing fuel use include providing technical assistance, such as outreach, data benchmarking and analysis, assessments, and planning services to assist communities in advancing alternative fuel and other transportation-related choices which reduce emissions and energy use.</td>
</tr>
<tr>
<td>100% MORPC CMAQ</td>
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**Products/Activities**
- Operate a year-round daily air quality forecasting and alert system to communicate important air quality information to Central Ohio residents
- Air Quality Alerts
- Education and Outreach
- Conduct special studies and projects related to air quality
- Planning and policy assistance

* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020
## IV. Projects Undertaken By Other Entities

**Total Budget**  $0

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<thead>
<tr>
<th>WORK ELEMENT</th>
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<tbody>
<tr>
<td><strong>BUDGET</strong></td>
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</tbody>
</table>
| 66505-3000   | **Ongoing Local Planning**  
Other agencies also undertake transportation planning activities. This activity includes identifying local planning efforts and coordinating with them through other projects. No budget.  
No funding  
*Products/Activities*  
Integrate local planning efforts into MORPC's regional transportation planning processes |
| 67401-3000   | **Ongoing COTA Activities**  
This work element is for coordination with COTA to ensure adherence to federal and state requirements and for the facilitation of effective transit services in the COTA service area, mainly in Franklin County and in portions of adjacent counties. No budget.  
No funding  
*Products/Activities*  
COTA's planning process  
Continued refinement of COTA Long-Range Plan and other planning activities  
Short-Range Transit Plan (SRTP) update  
Service change planning  
COTA safety and asset management plans  
Transit On Board Survey |
| 67402-3000   | **Ongoing DATABus Activities**  
This work element is for coordination with DATABus to ensure adherence to federal and state requirements and for the facilitation of effective transit services in Delaware County. No budget.  
No funding  
*Products/Activities*  
DATABus's planning process and requirements needed to receive federal urban area and state funds  
Delete Census changes to transit operations - Delete  
Implementing recommendations from DATABus's updated mission and visioning process and the Transit Development Plan & Local Funding Study  
DATABus safety and asset management plans. |

* Project was previously authorized. Budget estimated to remain at the end of SFY 2019  
^ Project is expected to continue beyond SFY 2020
Proposed Resolution T-5-19:
“Certification of the MORPC Metropolitan Transportation Planning Process”
“Certification of the MORPC Metropolitan Transportation Planning Process”

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission is designated as the metropolitan planning organization (MPO) for the Columbus Urbanized Area; and

WHEREAS, 23 CFR 450.334 requires that the state and MPO certify, at least every four years, that the transportation planning process is being carried out in accordance with all applicable requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303 (Metropolitan Transportation Planning requirements);
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as Amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of the FAST-Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
6. 23 CFR part 230, regarding the implementation of the equal employment opportunity program on federal and federal-aid highway construction contracts;
8. The Older Americans Act, as amended (42 U.S.C. 6101 (d)) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, this “self-certification” is separate from the MPO certification done by the Federal Highway Administration and Federal Transit Administration, which was last conducted at MORPC in 2018; and

WHEREAS, as a prerequisite to the receipt of federal financial assistance (per 49 CFR Subtitle A, Section 21.7), MORPC is required to provide the Title VI Assurances included in Attachment A; and

WHEREAS, the Community Advisory Committee at its meeting on April 29, 2019 and the Transportation Advisory Committee at its meeting on May 1, 2019 recommended approval of this resolution by the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

Section 1. That it certifies that the urban transportation planning process is carried out in conformance with all the applicable federal requirements to the degree that is appropriate for the size and complexity of the area.

Section 2. That it provides the Title VI Assurances in Attachment A, Parts 1 and 2.

Section 3. That this committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

____________________________________
Rory McGuiness, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Prepared by: Nick Gill

Attachments:
A. Part 1 - Standard DOT Title VI Assurances
   Part 2 – Contractor Contractual Requirements
PART 1
STANDARD DOT TITLE VI ASSURANCES

The Mid-Ohio Regional Planning Commission (MORPC) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR Part 21 - Nondiscrimination in Federally Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the “Regulations”) to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MORPC receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, MORPC agrees that:

1. Each “program” and “facility” (as defined in Sections 21.23(e) and 21.23(b)) will be conducted or operated in compliance with all requirements of the Regulations.

2. It will insert the clauses of Part 2 of this assurance in every contract subject to the Act and the Regulations.

3. This assurance obligates MORPC for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates MORPC or any transferee for the longer of the following periods:

   (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits, or

   (b) the period during which MORPC retains ownership or possession of the property.

4. It will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom (s)he delegates specific authority to give reasonable guarantee that it, other sponsors, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants or Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this assurance.

5. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on MORPC, its contractor, subcontractors, transferees, successors in interest and other participants in the Project. The person whose signature appears on this resolution is authorized to sign this assurance on behalf of MORPC.
PART 2
CONTRACTOR CONTRACTUAL REQUIREMENTS

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations.** The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter "DOT"), Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the “Regulations”), which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination.** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, national origin, sex (including pregnancy, gender identification and sexual orientation), age (40 years or older), disability, low-income status, or limited English proficiency in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 49 CFR 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B to part 21 of the Regulations.

3. **Solicitations for Subcontracts, including Procurements of Materials and Equipment.** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor’s obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, sex (including pregnancy, gender identification and sexual orientation), age (40 years or older), disability, low-income status, or limited English proficiency.

4. **Information and Reports.** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Mid-Ohio Regional Planning Commission (MORPC), the Ohio Department of Transportation (ODOT), or U.S. DOT to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to MORPC, ODOT or U.S. DOT, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance.** In the event of the contractor’s noncompliance with the nondiscrimination provisions of this contract, MORPC shall impose such contract sanctions as it, ODOT or the U.S. DOT may determine to be appropriate, including, but not limited to:
   a. Withholding of payments to the contractor under the contract until the contractor complies, and/or
   b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. **Incorporation of Provisions.** The contractor and subcontractor(s) shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor and subcontractor(s) shall take such action with respect to any subcontract or procurement as MORPC, ODOT or U.S. DOT may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor or subcontractor(s) becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor or subcontractor(s) may request MORPC or ODOT to enter into such litigation to protect the interests of MORPC or ODOT and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.
Proposed Resolution T-6-19:
“Adopting a Regional Smart Streets Policy”
Memorandum

TO: Transportation Policy Committee
   Transportation Advisory Committee
   Community Advisory Committee

FROM: Thea Walsh, Director
      Transportation & Infrastructure Development

DATE: April 24, 2019

SUBJECT: Proposed Resolution T-6-19: “Adopting a Regional Smart Streets Policy”

Proposed Resolution T-6-19 will make Central Ohio a leading region in the “smart cities” arena by becoming the first region in the nation to adopt a policy requiring careful consideration of digital infrastructure components in transportation projects. Digital Infrastructure is the system that provides and supports digital communications, including fiber optic cable, wireless communications, and the hardware and software that supports them.

The policy is an initiative of MORPC’s Smart Region Task Force. The task force was formed early last year to focus on advancing and leveraging “smart mobility” and data-enabled infrastructure initiatives throughout the region, including Smart Columbus, the US 33 Smart Mobility Corridor, and the Intelligent Communities Forum. Local government members compose two-thirds of the task force and they worked with technical experts in the group to define what it means for Central Ohio to be a Smart Region. Their purpose is to encourage and empower all communities in the region to advance proven approaches and best practices within their planning activities and infrastructure investment. The task force has produced this Smart Streets Policy to ensure MORPC’s infrastructure investments are planned and constructed in a manner that advances a Smart Region.

The policy was modeled on MORPC’s Complete Streets Policy, which was adopted to ensure that projects constructed with MORPC-attributable funds would safely and comfortably accommodate all users of the facility by including elements and designs appropriate for the project context. The Smart Streets Policy would also apply directly to MORPC-attributable funding, and would take a similar approach to incorporating digital infrastructure into a project as appropriate for the project’s individual circumstances. The policy is accompanied by a Smart Streets Checklist, to be completed by project sponsors, to help identify those circumstances.

Members of MORPC committees, including the Executive Committee and Transportation Advisory Committee, reviewed a draft version of the policy and checklist. Seven entities provided thoughtful and constructive comments. The comments were in general agreement that there is a need to ensure that our investments in transportation infrastructure will facilitate the implementation of new technologies in a manner that is consistent with the goals of communities across the region. They
were appreciative of the effort and recognized that there will be challenges in trying to do something new and innovative.

Two of the comments expressed the concern that because these technologies are still developing and the state is working on a similar initiative that it is not yet time for the region to adopt this policy. These commenters and others were also concerned about the lack of specific guidance and measures available to implement the policy.

There were many comments related to specific provisions in the policy and the checklist.

Attachment:
- Proposed Resolution T-6-19
RESOLUTION T-6-19

“Adopting a Regional Smart Streets Policy”

WHEREAS, Smart Streets comprise a mobility system able to leverage current and emerging technologies and data to provide services more effectively and improve the quality of life of all residents; and

WHEREAS, MORPC’s Public Policy Agenda 2019-2020 supports efforts that leverage Smart Columbus and the Northwest U.S. 33 Smart Mobility Corridor, and advocates for regional policies that prepare Central Ohio communities for additional smart-infrastructure investment; and

WHEREAS, under the guidance of a 20-member working group with representation from member governments and technical experts, staff prepared a Smart Streets Policy; and

WHEREAS, the Smart Streets Policy is accompanied by a checklist to assist project sponsors in defining and designing their projects in adherence to the policy; and

WHEREAS, MORPC will develop a “Smart Region Resource Guide” that will contain model policies, engineering, educational and enforcement strategies, and information on other resources to assist local communities to develop their own Smart Streets policies and designs; and

WHEREAS, the Community Advisory Committee, at its meeting on April 29, 2019, and the Transportation Advisory Committee, at its meeting on May 1, 2019, recommended approval of this resolution to the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

Section 1. That it adopts the attached Smart Streets Policy and recommends it to Central Ohio governments for use in planning, developing, constructing, and operating and maintaining their infrastructure projects.

Section 2. That the policy is hereby approved to be applied to all projects awarded funding through MORPC.

Section 3. That the principles and procedures of the Smart Streets Policy will be evaluated after one year of use and be modified as warranted.

Section 4. That this resolution be forwarded to the Ohio Department of Transportation (ODOT) to demonstrate MORPC’s member support of this policy and to encourage ODOT to consider it in the development of a similar policy of its own.
Section 5. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

Rory McGuinness, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Date

Prepared by: Transportation Staff

Attachment: Smart Streets Policy
Smart Streets Policy

Background
For decades, transportation has been understood primarily as the movement of people and goods via motorized vehicles on a network of publicly funded highways and streets, with most vehicles being privately owned by individuals or companies and supplemented by public transit running on fixed routes. Technological advancements are rapidly transforming this conventional view of transportation into the concept of a mobility system that employs digital communications and information technologies to provide a variety of services for moving people and goods. These include transportation network companies, shared vehicles (motorized and non-motorized), employer-provided shuttles, unmanned aerial vehicles, or drones, and increasingly connected and autonomous vehicles that collect, transmit and share large volumes of data. Similarly, the transportation network is being transformed by the deployment of digital technologies that collect, transmit and share data with its users and managers about traffic, incidents and the condition of the infrastructure.

These emerging technologies must be implemented to improve service delivery and the quality of life in Central Ohio as it continues to grow in population and employment. If implemented thoughtfully, these advancements have the potential to improve safety, reduce congestion, increase system efficiency, and deliver services more effectively.

Digital infrastructure is a key component for deploying these technologies and realizing their benefits. This infrastructure needs to be regional in nature to maximize the potential of these technologies. It requires a significant investment to build and maintain this infrastructure. A regional policy on the deployment of digital infrastructure is an effective way to ensure that public infrastructure investments are made in a way that supports the capability of these technologies to effectively serve public interests and improve the quality of life in Central Ohio.

Definitions
Smart Streets comprise a mobility system able to leverage current and emerging technologies and data to provide services more effectively and improve the quality of life of all residents.

Digital Infrastructure is the system that provides and supports digital communications, including fiber optic cable, wireless communications, and the hardware and software that supports them.

Intelligent Transportation System (ITS) means electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

Mobility is the quality or state of being mobile or movable.

Mobility System is the infrastructure, services, data, technology, and governance that enables the mobility of people and goods.
Vision
Central Ohio is the leader in creating a regional smart mobility system that is connected, inclusive, secure, and resilient across jurisdictions, providing services effectively to improve the quality of life of all residents.

Purpose
To ensure public investments in mobility are planned, selected, scoped, designed, constructed, and maintained in a manner that advances a Smart Region.

Goals
- **Connectivity**: Strategically advance digital infrastructure (primarily broadband) and access across jurisdictions throughout the region to improve mobility and the delivery of public services and effectively support economic development.
- **Flexibility**: The mobility system is flexible, scalable, and able to support evolving digital technologies to improve people’s mobility and the delivery of public services.
- **Interoperability**: The mobility system is interoperable and can effectively and securely collect and share data across jurisdictions for processing and analysis to improve mobility, safety, infrastructure management and the quality of life.
- **Equity**: The mobility system is accessible to all people, and emphasizes improving access and mobility for the disadvantaged.

Policy
Statements
MORPC supports the Smart Streets concept throughout Central Ohio. To promote the acceptance and practice of Smart Streets, MORPC recommends that local jurisdictions and the state of Ohio develop and adopt Smart Streets policies to meet their needs and are compatible with this regional policy.

MORPC seeks to incorporate the Smart Streets concept into the planning, programming, scoping, design, implementation, maintenance, and performance monitoring of all transportation infrastructure and encourages all infrastructure investments in Central Ohio to follow this policy.

This policy will be applied to all projects awarded funding through MORPC. MORPC will ensure the uses of these funds are consistent with this policy, incorporating Smart Streets concepts as appropriate. The policy is intended to identify opportunities where they exist and leverage our investments in infrastructure. It requires sponsors to take certain considerations regarding digital infrastructure into account during project development, document the findings, and provide a rationale for its decisions. The policy does not include the specific criteria for how those decisions will be judged. Those criteria are expected to develop and change rapidly as the technologies emerge and evolve and be very dependent on the individual circumstances of each project. Instead, the policy is intended for the project sponsor, the program administrators, and the existing organizational institutions to make informed, transparent decisions about the digital infrastructure components of transportation projects, using standards and criteria they mutually agreed upon. If it is successful, the policy will not result in imposing a burden upon
sponsors or their projects, but, through its deliberate application, help to generate the awareness and knowledge necessary to lead them to processes and outcomes they value themselves.

This policy is not intended to create new rights for utilities outside those provided by existing law and contract.

Applicability
Many factors will be considered to determine whether a project is consistent with the policy.

1. Prior to submitting a formal application or request for funding, MORPC staff will be available to the sponsor to review the proposed use of funds, to discuss any potential Smart Streets considerations with the project, and to provide resources for technical assistance.
2. The formal application or funding request shall provide sufficient information about the projects for staff to determine whether the proposed project adheres to this policy. The evaluation and selection process will incorporate Smart Streets concepts.
3. Once MORPC-attributable funds are committed to a project, staff will continually monitor its development through the construction/implementation. This includes review and comment on (if applicable) requests for proposals, field reviews, scoping, preliminary studies, systems engineering analysis, design plans, and change orders to ensure adherence to this policy and provide guidance on incorporating Smart Streets concepts.

Requirements
The policy’s requirements are listed below and grouped by the four goals of the policy. Some of these are already required by existing laws, regulations, and standards. They are included here to stress their importance for Smart Street concepts.

Connectivity
1. The project sponsor shall complete the checklist accompanying this policy and provide the information to MORPC.
2. The project shall use the most appropriate development process and design standards. Any digital infrastructure related to the project shall meet accepted industry standards.
3. Project sponsors shall notify the owners of digital infrastructure located in the project area of the project scope and schedule after MORPC has committed funds to the project. They shall be given the opportunity to participate in all plan reviews.
4. The sponsor shall provide MORPC with geocoded data for the location, type and specifications of digital infrastructure that was installed as part of the project.
5. If the project will affect digital infrastructure in the vicinity of institutional uses or public facilities such as a police or fire station, school, library, recreation center, government offices, or maintenance facility, the project sponsor shall engage the facility owner/operator about the possibility of the facility having access, if feasible, to the affected infrastructure.
6. If a construction of a project requires the removal or relocation of digital infrastructure in current use for a public service, the infrastructure shall be maintained by being relocated or replaced. The replacement infrastructure shall meet current industry standards, be compatible with the existing infrastructure, and be sufficient to continue current public uses.
Flexibility

1. Project requirements for digital infrastructure shall be sensitive to the context of the project setting, the scope of the project, and cost. Projects in different contexts may take different approaches to Smart Streets.

2. Sponsors shall maintain the project’s digital infrastructure in a state of good repair and operate the infrastructure securely, in accordance with industry standards.

Interoperability/Data

1. All digital infrastructure systems associated with a project shall be interoperable with other such systems serving public infrastructure in the region. They will have the capability to transmit and share data with each other.

2. A systems approach shall be used in developing a project, such that the sponsoring agency has engaged and communicated with stakeholders (within the sponsoring agency as well as any other jurisdictions) about the potential interrelationships between the project and any existing, planned or proposed infrastructure in the vicinity of the project.

3. If there are other nearby infrastructure projects planned, programmed or in development, the projects should be coordinated to ensure consistency and connectivity among the facilities serving the area.

4. Sponsors of projects with digital infrastructure components are required to have policies in place to guide the collection, use and sharing of data and to ensure the security and privacy of the system and the data within it, especially for potentially sensitive data such as personally identifiable information.

5. Public transit agencies shall be informed of projects being developed in their service areas and shall not be excluded from the development of the project. Each transit agency can determine the level of participation in project development necessary to ensure that the project provides sufficient accommodation and access to transit vehicles, services and facilities, including transit-related digital infrastructure.

6. All sponsors shall identify any Intelligent Transportation Systems (ITS) services, inventory elements, functional requirements and interfaces/information flows in the Central Ohio Regional ITS Architecture that are relevant to the project before beginning detailed design or right-of-way acquisition.

7. Projects shall facilitate ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture by accounting for future integration requirements and describing how it will support future extensions of the regional architecture.

Equity

1. All digital infrastructure funded by the project must be primarily utilized to serve a public purpose.

2. The sponsor shall ensure that actions taken to comply with this policy do not prevent safe use of the public right-of-way by any mode (e.g., a cabinet shall not block the clear walking zone on the sidewalk or encroach on a transit stop).

3. Project sponsors shall comply with all applicable laws, regulations, and standards regarding the installation and placement of digital infrastructure.
Recommendations
The following statements are recommendations. Project sponsors and others are not obligated to follow any of these recommendations to be considered in compliance with this policy.

1. Local governments are encouraged to adopt their own Smart Streets policies to meet the needs of their communities. They should strive for consistency with this regional policy and federal and state requirements.
2. State government agencies should work with Metropolitan Planning Organizations to ensure consistency in digital infrastructure policies at the state, regional and local level.
3. Project sponsors are encouraged to build redundancy and resiliency into digital infrastructure to a degree that is in accordance with industry best practices.
4. Project sponsors may encourage colocation with private utility infrastructure provided that it does not inhibit public use of the infrastructure or right-of-way.
5. Project sponsors should allow other local governments and public uses the option to pay for the use power and fiber installed as part of the project that is not reserved by the sponsor for a specific public use. See also Recommendation 4 regarding private uses of the conduit.
6. Project sponsors should consider incorporating other connected technologies into their projects that can benefit from and maximize the utility of the digital infrastructure being installed, such as smart lighting, traffic surveillance, security surveillance, data collection and reporting.
7. Project sponsors should avoid use of proprietary point technologies where practicable in favor of interoperable technologies.
8. Traffic signal maintenance should include upgrades to support connected vehicles when it can be installed at a comparably lower cost than a subsequent retrofit.
9. As multiple mobility providers emerge and the usage of shared/autonomous vehicles increases, the demand for curb space may become acute at certain times and places. Local agencies should consider policies to equitably and effectively manage these spaces.
10. MORPC advocates for open data sharing, good data governance and the adoption of policies to ensure data security by local public agencies. However, it also recognizes that every situation presents unique challenges and trade-offs such that these principles cannot be applied to specific projects nor every circumstance.

Appeals
If the sponsor and MORPC staff are unable to reach an agreement on assuring compliance with a provision of this policy, sponsors may ask the Attributable Funds Committee to grant an exemption from the provision or to review the situation. MORPC staff will review the request and provide a report with recommendations to the committee in advance of the decision. In the event that the sponsor disagrees with the action of the Attributable Funds Committee, the sponsor may appeal to the MORPC Policy Committee officers, who may or may not elect to hear the appeal request.

Implementation
Upon approval and adoption of this policy, the Attributable Funds Committee will be tasked with incorporating Smart Street concepts into the project selection process for MORPC-attributable
funds. The policy will also guide MORPC staff in the preparation of the Metropolitan Transportation Plan and other plans it prepares or to which it contributes.

A resource guide will be developed to assist sponsors in developing projects that comply with the Smart Streets policy. This guide will contain project-specific best practices, sample policies, funding opportunities, and information on other resources.

**Evaluation**

MORPC reports annually on the region’s progress toward targets established in the Metropolitan Transportation Plan. These targets include several ITS-related targets that can be considered in evaluating the effectiveness of this policy.

MORPC collects data on several aspects of projects receiving the assistance of MORPC-attributable funds, such as the lead agency, location, limits, type of work, length, number of travel lanes, pedestrian facilities, bicycle facilities, and funding by phase, source and year. Digital infrastructure components of these projects will be tracked through reporting mandated by Connectivity Requirement #4.

Portions of the Policy that are the subject of an appeal heard by the Attributable Funds Committee will be subsequently reviewed by the committee, and any recommendations concerning the policy will be considered for approval by MORPC’s Community Advisory, Transportation Advisory, and Transportation Policy committees.
Smart Streets Policy Project Checklist

Project Scope
Using available information, check any of the following that could potentially be involved in the project:

- Right-of-way acquisition
- Utility relocation
- Excavation of more than 3 feet below ground level
- Traffic signal infrastructure
- Light poles

What transportation-related or mobility function will be performed by the digital infrastructure elements of the project?

Connectivity
Please cite the specific design guidance or resources related to digital infrastructure that you expect to use in the development and design of your project.

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities? Check all that apply:

- Police or fire station
- School
- Library
- Recreation center
- Government offices
- Maintenance facility
- Other (please specify): __________________

What digital infrastructure is currently present in the project area? Will it be maintained in place or will it potentially need to be relocated or replaced? What digital infrastructure is expected to replace the existing infrastructure to meet current industry standards and be sufficient to continue current public uses?

What communications infrastructure (e.g. coax, fiber, conduit, duct bank, pull boxes) are present in the project area? What specifications/details (owners, users, number of strands, lines, capacity) are known about each one?

What are the current publicized connection speeds of internet service available in the project area?

Flexibility
What agency will be responsible for ongoing maintenance of the digital infrastructure and how will this be budgeted? If the project sponsor is not responsible for maintenance after the project ends, please indicate responsible agency name. Please attach the maintenance agreement.
Interoperability

Project limits should be selected so that they can accommodate existing and future connections. If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered?

Identify any fixed route transit service and stops in the project area. Describe any engagement with the transit service provider regarding this project.

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region?

Identify any Intelligent Transportation Systems (ITS) services, inventory elements, functional requirements and interfaces/information flows in the Central Ohio Regional ITS Architecture that are relevant to the project.

Does the project present any ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture? Describe how it will support future extensions of the regional architecture.

What policies are in place to guide the collection, use and sharing of data and to ensure the security and privacy of the system and the data within it?

Equity

Identify people and organizations that are expected to benefit from the digital infrastructure proposed in the project and any people and organizations that could have a potential benefit.
Proposed Resolution T-7-19:
“Adoption of Project Evaluation Criteria for Developing the 2020-2050 Metropolitan Transportation Plan”
Memorandum

TO: Mid-Ohio Regional Planning Commission
    Officers and Board Members
    Transportation Policy Committee
    Transportation Advisory Committee
    Community Advisory Committee

FROM: Nick Gill & Maria Schaper

DATE: April 24, 2019


Resolution T-7-19 establishes the project evaluation process and criteria to be used in the development of the 2020-2050 Metropolitan Transportation Plan (MTP). The criteria build upon the goals and objectives adopted via Resolutions T-13-18 and T-14-18 for the MTP. By applying these criteria, each project can be measured as to how it will help advance the goals and objectives of the region, as established in the MTP. The evaluation process allows for the comparison of similar projects to be prioritized in the fiscally constrained MTP.

The results of the evaluation process, together with a fiscal analyses, will lead to the first draft list of projects, which will be made available for public review and comment this fall. This evaluation process attempts to capture the major considerations in selecting transportation projects. However, there may be special considerations that will need to be addressed outside of this process with regard to particular projects. Furthermore, public and stakeholder input will also play a role in determining the final set of transportation plan projects.

The draft criteria were presented to MORPC’s CAC, TAC and Transportation Policy Committee in April. The information was posted on the MORPC website, and a comment period was held from April 1st to April 24th. Comments were considered and incorporated as appropriate.

Enclosures

2. 2020-2050 Metropolitan Transportation Plan Project Evaluation Process & Criteria
“Adoption of Project Evaluation Criteria for Developing the 2020-2050 Metropolitan Transportation Plan”

WHEREAS, the Mid-Ohio Regional Planning Commission (MORPC) is designated as the metropolitan planning organization (MPO) by the governor acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials; and

WHEREAS, MORPC is developing the federally required, long-range, metropolitan transportation plan (MTP) for the MPO; and

WHEREAS, MORPC adopted goals and objectives for the 2020-2050 MTP by Resolutions T-13-18 and T-14-18; and

WHEREAS, Resolutions T-13-18 and T-14-18 directed staff to develop a process to evaluate strategies and candidate projects for inclusion in the MTP based on advancing the goals and meeting the objectives; and

WHEREAS, the project evaluation process including the criteria are described in the attachment to this resolution; and

WHEREAS, the criteria are based upon the goals and objectives adopted by Resolutions T-13-18 and T-14-18; and

WHEREAS, the evaluation process and criteria will be used to evaluate candidate projects for inclusion in the metropolitan transportation plan; and

WHEREAS, the project evaluation criteria were distributed for public and member review and comment; and

WHEREAS, the Community Advisory Committee at its April 29, 2019 meeting and the Transportation Advisory Committee at its May 1, 2019 meeting recommended approval of these goals; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

Section 1. That it adopts the 2020-2050 Metropolitan Transportation Plan Project Evaluation Process and Criteria as shown in the attachment.

Section 2. That it directs staff to use this process and criteria to develop a draft list of projects to be included in the 2020-2050 Columbus Area Metropolitan Transportation Plan.

Section 3. That this Committee finds and determines that all formal deliberations and actions of this Committee concerning and relating to the adoption of this resolution were taken in open meetings of this Committee.

Rory McGuiness, Chair
MID-OHIO REGIONAL PLANNING COMMISSION
Evaluation criteria have been developed to ensure consistency between 2020-2050 Metropolitan Transportation Plan (MTP) recommendations and the goals and objectives of the MTP. These criteria, developed based on the adopted goals and objectives, will be applied to each candidate transportation project considered for inclusion in the MTP. By applying these criteria, each project can be evaluated based on its ability to help the region meet its adopted goals, objectives and targets. It will also be a tool in prioritizing projects in the fiscally constrained MTP. The evaluation criteria is applied to projects that add capacity to the surface transportation network (road, transit, bicycle, and/or pedestrian networks). Specific maintenance projects are not included in the MTP, but transportation maintenance needs are addressed in an aggregate fashion.

How the Evaluation Criteria Will be Used
The projects will be categorized by project type and each project will be evaluated against only projects of the same project type. Data for each criteria (beginning on Page 3) will be generated for each candidate transportation project. Quantitative criteria will be compared against the distribution of values among other like project types to help gauge how a project compares to similar projects. Additionally, each project will have statements about qualitative criteria that will be taken into consideration in assigning the score for the goal. These will be used by MORPC team members to objectively assign a score between 0 and 20 to the project for each goal. Each project will receive six scores, one score for each goal.

Use of the Score
The overall score (represented as the percentage of total points available) and ranking (among similar projects), as well as each individual goal sub-score and ranking (among similar projects), will be reported for each project. The results will then be used to assist in the creation of an initial list of projects to be included in the first draft of the Metropolitan Transportation Plan.

Final Steps to Determine Projects to Include in the Transportation Plan
An important consideration in what can be included in the Metropolitan Transportation Plan is the amount of funding forecasted to be available to the region through the 2050 horizon year of the plan. Thus, the projects included are tied to the available funding.

The evaluation score resulting from this process is just one piece of information used to determine the projects to be included in the MTP. The projects to be included in the MTP will be shaped by member and public input.

This fall, the initial list of projects proposed to be included will be shared with our members and the general public for comments and input. Based on the input and any updates to the forecast of available funding, the list of projects to be included in the MTP will be updated for the final
draft Metropolitan Transportation Plan in early 2020. This will then undergo a final round of member and public input before final adoption in spring 2020.

The adopted goals that these project criteria are designed around are listed below. The objectives and specific evaluation criteria are then organized by project type and goal (identified by icon).

Adopted Goals of the Metropolitan Transportation Plan

**Through Transportation:**

- Reduce per capita **energy** consumption and promote **alternative fuel** resources to increase affordability and resilience of regional energy supplies
- Protect **natural resources** and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community
- Position Central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally
- Create **sustainable neighborhoods** to improve residents’ quality of life
- Increase **regional collaboration** and employ innovative transportation solutions to maximize the return on public expenditures
- Use public investments to benefit the **health, safety, and welfare** of people
Specific Project Evaluation Criteria by Project Type

**Freeway** projects, including interchange modifications and new interchanges will be evaluated using the following criteria:

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<th><strong>Objectives:</strong></th>
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<td>Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking</td>
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<tr>
<td>Reduce vehicle miles traveled (VMT) per capita</td>
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<td>Increase the percentage of vehicles using alternative fuels</td>
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<td>Increase the number of alternative fuel stations</td>
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<tr>
<th><strong>Project Evaluation Criteria</strong></th>
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<td>Reduction in regional VMT</td>
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<td>Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant</td>
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<td>Reduction in PM 2.5</td>
<td>The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to poor air quality. The change in the regional emissions as a result of the project will be estimated and reported in kilograms per day. Projects with a greater reduction will score higher.</td>
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<td>Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.</td>
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**Objectives:**
- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

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<td>The ability of the project to improve travel within a corridor by redistributing travel in the corridor so one or more congested components of the transportation system are relieved—measured by the percentage reduction in VMT within 1 mile of the project that experiences Level of Service E or worse. Projects with a greater reduction will score higher.</td>
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<tr>
<td>Average peak travel delay reduction per project user for year 2050</td>
<td>Measured as the average travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project. Projects with a greater reduction will score higher.</td>
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<tr>
<td>Existing uncertainty index within 1 mile of project</td>
<td>Travel time uncertainty is a significant issue for business. Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within a mile of the project. Projects in areas with greater travel time uncertainty index will score higher.</td>
</tr>
<tr>
<td>Existing (2018) job density within 1 mile of project (non-retail jobs)</td>
<td>Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.</td>
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<td>Forecasted (2050) job density within 1 mile of project (non-retail jobs)</td>
<td>Non-retail jobs are an indicator of economic activity. Projects that serve forecasted high job density areas will score higher.</td>
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<td>Qualitative statement as to the relationship of project to key development and/or redevelopment sites, and freight areas. Not all projects will have a qualitative statement.</td>
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**Objectives:**
- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and jobs
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

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<td>Average origin and destination density of the users of the project in 2018</td>
<td>The average density (population + jobs) of the project user’s origins and destinations will be estimated based on 2018 conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.</td>
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<td>Average origin and destination density of the users of the project in 2050</td>
<td>The average density (population + jobs) of the project user’s origins and destinations will be estimated based on 2050 forecasted conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.</td>
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<tr>
<td>Average change in origin and destination density of the users of the project between 2018 and 2050</td>
<td>This will be the change in the lower density end of the trip and the higher density end of the trip as found in the above to criteria measures. Projects that serve travel from areas becoming denser will score higher.</td>
</tr>
<tr>
<td>Qualitative statement as to whether the project is along an existing transit route or otherwise enhances transit service. The information will be simply yes or no with regard to if an existing transit route uses the project facilities. An additional statement may also be provided if there are other extraordinary aspects of the project that will enhance transit service.</td>
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**Objectives:**

- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above
- 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
- 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
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements

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<td>Amount of new development within 1 mile of the project</td>
<td>This measures the change in households and change in jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.</td>
</tr>
<tr>
<td>Percent of new development within 1 mile of the project</td>
<td>This measures the percent change in households and percent jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.</td>
</tr>
<tr>
<td>Number of jurisdictions that contribute 75% of the project users in 2050</td>
<td>This measures the extent to which the project serves multiple jurisdictions. The jurisdictional origins and destinations of the project users will be estimated. Then, starting with the jurisdiction contributing the most users, the jurisdictions will be ranked. The measure will then be how many different jurisdictions contribute 75% of the users. Projects that serve more jurisdictions will score higher.</td>
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<tr>
<td>Listing of the plan(s)/study(ies) in which the project appears</td>
<td>This measure provides background on the origin of the project. It is a listing of all community or regional plans or studies that has included the project as recommended or needed. This also includes whether or not the project addresses a congestion problem identified by the MORPC congestion management process or whether the project resulted from MORPC’s technical Assistance Program or other technical study.</td>
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<td>Qualitative statement on mechanisms in place in the project area to enable non-public participation. Most projects may not have a qualitative statement.</td>
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### Objectives:
- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
- Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of useful life
- Reduce the number of fatalities and serious injuries from crashes

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<td>Ratio of EJ population users of the project to the regional average for each EJ population</td>
<td>To what extent does the project serve Environmental Justice (EJ) target populations? Of the users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated.</td>
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<tr>
<td>Crashes</td>
<td>Composite ranking as compared to similar project types consistent with the methodology used for MORPC’s high crash location list among similar projects. The composite ranking takes into account:  - Existing total crash frequency  - Existing total crash rate  - Existing ratio of fatal and serious injuries to total crashes  - Existing pedestrian/bike crash frequency  Projects on facilities with crash problems will score higher.</td>
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<tr>
<td>Bridge Rating</td>
<td>The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the worst existing bridge rating that would be improved as part of the project. Projects on facilities with lower bridge rating will score higher.</td>
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<tr>
<td>Pavement Condition Rating (PCR)</td>
<td>The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the average PCR of the existing roadway that would be improved as part of the project. Projects on facilities with lower PCR rating will score higher.</td>
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<td>Qualitative statement as to any potential negative impacts to EJ populations. This would include any extraordinary impact that may be as a result of the project. Most projects may not have a qualitative statement.</td>
<td>Qualitative assessment as to any extraordinary improvements to safety. Most projects may not have a qualitative statement.</td>
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Non-freeway roadway projects, including intersection modifications will be evaluated using the following criteria:

### Objectives:
- Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking
- Reduce vehicle miles traveled (VMT) per capita
- Increase the percentage of vehicles using alternative fuels
- Increase the number of alternative fuel stations

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<td>Reduction in regional VMT</td>
<td>The change in regional VMT will be an estimate calculated by the travel demand model. Projects with a greater reduction in VMT will score higher.</td>
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Qualitative assessment as to the potential of the project to reduce SOV use and/or increase transit, bicycling or walking. This should be extraordinary aspects of the project. Most projects may not have a qualitative statement.

Qualitative assessment as to the potential of the project to support alternative fuel vehicles and infrastructure. This should be extraordinary components. Most projects may not have a qualitative statement.

### Objectives:
- Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant
- Decrease the locations of freeway and expressway facilities that are at risk for flooding

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Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.
Objectives:
- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

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<td>Average peak travel delay reduction per project user for year 2050</td>
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<td>Existing uncertainty index within 1 mile of project</td>
<td>Travel time uncertainty is a significant issue for business. Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within a mile of the project. Projects in areas with greater travel time uncertainty index will score higher.</td>
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<td>Existing (2018) job density within 1 mile of project (non-retail jobs)</td>
<td>Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.</td>
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<td>Forecasted (2050) job density within 1 mile of project (non-retail jobs)</td>
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Objectives:

- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and job
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

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<td>Percentage of project without sidewalks in good condition</td>
<td>Project is along a facility which does not have adequate sidewalks and the project is expected to include them. The measure is the percentage of the project length which does not currently have sidewalks in good condition. Projects on facilities with higher percentages without sidewalks in good condition will score higher.</td>
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Is the project located in a community with a Complete Streets policy? The information will be yes or no.

Qualitative statement as to whether the project is along an existing transit route or otherwise enhances transit service. The information will be yes or no with regard to if an existing transit route uses the project facilities. An additional statement may also be provided if there are other extraordinary aspects of the project that will enhance transit service.

Qualitative statement as to whether the project is along a key regional corridor as identified in MORPC's Active Transportation Plan and/or COG Vision Plan or the project's ability to enhance the regional bikeway system such as connections to existing bike/ped facilities.
### Objectives:
- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above.
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above.
- 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.
- 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.
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements.

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<td>Number of jurisdictions that contribute 75% of the project users in 2050</td>
<td>This measures the extent to which the project serves multiple jurisdictions. The jurisdictional origins and destinations of the project users will be estimated. Then, starting with the jurisdiction contributing the most users, the jurisdictions will be ranked. The measure will then be how many different jurisdictions contribute 75% of the users. Projects that serve more jurisdictions will score higher.</td>
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<td>Listing of the plan(s)/study(ies) in which the project appears</td>
<td>This measure provides background on the origin of the project. It is a listing of all community or regional plans or studies that has included the project as recommended or needed. This also includes whether or not the project addresses a congestion problem identified by the MORPC congestion management process or whether the project resulted from MORPC’s technical Assistance Program or other technical study.</td>
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**Objectives:**
- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
- Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of useful life
- Reduce the number of fatalities and serious injuries from crashes

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<td>To what extent does the project serve Environmental Justice (EJ) target populations? Of the users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated.</td>
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<td>Crashes</td>
<td>Composite ranking as compared to similar project types consistent with the methodology used for MORPC’s high crash location list among similar projects. The composite ranking takes into account: - Existing total crash frequency - Existing total crash rate - Existing ratio of fatal and serious injuries to total crashes - Existing pedestrian/bike crash frequency Projects on facilities with crash problems will score higher.</td>
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<tr>
<td>Bridge Rating</td>
<td>The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the worst existing bridge rating that would be improved as part of the project. Projects on facilities with lower bridge rating will score higher.</td>
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<td>Pavement Condition Rating (PCR)</td>
<td>The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the average PCR of the existing roadway that would be improved as part of the project. Projects on facilities with lower PCR rating will score higher.</td>
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<td>Qualitative statement as to any potential negative impacts to EJ populations. This would include any extraordinary impact that may be as a result of the project. Most projects may not have a qualitative statement.</td>
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<tr>
<td>Qualitative assessment as to any extraordinary improvements to safety including whether or not it is on the regions high crash location list. Most projects may not have a qualitative statement.</td>
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Stand-alone bicycle and pedestrian projects will be evaluated using the following criteria:

**Objectives:**
- Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking
- Reduce vehicle miles traveled (VMT) per capita
- Increase the percentage of vehicles using alternative fuels
- Increase the number of alternative fuel stations

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<td>Reduction in regional VMT</td>
<td>The change in regional VMT will be an estimate calculated through a qualitative statement as to magnitude of vehicle traffic removed multiplied by existing traffic of adjacent roadways. Projects with a greater reduction in VMT will score higher.</td>
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Qualitative assessment as to the potential of the project to reduce SOV use and/or increase transit, bicycling or walking. This should be extraordinary aspects of the project. Most projects may not have a qualitative statement.

**Objectives:**
- Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant
- Decrease the locations of freeway and expressway facilities that are at risk for flooding

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<td>Reduction in PM 2.5</td>
<td>The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to poor air quality. The change in the regional emissions as a result of the project will be estimated and reported in kilograms per day. Projects with a greater reduction will score higher.</td>
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<td>Reduction in VOC</td>
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Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.
Objectives:
- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

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<td>Existing (2018) job density within 1 mile of project (non-retail jobs)</td>
<td>Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.</td>
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<td>Forecasted (2050) job density within 1 mile of project (non-retail jobs)</td>
<td>Non-retail jobs are an indicator of economic activity. Projects that serve forecasted high job density areas will score higher.</td>
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<td>Qualitative statement as to the relationship of project to key development and/or redevelopment sites, workforce access/mobility including connections to transit, and freight areas. Not all projects will have a qualitative statement.</td>
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**Objectives:**
- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and job
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

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<td>Density in the area of the project in 2018</td>
<td>The density (population + jobs) in the project area will be estimated based on 2018 conditions. Projects that serve travel from more dense areas will score higher.</td>
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<tr>
<td>Density in the area of the project in 2050</td>
<td>The density (population + jobs) in the project area will be estimated based on 2050 forecasted conditions. Projects that serve travel from more dense areas will score higher.</td>
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<tr>
<td>Change in density in the area of the project between 2018 and 2050</td>
<td>This will be the change in the density as found in the above to criteria measures. Projects that serve areas becoming denser will score higher.</td>
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<tr>
<td>Percentage of project without sidewalks in good condition</td>
<td>Project is along a facility which does not have adequate sidewalks and the project is expected to include them. The measure is the percentage of the project length which does not currently have sidewalks in good condition. Projects on facilities with higher percentages without sidewalks in good condition will score higher.</td>
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Qualitative statement as to whether the project is along an existing transit route, provides a connection to one or more transit stops, or otherwise enhances transit service. The information will be yes or no with regard to if an existing transit route or stop uses the project facilities. An additional statement may also be provided if there are other extraordinary aspects of the project that will enhance transit service.

Qualitative statement as to whether the project is along a key regional corridor as identified in MORPC’s Active Transportation Plan and/or COG Vision Plan or the project’s ability to enhance the regional bikeway system such as connections to existing bike/ped facilities.
### Objectives:
- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above
- 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
- 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
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements

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<tr>
<td>Number of jurisdictions that contribute 75% of the population in the project area in 2050</td>
<td>This measures the extent to which the project serves multiple jurisdictions. The jurisdictional population in the project area will be estimated. Then, starting with the jurisdiction contributing the most population, the jurisdictions will be ranked. The measure will then be how many different jurisdictions contribute 75% of the area population. Projects that serve more jurisdictions will score higher.</td>
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<td>Listing of the plan(s)/study(ies) in which the project appears</td>
<td>This measure provides background on the origin of the project. It is a listing of all community or regional plans or studies that has included the project as recommended or needed. This also includes whether or not the project addresses a congestion problem identified by the MORPC congestion management process or whether the project resulted from MORPC’s technical Assistance Program or other technical study.</td>
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Qualitative statement on mechanisms in place in the project area to enable non-public participation. Most projects may not have a qualitative statement.

Qualitative statement of any innovative project delivery or construction techniques that may be used. Most projects may not have a qualitative statement.
**Objectives:**

- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
- Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of useful life
- Reduce the number of fatalities and serious injuries from crashes

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<td>Ratio of EJ population in the project area to the regional average for each EJ population</td>
<td>To what extent does the project serve Environmental Justice (EJ) target populations? Of the population in the project area, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated.</td>
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</table>
| Crashes | Composite ranking as compared to similar project types consistent with the methodology used for MORPC's high crash location list among similar projects. The composite ranking takes into account:  
- Existing total crash frequency  
- Existing total crash rate  
- Existing ratio of fatal and serious injuries to total crashes  
- Existing pedestrian/bike crash frequency  
Projects on facilities with crash problems will score higher. |
| Bridge Rating | The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the worst existing bridge rating that would be improved as part of the project. Projects on facilities with lower bridge rating will score higher. |
| Qualitative statement as to any potential negative impacts to EJ populations. This would include any extraordinary impact that may be as a result of the project. Not all projects will have a qualitative statement. |
| Qualitative assessment as to any extraordinary improvements to safety including whether or not it is on the regions high crash location list. Most projects may not have a qualitative statement. |
| Qualitative assessment of the project's potential to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. Not all projects will have a qualitative statement. |
Transit projects, including both bus and high capacity transit (including but not limited to BRT, light rail, high speed rail, streetcar, and others) will be evaluated using the following criteria:

**Objectives:**
- Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking
- Reduce vehicle miles traveled (VMT) per capita
- Increase the percentage of vehicles using alternative fuels
- Increase the number of alternative fuel stations

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<td>Reduction in regional VMT</td>
<td>The change in regional VMT will be an estimate calculated by the travel demand model. Projects with a greater reduction in VMT will score higher.</td>
</tr>
</tbody>
</table>

Qualitative assessment as to the potential of the project to reduce SOV use and/or increase transit, bicycling or walking. This should be extraordinary aspects of the project. Most projects may not have a qualitative statement.

**Objectives:**
- Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant
- Decrease the locations of freeway and expressway facilities that are at risk for flooding

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<td>Reduction in PM 2.5</td>
<td>The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to poor air quality. The change in the regional emissions as a result of the project will be estimated and reported in kilograms per day. Projects with a greater reduction will score higher.</td>
</tr>
<tr>
<td>Reduction in VOC</td>
<td></td>
</tr>
<tr>
<td>Reduction in NOx</td>
<td></td>
</tr>
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Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.
### Objectives:
- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

### Project Evaluation Criteria

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<td>Reduction in congested VMT in project corridor in 2050</td>
<td>The ability of the project to improve travel within a corridor by redistributing travel in the corridor so one or more congested components of the transportation system are relieved—measured by the percentage reduction in VMT within 1 mile of the project that experiences Level of Service E or worse. Projects with a greater reduction will score higher. This criteria will apply to high capacity transit projects only.</td>
</tr>
<tr>
<td>Existing (2018) job density within 1 mile of project (non-retail jobs)</td>
<td>Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.</td>
</tr>
<tr>
<td>Forecasted (2050) job density within 1 mile of project (non-retail jobs)</td>
<td>Non-retail jobs are an indicator of economic activity. Projects that serve forecasted high job density areas will score higher.</td>
</tr>
<tr>
<td>Qualitative statement as to the relationship of project to key development and/or redevelopment sites, and freight areas. Not all projects will have a qualitative statement.</td>
<td></td>
</tr>
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**Objectives:**
- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and job
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

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<td>Average origin and destination density of the users of the project in 2018</td>
<td>The average density (population + jobs) of the project user’s origins and destinations will be estimated based on 2018 conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.</td>
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<td>Average origin and destination density of the users of the project in 2050</td>
<td>The average density (population + jobs) of the project user’s origins and destinations will be estimated based on 2050 forecasted conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.</td>
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<tr>
<td>Average change in origin and destination density of the users of the project between 2018 and 2050</td>
<td>This will be the change in the lower density end of the trip and the higher density end of the trip as found in the above to criteria measures. Projects that serve travel from areas becoming denser will score higher.</td>
</tr>
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<td>Percentage of project without sidewalks in good condition</td>
<td>Project is along a facility which does not have adequate sidewalks and the project is expected to include them. The measure is the percentage of the project length which does not currently have sidewalks in good condition. Projects on facilities with higher percentages without sidewalks in good condition will score higher.</td>
</tr>
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Qualitative statement as to connection to existing transit services or has extraordinary aspects that will enhance transit service.

Qualitative statement as to whether the project is along a key regional corridor as identified in MORPC’s Active Transportation Plan and/or COG Vision Plan or the project’s ability to enhance the regional bikeway system or connect to exiting bike/ped facilities.
**Objectives:**

- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above
- 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
- 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
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements

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<td>Qualitative assessment to determine if the project will increase ITS technologies on Minor Arterials and above or digital infrastructure coverage.</td>
<td></td>
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<tr>
<td>Qualitative assessment to determine if the project will increase use of video surveillance on transit facilities and Principal Arterials and above. Most projects may not have a qualitative statement.</td>
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**Objectives:**
- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
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