



## MID-OHIO REGIONAL PLANNING COMMISSION

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### NOTICE OF A MEETING

#### COMMUNITY ADVISORY COMMITTEE

Mid-Ohio Regional Planning Commission  
111 Liberty Street, Suite 100  
Columbus, Ohio 43215

**Monday, March 4, 2024**  
**5:30 p.m.**

#### Microsoft Teams meeting

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### AGENDA

- 5:30 p.m. Welcome & Introductions – Helen Rollins, Vice Chair**
- 5:32 p.m. Approval of February 2024 Meeting Minutes**
- 5:35 p.m. Metropolitan Planning Organization (MPO) Report – Nick Gill, MORPC, Dave Dixon, MORPC**
- Transit Agency Reports
    - COTA Update – Kelsey Ellingsen, COTA
    - Delaware County Transit Strategic Plan Update – Andy Volenik, DCT
  - CAC Accomplishments
- 5:50 p.m. Resolutions**
- Resolution T-2-24: Amending the State Fiscal Year (SFY) 2024-2027 Transportation Improvement Plan – Thomas Graham, MORPC

**William Murdock, AICP**  
Executive Director

**Chris Amorose Groomes**  
Chair

**Michelle Crandall**  
Vice Chair

**Ben Kessler**  
Secretary

- 5:55 p.m. 2024-2050 Metropolitan Transportation Plan**
- 2024-2050 Metropolitan Transportation Plan Update– Maria Schaper, MORPC
- 6:35 p.m. Informational Items**
- Air Quality Program Update – Mauro Diaz-Hernandez, MORPC
  - State Fiscal Year 2025 Planning Work Program – Nick Gill, MORPC
- 6:45 p.m. Other Business**
- Officer Nominating Committee Appointment
  - Roundtable Discussion
- 6:55 p.m. Upcoming CAC Meeting Topics**
- 7:00 p.m. Adjourn**

PLEASE NOTIFY APRIL BUMGARDNER AT 614.233.4167 OR EMAIL [abumgardner@morpc.org](mailto:abumgardner@morpc.org) TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next CAC meeting is  
**April 29, 2024 at 5:30 p.m.**

# Mid-Ohio Regional Planning Commission

## Community Advisory Committee Meeting Minutes



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

Date: **January 29, 2024**  
Time: **5:30 p.m.**  
Location: **MORPC**

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### **Members Present**

Acheampong, LaGrieta  
Ayers, Jasmine (online)  
Barton, Tiarra (online)  
Beltran, Hugo  
Donaldson, Ashley  
Dorsey, Dana  
Easterly, John

Girves, Catherine (online)  
Howard, Quincy  
Ilmi, Naima (online)  
May, Eric  
McNish, Timothy  
Moriarty, Michael  
Muenster, Kristen

Needleman, William  
Rist, John  
Roehm, Bob  
Rollins, Helen  
Synk, Erin  
Watson, Lonnie  
Weiss, Ira

### **Guests**

Ellingsen, Kelsey

Ganter, Kenny

Martin, Tyrone

### **MORPC Staff**

Agrawal, Parag  
Bumgardner, April  
Cardoni, Lauren  
Diaz-Hernandez, Mauro  
Dixon, Dave  
Franco, Taylor (online)  
Gill, Nick

Graham, Thomas  
Hampton, Ralonda  
Jurist, Niel  
Lewis, Elliott  
Olmsted, Patty (online)  
Rapp, Melissa  
Ratliff, Charles

Roy-Dixon, Padmini (online)  
Schaper, Maria  
Teye, Edwina  
Vonstein, Melinda

## **I. Welcome & Introductions**

- Chair Acheampong called the meeting to order at 5:31 p.m. There was a quorum present.
- Mr. Gill introduced Parag Agrawal, Chief Mobility & Infrastructure Officer, and Senior Director of Programming. Mr. Agrawal spoke briefly about his background in Transportation Infrastructure & Economic Development. He served as the Executive Director of the Polk Transportation Planning Organization in Florida; in Prince William County, Virginia as the Planning Director; and is a graduate of the Ohio State University master's program for City and Regional Planning.
- Chair Acheampong then asked all members to introduce themselves, since there were ten new members added to the Committee. All members in attendance, guests, and MORPC staff introduced themselves and the organizations they represent to the Committee.

## **II. Approval of December 2023 Meeting Minutes**

- Chair Acheampong asked for a motion to approve the December 2023 meeting minutes. Mr. Wiess moved; Ms. Dorsey seconded; and the motion passed.

**III. Metropolitan Planning Organization (MPO) Report – Nick Gill, MORPC**

- Mr. Gill began by letting the members know that there will be an upcoming meeting on February 22, 2024 at 6 p.m. at the Violet Township Administration offices to discuss the I-71, SR 256, & Taylor Road Interchange Improvements. The community is welcome to attend the meeting or see ODOT's website for more information.
- Mr. Dixon updated the committee for the Planning Department. He had three updates for the committee to highlight. Ohio EPA, along with other state agencies and MORPC, are starting a comprehensive water study for the 15-county central Ohio area in early March. The study will examine existing and future water supply and demand to better understand gaps and priority areas for both water and sewer infrastructure investments. The study is expected to conclude by the end of the year with monthly webinars that provide opportunities to update key stakeholders and get feedback.
- Mr. Dixon then reminded the committee that Data Day 2024 would be held on February 7, 2024. This is a one-day event held at Ohio University – Dublin's Integrated Education Center. Data Day is an opportunity to learn more about what our region is doing to promote data, securing and governing data, and visualizing data. The event is sold out. MORPC will seek to add more capacity for next year.
- Mr. Dixon then spoke about the Central Ohio Greenways (COG) update. The COG Trail Town working group held its first meeting in January. The purpose of the working group is to implement the COG Trail Town framework. The next working group meeting is scheduled for March 11, 2024 at 10:00 a.m. and the group will continue to meet every other month. Any experts, advocates, or professionals looking to promote trail use for tourism, economic development or quality of life are encouraged to join the working group. Please reach out to Melinda Vonstein to be added to the roster.
- Mr. Gill let the committee know that there was no report this month for Delaware County Transit (DCT.) Mr. Andy Volenik, Executive Director of DCT will be at the March 2024 Community Advisory Council (CAC) meeting to give an in-person update. He will be speaking on the Strategic Plan that is wrapping up for DCT and give a firsthand account about what is happening at DCT.
- Ms. Ellingsen from Central Ohio Transit Authority (COTA) introduced herself and her colleague Mr. Ganter, who would be providing an update on service changes for COTA. COTA does service changes three times per year in January, May, and September. As a part of that COTA does two public comment meetings and two public information meetings. COTA had just completed the January comment meetings and wanted to provide an update to the committee. Mr. Ganter then provided a presentation on the service changes that are proposed to begin on Monday, May 6, 2024. COTA is currently looking at operator projections to increase the ability to add more service. The first update is regarding the Zoo Bus that COTA offers seasonally to transport travelers and riders to the zoo. It will start on Saturday, May 4, 2024 and operate on weekends only through Memorial Day. After Memorial Day it will operate 7 days a week until Labor Day.
- Mr. Ganter moved on to discuss changes that are not dependent on workforce resources increasing. Line 9 – West Mound / Brentnell will have a more direct southbound route through downtown Columbus. Some of the transit stop locations will be changing. Line 71 – Hilliard will extend the line to Hilliard United Methodist Church Park and Ride. This was a customer request for service north of Renner Road. Line 74 – Smoky Row, COTA is proposing to close the St. Peters Park and

Ride. It has low usage and there is another nearby Park and Ride at St. Andrews. COTA staff will continue looking at all lines to assess options to adjust schedules to improve on-time performance and overall continuous improvement. The final change is the Zoo Bus change that was previously mentioned.

- COTA also has several priority service increases which are not all possible. These are potential changes proposed as priority improvements from public feedback. Line 3 – Northwest/Harrisburg, the proposal is to improve weekday frequency to 30 minutes. Line 23 – James/Stelzer, the proposal is to improve weekday frequency to 15 minutes. Line 34 – Morse Road, the proposal is to improve weekday frequency to 20 minutes. All these changes are proposed due to customer request and growing ridership.
- There are two other proposed service increases that are identified as options should workforce resources grow beyond current expectations. Line 23 – James/Stelzer proposing a Sunday frequency improvement to 30 minutes. Line 34- Morse Road, proposing Saturday and Sunday frequency to 30 minutes as well.
- Other proposed service increases that COTA received from customer request included Lines 1- Kenny/Livingston, Line 2 – E Main/N High, Line 10 E Broad/W Broad, and CMAX to see frequency improvements to 10 minutes between 2 p.m. and 5 p.m. on weekdays and 15 minutes on Saturday, with 30-minute branches. Line 7 – Mt. Vernon there is a proposal to see frequency improvements on weekdays to 15 minutes with 30-minute branches. For all standard and frequent lines, it is proposed to add 11 p.m. lineup on Saturdays and Sundays for lines 1 through 11 , CMAX, and 102. These operate cross town lines 1 hour later on weekends.
- Line 9 southbound has a proposed route change, due to transit operator feedback. This change would be to go from Nationwide Blvd heading westbound, turning left on High Street and then right on Spring and left on Marconi to continue along the existing route of Line 9. It would also serve some stops the would be on Nationwide and on Spring Street at Front Street.
- St. Peters Park and Ride, as mentioned before, would close and the parking spaces would no longer be reserved for COTA customers. Nearby is the St. Andrews Park and Ride, which would remain open to customers who wish to park their cars and ride transit.
- Line 71 extension to Hilliard UMC Park and Ride. There have been numerous requests received for more service past Renner Road, up to Cemetery Roda, and Main Street in Hilliard.
- COTA is looking to improve CMAX service and access. COTA is currently looking at stop spacing for the CMAX. COTA has been in contact with the City of Columbus, and we have been made aware that stop spacing will not be able to be addressed until later in the year, probably September, due to City of Columbus street improvement programs.
- Chair Acheampong had a question regarding making comments. Mr. Ganter confirmed that community members can go to the COTA website to make comments and to the public meetings. Chair Acheampong also commented that there was a lot of information covered in the presentation and wanted to confirm that the slides would be made available to the Committee. Mr. Gill confirmed they would be uploaded to the MORPC website with the February meeting materials.
- Ms. Dorsey asked if comments could be made directly on the proposed schedule changes or if comments on the website were just for general change ideas and feedback. Mr. Ganter confirmed that these changes had not yet been posted to the website. Mr. Beltran asked in the future if COTA can provide an update on the

current frequency when discussing frequency updates. Mr. Quincy asked if the public meetings were still held during the day. Mr. Ganter said that for the past two meetings there was one at noon and one at six in the evening.

#### **IV. Resolutions**

- Ms. Cardoni presented information on Resolution T-1-24, the Resolution to Support the Ohio Department of Transportation's Safety Performance Measure Targets for calendar year 2024. Every year the state department of transportation and the metropolitan planning organizations are required to set targets based on the five federal safety performance measures. In August states submit their targets and within 180 days the metropolitan planning organizations are required to either adopt the same targets or develop their own.
- To set these targets, ODOT and MORPC look at the historical data as it relates to these five federal performance measures. This includes looking at fatalities and serious injuries on our roadways, and the number of fatalities and serious injuries specific to pedestrians and bikers. Ms. Cardoni presented a chart to show fatalities, serious injuries, and serious injuries/fatalities for non-motorized users. The chart shown illustrates that since 2017 fatalities have been increasing. Fatalities to vulnerable road users have also been increasing. Serious injuries though, have been on a downward trend.
- The five federally mandated performance measures are the Fatality Rate per 100 million vehicle miles traveled; the Serious Injury Rate per 100 million vehicle miles traveled; Total Fatalities; Total Serious Injuries; and Total Non-Motorized Fatalities and Serious Injuries. The Ohio Department of Transportation (ODOT) has adopted a 2% annual reduction for their targets for the 2024 calendar year across all five of those performance measures. Ms. Cardoni showed a chart that illustrated the benchmark data and targets in MORPC's current 2020-2050 MTP. The current MTP adopted a target of 2% annual reduction for all five performance measures, but current data indicates that the region is not meeting any of those targets.
- Ms. Cardoni went on to discuss that the intent behind setting these targets is to then adopt policies, programs, and other initiatives at the state, regional, and local levels to make progress toward these goals. Ms. Cardoni commented that in the past, questions have arisen regarding why the target is so low, but even with the low target, it is still proving difficult to achieve.
- Chair Acheampong asked if there was a map available to show the crash statistics. Ms. Cardoni responded that MORPC does not have a map to show the data, but that there is a dashboard online called Ohio Statistics & Analytics for Traffic Safety (OSTATS) that is available through the Ohio Department of Public Safety.
- Mr. Moriarty asked how these targets compared to past targets that were set with similar rates. Ms. Cardoni responded that in the past targets were 1%, so this is an increase from what the state and MORPC have done in the past. Mr. Moriarty asked if those targets had been achieved in the past. Ms. Cardoni commented that she has only seen the past five years, and the targets are based on rolling averages. However, based on the past five years, the targets have not been met.
- Ms. Synk asked if there was any information available on what the 2023 data looks like. Ms. Cardoni answered that the 2023 numbers have not been reviewed yet for central Ohio. The crash data is sent to ODOT from crash reports from

police departments, which goes through a revision process and is then typically available in May each year.

- Ms. Synk then had a few follow-up comments. Ms. Synk commented that she had been part of the committee in the past when 2% was proposed as the target and believes that most of the members would like to see the statistics show zeros across the board. Looking at these trend lines, the system inputs do not appear to be aligned well with achieving this goal. Ms. Synk asked what needs to change in the metrics, according to the professionals on the committee, to see those changes. Ms. Cardoni answered that one of the ways MORPC has been working to enact changes is through changes to funding policies. Later in the evening Mr. Graham will discuss how MORPC is changing their policies to specifically emphasize safety and how we can do a better job funding projects in the region that prioritize safety. The Complete Streets Policy updates that will be discussed have also done the same thing and changed some of the requirements to focus more on improving safety. MORPC is also working closely with ODOT on several different safety initiatives. ODOT has significantly increased the amount of funding that they contribute to their highway safety improvement program. The state of Ohio funds safety improvement projects at the highest per capita of any state and that is just with the recent increases in that programs funding.
- Mr. Gill commented that another key area that will be instrumental in addressing this issue is the \$1,000,000 grant from Safe Streets for All that MORPC was awarded. This will help to update the Central Ohio Transportation Safety Plan and to look more into what specific programs, strategies, and changes need to be made in the approach to helping get this trend going in the right direction. Ms. Ayers, online, asked about requirements for driver education and making it affordable again for all teens. Ms. Cardoni replied that this is something that some of MORPC's partners are actively working on. The Ohio Department of Public Safety has been establishing some funding programs specifically for that to get access for more of the community to those programs.
- Mr. Rist asked if Ms. Cardoni could provide an explanation on why the trends are going in this direction; if this is happening on freeways or the arterial roads; and if any of the communities in our area have adopted the Vision Zero and what they are finding. Ms. Cardoni responded that the City of Columbus is the only city in our region to have adopted Vision Zero. MORPC will be working starting this year, once the Federal Highway contract has been finalized, to update plans and do a deep dive into understanding more about what can be done in the future. But, to answer simply, there are a lot of reasons why the trends have been going in the wrong direction.
- Ms. Girves commented that she was in a statewide webinar previously, where the topic of incremental change was discussed. The issue remains that there needs to be a cultural and value shift to see these target changes that are required by Vision Zero. Ms. Girves went on to state that she sees the need to prioritize conversations about safety. There is a need to think about a very different approach which is where success is happening and where numbers are headed in the right direction.
- Mr. Weiss commented that last week at a Safety Committee meeting for the Central Ohio Rural Planning Organization (CORPO), the information was presented in a number of ways, and he commended Ms. Cardoni and Ms. Turner who presented that information. Mr. Weiss continued that he agreed with

Ms. Girves that most of the committee members would like to prioritize safety as the number one goal of the committee. It is important to convince the engineering community in the area to prioritize safety for motor vehicles, pedestrians, bicyclists, and make all of them safer.

- Mr. May commented that looking at the data, it is focused on care safety, highway safety, traffic safety, etc. But the safest car is the one that is parked. Mr. May went on to ask why we are not looking at reducing per capita car usage as a metric for safety.
- Mr. Gill replied that while these five measure were specific for this item, there are twenty-three unique federal performance measures, which would encapsulate that issue.
- Mr. Rist then commented that this topic needs to be the number one topic discussed in this committee. He asked if there could be a chance to have more discussion and a separate meeting to be able to look at the data and see the presentation the was given to the CORPO Safety Committee. This topic needs more time and discussion.
- Chair Acheampong then asked if there was a motion to approve the Resolution. Mr. Rist motioned to approved and Mr. Weiss seconded the motion. The vote was taken, with only Ms. Synk voting nay. The resolution passed.

## **V. 2024-2050 Metropolitan Transportation Plan**

- Ms. Schaper provided an update on the 2024 to 2050 Metropolitan Transportation Plan (MTP). For MORPC to meet federal planning requirements and to be eligible for federal funding, the MTP must be updated to showcase changing demands on the transportation system in Central Ohio. The MTP also guides the work being done at MORPC, local planning partners, and is the guiding document for transportation in our region. It is a fiscally constrained document meaning that although all the projects that we identify will not necessarily have funding committed to them, that they are financially feasible based on expectations for the transportation revenue for the region. It is also proposed that these projects will be able to be built by 2050. This document is submitted to the Ohio Department of Transportation (ODOT) and the United States Department of Transportation (USDOT.)
- Ms. Schaper went on to show the proposed goals for the MTP, which align closely with the goals of the current plan. These goals are: create sustainable neighborhoods to improve all resident's quality of life; increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures; position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally; provide transportation and mobility options to benefit the health, safety, and welfare of all people; protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community; and reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy suppliers. The goals flow to objectives, strategies, and projects to complete the structure.
- Ms. Schaper went on to discuss that the draft strategies that have been discussed in prior meetings are now going to be open to the public for comment. The strategies are identified as either System Management or System Development. The team had hoped to have the draft list of projects available for this meeting, but they were not ready. However, they should be available in the next week and then posted to the MORPC – MTP Website. There will be an interactive map to show the projects, to show cost estimate, time frame, and allow for comment on each individual project.



There will also be an email address that the public can send comments to for staff to review.

- Ms. Schaper then reviewed the process that had happened to date with the MTP update that began in 2022. This process includes reviewing, & adopting the Goals, Objectives, and Performance Measures for the MTP; developing & adopting the 2050 population and employment growth projections; compiling candidate strategies and projects; looking at project evaluation criteria; publishing the interactive webmap; looking at strategies & project evaluation; examining the fiscal analysis; and looking at the draft strategies and projects. Now, in 2024 the next step of the process is ready to begin with public review and comments. Also, in 2024 there will be an impact analysis; full draft of the document; public comment period; and adoption of the MTP in May.
- Ms. Schaper continued that MORPC staff will be going to Public Meetings starting in February to speak to member agency councils, boards, trustees, and commissions. Fifty-two visits were currently scheduled. There will also be a public open house on March 19, 2024 for the community to provide input.
- Chair Acheampong made a recommendation for new members to spend time on the MORPC website. A good deal of information is listed on the site and there are opportunities to learn more about the work MORPC is doing.
- Mr. Weiss asked if the CAC Members could get a listing of the scheduled meetings. Ms. Schaper confirmed that a listing would be sent out. A map was also available at the back of the room for members to look at to see all the locations that staff will be speaking at across the MORPC MTP region.

## **VI. Informational Items**

- Complete Streets Policy Update
  - Ms. Cardoni began by reiterating that this Policy update was one of two that will be presented to help drive the region toward meeting goals related to safety. MORPC has been working with a working group of local agency partners over the last few months to update the Complete Streets Policy. The Complete Streets policy applies to any transportation project that receives MORPC Attributable Funding. These are any of the federal transportation dollars that are coming into the Columbus Metropolitan region. The policy has been in place since 2010, but it underwent an extensive overhaul in 2021 with another working group. In the 2021 update, it was included that moving forward the policy would be reviewed on a biennial basis along with MORPC's policies for managing Attributable Funds. Many of the changes to the policy are minor text changes. Ms. Cardoni continued that she would be highlighting the key updates that are important for the committee to be aware of. The entire draft policy is available on the MORPC webpage and is in a period of public comment through most of February.
  - Ms. Cardoni continued that the first major change was in Section 3 of the Policy. The draft policy update proposes the addition of a few edits as well as new principles. Principle one has new verbiage 'without loss of life or serious injury' added to it. Principle two has been added to state that Complete Streets 'Are key to creating a Safe System, and specifically incorporate the six principles of the Safe System Approach.' Principle four has been added to state that Complete Streets 'Provide safe and comfortable accommodation for vulnerable road users both along and across the right-of-way where necessary and appropriate.'
  - Section 4 talks about when and how the policy applies and highlights the review process that staff go through when projects apply for and receive funding.

MORPC staff review projects as they go through the design process to ensure that they continue to comply with the policy. A few changes were made to this language to make sure that the Complete Streets Policy aligns with the Attributable Funding Policy.

- Section 5 is where requirements are detailed. Requirement 1 of the policy was a key change for 2024, with language added to accommodate for changes made with the Bipartisan Infrastructure Law (BIL) related to design criteria that project sponsors must follow when they receive federal funding.
- Ms. Cardoni continued that there were a few other requirements where language was tweaked to prioritize safety and that a few recommendations were bumped to the requirements section of the policy. Requirement 5 highlights the need for speed management and emphasizes safe and appropriate speeds. Number 6 focuses on crossings and ensuring that the most appropriate countermeasures are being used to create safe crossings on roadways.
- Ms. Cardoni moved on to discuss the design criteria change. This was a substantial change that highlights the specific state laws and federal regulations that anyone receiving federal funding must comply with. Section 7, as proposed, is entirely new language, and it outlines what roadway manuals and design guides must be followed as part of the project design process.
- The final and most important update is that as part of the implementation and evaluation of the policy, MORPC staff will be regularly reporting back to this committee, the CAC, as well as to the Transportation Advisory Committee (TAC), and the Active Transportation Committee on Complete Streets reviews that we conduct throughout the year.
- Ms. Cardoni finished up by stating that there is an appendix that includes key definitions for terms that are used throughout the policy, and one new term was added to define what we mean when we're talking about a road user, that it is more than just people in a vehicle, it includes everyone using the roadway.
- Attributable Funds Policies Update
  - Mr. Graham began by explaining what Attributable Funds are for the new members. Attributable Funds are all the sub allocated funds we receive from the Federal Highway Administration that we then run an evaluation selection process to allocate across different projects in the region. The funds are utilized for roadway projects, but also for expansion of transit service and stand-alone bike and pedestrian projects along with some other planning activities. The policies document outlines everything regarding how we run this program.
  - Mr. Graham stated that this policy is also under Public Comment period and would be so until February 23, 2024.
  - Mr. Graham started the changes review in Section 5. MORPC sets funding target ranges for different project types. The roadway capacity and operation changes are looking at any change that is going to change the operation of a road. Separately, system preservation is looking just at those resurfacing and reconstruction projects. Transit and bike & pedestrian changes are their own areas.
  - Target ranges are set as it is hard to evaluate a transit project against a roadway project and so on. There are slightly different criteria for evaluation, and we only compare like project types to each other during the process. Only a slight change is being made to adjust the target ranges to reduce the minimum and roadway capacity and operation changes.

- Mr. Graham continued that the next round of funding applications will be opened in May. MORPC will be soliciting applications during the summer and fall, then move to evaluate the projects, and will come back to the CAC with funding recommendations.
- For Section 5.3 of the policy, reducing minimum roadway capacity and operational changes, the change was to remove a minimum funding requirement. Additionally, there was a change that smaller requests would be funded before we funded larger requests within the roadway category – the recommendation was to remove this wording.
- Moving to Section 7 – Economic Opportunity, there were a few changes in the criteria for evaluation. First were the Congestion Relief criteria – previously it only looked at future congestion, this change will look at current and projected future issues and then the priority was reduced from an A to a B.
- For Travel Delay Reduction, this criteria was removed and the focus will be only on travel time uncertainty when scoring economic opportunity.
- Finally, in this portion of Section 7, an increase was made in the priority of other economic consideration criteria to allow for more qualitative narrative reasons why we should be evaluating a project.
- Next in Section 7, was the Collaboration goal. This section is focused on the amount of funding requested, the amount of funding sources already secured for a project, and prior planning efforts around the project. Changes to this section are not particularly significant.
- For the Health & Safety goal of Section 7, there are three safety focused criteria. The change recommended is to break out the quantitative measure for crash reduction. It has been broken into two criteria, one focusing on motor vehicles and the other focusing on reducing crashes for vulnerable roadway users.
- Finally, as Ms. Cardoni mentioned, changes were made to further highlight how MORPC is doing the Complete Streets process review and to make sure that the two policies – Attributable Funding and Complete Streets – are referring to each other correctly.
- Public Comment will be available until February 23, 2024 and can be addressed to [tip@morpc.org](mailto:tip@morpc.org) or to Nick Gill via mail.
- Vice-Chair Rollins asked if there was a way to tie the information that was shared from the Complete Streets Policy, Safety, and Attributable Funding together. It would be nice in the future to see how all of this goes together, for future meetings.
- Passenger Rail Update
  - Mr. Lewis began by explaining that for the first time since the 1970's there is the potential to have passenger rail back in central Ohio. A new federal program called the Corridor Identification and Development Program awarded funding in December, and two programs that MORPC supported were able to receive funding. This program breaks the planning effort down into three separate steps which we partner with the Federal Railroad Administration (FRA), who administers the program. It looks at all the varied factors needed to introduce passenger rail service and do it in a comprehensive and deliberate way. This process will help pave the way to provide the best service in Ohio and nationally. Currently, MORPC is in the first step of the process where our partners have received a federal grant to develop the scope, the schedule, and the budget to do the rest of the planning. Thus, right now, we are working with our partners to get

everything mapped out to figure out what aspects of service are going to be needed. This part is done.

- In the second stage of the process, a Service Development Plan will be created, showing what is needed to run the service. This could include stations, frequency of trains, rail repair, etc. Then, in step three, we start to get the process ready to get underway. To be shovel ready, we go through the preliminary design phase, environmental clearance, and prepare for construction.
- Mr. Lewis continued that nationally, there were 68 or 69 corridors selected and Ohio received four awards. MORPC was a part of the 3C&D line that goes from Cleveland, through Columbus, Dayton, and to Cincinnati. MORPC also worked with the City of Fort Wayne, Indiana to support the Mid-West Connect Line. This line goes from Fort Wayne to Pittsburgh, with stops in Lima & Columbus, Ohio.
- This process will take a bit of time since it is both deliberate and federal. Step 1 should be completed by the end of the year, 2024 and then we will spend the next several years working on Step 2 of the process. Step 3 will take a few years, after that, with potential for shovels in the ground by the end of the decade.
- Mr. Roehm commented that on January 24, 2024 there was a press conference at MORPC regarding this project. Mr. Lewis confirmed that there has been a lot of press regarding this matter.
- Mr. Beltran asked when we would see rail travel in Mid-Ohio. Mr. Lewis confirmed that it would be the end of the decade to ensure that the process was completed deliberately and would repeat past mistakes. Mr. Beltran commented that in other countries things were moving at a much faster pace. Mr. Lewis remarked that in the planning process they do look at other countries and parts of the US when working through this. However, with the federal and other planning constraints, things do take a bit more time to accomplish.
- Mr. Rist asked for more information on funding – what percentage would be federal funding. Also, what the timelines look like when and if the state of Ohio will contribute to this service and, if not for capital expenditures, but for ongoing service expenditures. Mr. Lewis answered that for the planning, most would be federal funding. For Step 1 – it is 100 % federal funding. For Step 2 – 90% would be a federal match/share. In Step 3 – it will be an 80% match. Then, as things work in to construction and service, it will be a 50 to 80% match from the federal government. For service, this will be developed as a part of the Service Development Plan. The Federal Railroad Administration is also working with sponsors to be able to have a ramp up for when states would be fully responsible for funding service. They are looking at seven years to ramp up to being fully responsible for these programs.
- Mr. Watson asked if there was any consideration being given to private funding for any portion of these projects. Mr. Lewis said that yes, as a part of planning they will be looking for any resources that are available. Mr. Agrawal then added that if you look at Brightline in Florida, it is privately funded right now. Also, on the West Coast, the line from Los Angeles to Las Vegas is privately funded. So, the team is looking at these models to try to copy portions of their funding, but for now it is all federally funded.
- LinkUs Update
  - Ms. Schaper provided a brief overview of what the LinkUs Program is for new members. LinkUs is a program that MORPC partners with COTA and the City of Columbus, to bring comprehensive transportation and transformational

transportation options. This includes rapid transit and improvements to other transit services in the COTA service area, as well as what we call transit supportive infrastructure. Those are the crucial connections that will get riders to a transit stop. Those include sidewalks, bike trails, greenways, all the infrastructure projects to create a mobility system in Central Ohio.

- Ms. Schaper continued that the groups are looking at improving existing transit routes as well as bringing high-capacity rapid transit to our region. The plan is to have bus rapid transit on West Broad Street, East Main Street, and the Northwest Corridor connecting downtown Columbus to Dublin, via Olentangy River Road. Future corridors to be studied include the Northeast side, which would connect downtown to the Airport and Easton, and also a corridor serving the South side of Columbus – south of I-71 to Groveport or Grove City.
- Additionally, we are looking at the infrastructure components needed to support transit routes. LinkUs is engaging and leading a process with every area within the COTA service area to identify what the priority sidewalks, trails, bike facilities, safety improvements, and more for a comprehensive mobility system.
- Clean Ohio Conservation Program Update
  - Dr. Teye introduced herself as the Water Natural Resources Program Manager for MORPC. Clean Ohio is administered by the Ohio Public Works Commission. At MORPC the team processes the applications and facilities selection process for Franklin County. This is done through the Natural Resources Assistance Council. The Clean Ohio Conservation Program is a funding program that protects conservation properties in perpetuity. Applicants can use funds to acquire open spaces, as well as to protect and enhance riparian corridors and wetlands. Funds are open to local governments, park districts, environmental agencies, and nonprofit organizations.
  - In District 3, there is a two-step process to receive funding. The first step is to submit the preliminary screeners. These are due on June 3, 2024. For this process, applicants present on their projects and will receive feedback from the Natural Resources Assistance Council members on the project eligibility. Final applications are then due on August 30, 2024. If a project is outside of the Franklin County area, you can check the Ohio Public Works Commission [website](#) to see the liaisons that work for other districts.
  - Dr. Teye continued that she was seeking members to be a part of the Natural Resources Assistance Council. The council is made up of eleven members, one is appointed by the integrating committee and the other a representative from the local water and conservation district that is the Franklin Soil & Water Conservation District. The remaining nine members are selected from five groups: Local Governments, Environmental Groups, Park Systems, Agriculture & Forestry, and Business, Realtor, and Planning agencies. Dr. Teye went on to say that if members of the CAC know anyone who has an interest in working with the council, please have them get in touch with her at [eteye@morpc.org](mailto:eteye@morpc.org).
  - Dr. Teye continued by reviewing the funds that have been dispersed over the years. Annually, there is an allocation of \$3.5 million. The current cycle is the 19<sup>th</sup> for fiscal year 2025. With a balance carried over from cycle 18, there is currently \$5.8 million available. Dr. Teye then reviewed the schedule for applications and site visits.
    - June 3, 2024 – Preliminary Screenings Due
    - June 24, 2024 – Applicant Presentations
    - August 30, 2024 – Final Applications Due

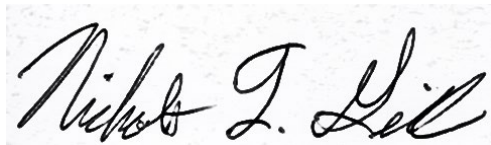
- September 12, 2024 – Site Visits
- October 7, 2024 – Application Scoring Session
- November 4, 2024 – Final Action: Award Funds

**VII. Other Business**

- Chair Acheampong moved the agenda on to the next item, stating that the Round Table would be passed, unless someone had something to bring up for the next month, due to the late time. Mr. Rist had a suggestion for staff that it would be helpful to receive more of the material in advance so that it could be read ahead of time and allow for more discussion during the meeting. Chair Acheampong noted that materials do go out prior to the meeting on the Thursday or Friday before. Mr. Beltran said that the informational items are typically not included. Mr. Gill commented that staff would work on finding better ways to do that, but that for the Complete Streets and Attributable Funds Policies updates, they can be found on the website and any comments can be submitted on those during the public comment period.
- Chair Acheampong then announced that this would be her final meeting with the Community Advisory Committee. She has been called to do other work within MORPC, that Mr. Murdock will be announcing soon. Vice-Chair Rollins will take over running the committee from the next meeting onward.

**VIII. Adjourn**

- The meeting was adjourned at 7:16 p.m.

A handwritten signature in black ink, reading "Nick Gill". The signature is written in a cursive, flowing style.

Nick Gill, Secretary  
**Community Advisory Committee**



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

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## Memorandum

**TO:** Community Advisory Committee  
Transportation Advisory Committee

**FROM:** Nick Gill, Transportation Director

**DATE:** February 22, 2024

**SUBJECT:** Proposed Resolution T-2-24: **“Amending the State Fiscal Year (SFY) 2024-2027 Transportation Improvement Program”**

Proposed Resolution T-2-24 will add or modify 7 projects to the SFY 2024-2027 Transportation Improvement Program (TIP) with commitments totaling over \$409 million. Additionally, this resolution will remove three projects from the TIP. These changes are necessary to enable the projects to advance and to maintain fiscal constraint. In April, the Ohio Department of Transportation (ODOT) will ask the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to amend the Statewide TIP to include these changes.

Continued maintenance of the TIP is a key element of implementing the strategies in the 2020-2050 Metropolitan Transportation (MTP). The projects included in this amendment specifically relate to implementation of these MTP strategies:

- PRES 2: Repave or reconstruct roads in poor physical condition
- PRES 4: Replace transit vehicles that are beyond their useful life
- OP 7: Improve demand response transit service
- SAF 3: Implement countermeasures that address priority safety locations
- TRAN 5: Implement appropriate additional/innovative service to address first/last mile needs
- TRAN 6: Make neighborhoods transit supportive through infrastructure projects
- RDWY 5: Add capacity, where appropriate, at locations such as intersections to alleviate existing or anticipated congestion
- BP 3: Expand high comfort bicycle and pedestrian networks through the implementation of complete streets

Attachment 1 to the resolution provides a description of the funding and scope of the projects, including a description of the bicycle and pedestrian components. One project includes MORPC-attributable funding.

**William Murdock, AICP**  
*Executive Director*

**Chris Amorose Groomes**  
*Chair*

**Michelle Crandall**  
*Vice Chair*

**Ben Kessler**  
*Secretary*



An explanation of the proposed changes to the TIP follows.

COTA: – The following additions, removals, or modifications to the TIP are being made for COTA projects:

- PID 112116 – COTA High-Capacity Transit E Main St, Transit Expansion Capital: Adding \$8.1 million of FTA Sec. 5309 funds in SFY 2024. Attachment 1 includes current funding in the TIP, though future TIP amendments will further define funding for this project.
- PID 116500 – COTA High-Capacity Transit W Broad St, Transit Expansion Capital: Adding \$8.1 million of FTA Sec. 5309 funds in SFY 2024. This project includes a contribution of MORPC-Attributable Funds, though no changes to this commitment are being made at this time. Attachment 1 includes current funding in the TIP, though future TIP amendments will further define funding for this project.
- PID 118032 – COTA Plus Operating Expansion, Transit: Adding the allocation of \$5.25 million of FTA Sec. 5307 funds and \$7.875 million of local funds in SFY 2024.
- PID 118061 – COTA Electric Buses, Transit: Adding the award of \$13.8 million of FTA Sec. 5339 LowNo Emissions Grant funds and \$2.4 million of local match in SFY 2024. Removing \$12,038,092 of FTA Sec. 5307 funding in SFY 2025 and \$20,704,682 of FTA Sec. 5307 funding in SFY 2026.
- PID 120543 – Preventative Maintenance 2024-2027, Transit: Adding this project to the TIP with the allocation of \$57.4 million of FTA Sec. 5307 funds, \$3 million of state funds, and \$11.3 million of local funds.
- PID 121209 – SFY 2024 COTA OWMP Awards, Transit Activity: Adding this project to the TIP with the award of \$2.7 million of Ohio Workforce Mobility Program awards in SFY 2024 and \$675,000 of local match.
- PID 117641 – COTA Electric Infrastructure, Transit: Remove duplicate PID. These activities remain on the TIP under other projects.
- PID 105895 – COTA Paratransit Vehicles and Technology, Transit: Remove duplicate PID. These activities remain on the TIP under other projects.

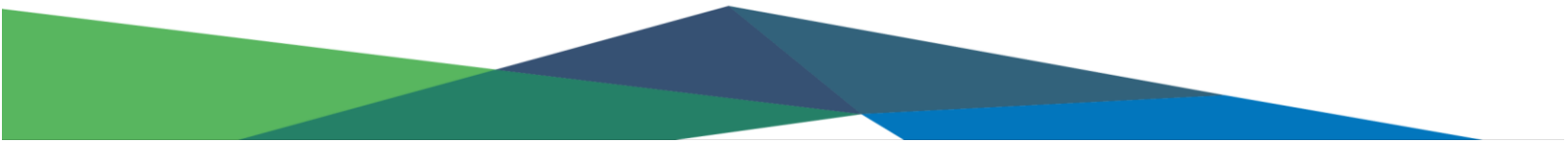
DCT: – The following removal from the TIP is being made for a DCT project:

- PID 118096 – DCT 2024 Expansion Vehicles, Transit: Remove PID from the TIP. These activities remain on the TIP under other projects.


ODOT: – The following addition to the TIP is being made for a ODOT project:

- PID 120617 – US 62 from Smiths Mill Road to Clark Drive, Study and Preliminary Engineering: Adding this project to the TIP, with \$14 million for preliminary engineering in SFY 2024 and \$1 million for detailed design in SFY 2027.

The additions, removal, and modifications to the TIP via this amendment represent reallocation of existing funding as well as new funding being made available to local agencies. Below is a summary of the new funding being added to projects as part of this TIP amendment:







Funding Source	Amount of New Funding
FTA Section 5309 Capital Investment Program	\$16,269,200
FTA Section 5339 LowNo Emissions Grant	\$13,823,404
Ohio Workforce Mobility Program	\$2,700,000
Federal Multi-Lane Major Rehab	\$12,000,000
State Multi-Lane Major Rehab	\$3,000,000
<b>Total</b>	<b>\$47,792,604</b>

NTG:TG

Attachment: Resolution T-2-24



## RESOLUTION T-2-24

### **“Amending the State Fiscal Year (SFY) 2024-2027 Transportation Improvement Program”**

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission (MORPC) adopted the SFY 2024-2027 Transportation Improvement Program (TIP) by Resolution T-5-23; and

WHEREAS, two project additions and four project modifications to the 2024-2027 TIP have been identified as needed for COTA projects as shown in Attachment 1; and

WHEREAS, one project addition to the 2024-2027 TIP has been identified as needed for an Ohio Department of Transportation project as shown in Attachment 1; and

WHEREAS, two project deletions from the 2024-2027 TIP have been identified as needed for COTA projects as listed in the resolved section; and

WHEREAS, one project deletion from the 2024-2027 TIP has been identified as needed for a DCT project as listed in the resolved section; and

WHEREAS, the projects are consistent with the transportation policies, plans, and programs, including the most recent Metropolitan Transportation Plan adopted by the Transportation Policy Committee; and

WHEREAS, the Community Advisory Committee at its meeting March 4, 2024, and the Transportation Advisory Committee at its meeting on March 6, 2024 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 the MORPC SFY 2024-2027 TIP be amended to include the project information as shown in Attachment 1.
- Section 2. That the COTA Electric Infrastructure PID 117641 and the COTA Paratransit Vehicles and Technology PID 105895 be removed from the MORPC SFY 2024-2027 TIP.
- Section 3. That the DCT 2024 Expansion Vehicles PID 118096 be removed from the MORPC SFY 2024-2027 TIP.
- Section 4. That it affirms that the fiscal balance of the SFY 2024-2027 TIP is maintained.
- Section 5. That the determination of conformity between the TIP and the State Implementation Plan (SIP) is hereby reaffirmed, as eleven projects are exempt from conformity requirements and two non-exempt projects were already included in the most recent air quality conformity approval.

- Section 6. That it affirms that the amendment was developed in compliance with the transportation performance measures as described in Section 6 of the SFY 2024-2027 TIP as modified.
- Section 7. That this resolution will be transmitted to ODOT and all sponsoring agencies in Attachment 1 for appropriate action.
- Section 8. 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.

---

Chris Amorose Groomes, Chair

**MID-OHIO REGIONAL PLANNING COMMISSION**

---

Date

Prepared by: Transportation Staff

Attachment 1: Amended Project Information for the SFY 2024-2027 TIP

Attachment 2: TIP Amendment Project Location Map

# Resolution T-2-24

## Attachment 1 - Amended Project Information

**Agency:** COTA

**PID:** 112116

**TIP ID:** 156

**MTP ID:** 619

**Co-Route-Sec:** FRA-COTA-High Capacity Transit

**Length (mi.):**

**Project Type(s):** Transit Expansion Capital

**Air Quality:** Non-Exempt (Analyzed)

**Description:** COTA High Capacity Transit E Main St Corr, Transit Expansion Capital

**Bike Components:** Yes - Type to be determined.

**Ped Components:** Yes - Type to be determined.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	<u>ALI</u>
2024	Transit	Local	\$44,361,503	11.21.01
2024	Transit	Sec 5309	\$8,134,600	14.08.80
2025	Transit	Local	\$90,000,000	11.21.01
<b>Total:</b>			<b>\$142,496,103</b>	

**Agency:** COTA

**PID:** 116500

**TIP ID:** 173

**MTP ID:** 988

**Co-Route-Sec:** FRA-COTA-High Capacity Transit

**Length (mi.):**

**Project Type(s):** Transit Expansion Capital

**Air Quality:** Non-Exempt (Analyzed)

**Description:** COTA High Capacity Transit W Broad St Corr, Transit Expansion Capital

**Bike Components:** Yes - Type to be determined.

**Ped Components:** Yes - Type to be determined.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	<u>ALI</u>
2024	Transit	Sec 5309	\$8,134,600	14.08.80
2024	Transit	Local	\$44,361,503	11.21.01
2025	Right-of-Way	CMAQ-M	\$7,520,000	
2027	Construction	CMAQ-M	\$13,100,000	
<b>Total:</b>			<b>\$73,116,103</b>	

Funds in FYs prior to 2024 are not included in this report nor in the 2024-2027 Transportation Improvement Program.

LR = Long Range (after SFY 2027, the last year of the TIP). LR funds are shown for information only and are not included in the TIP.

G\* indicates a grouped project.

# Resolution T-2-24

## Attachment 1 - Amended Project Information

**Agency:** COTA

**PID:** 118032

**TIP ID:** 319

**MTP ID:** 5

**Co-Route-Sec:** FRA-COTA Plus-Plus Operating Expansion

**Length (mi.):**

**Project Type(s):** Transit

**Air Quality:** Exempt

**Description:** COTA Plus Operating Expansion, Transit

**Bike Components:** Not applicable.

**Ped Components:** Not applicable.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	<u>ALI</u>
2024	Transit	Local	\$2,000,000	11.13.04
2024	Transit	Local	\$7,875,000	11.71.12
2024	Transit	Sec 5307	\$5,250,000	11.71.12
2025	Transit	Local	\$2,000,000	11.13.04
2026	Transit	Local	\$2,000,000	11.13.04
2027	Transit	Local	\$2,000,000	11.13.04
<b>Total:</b>			<b>\$21,125,000</b>	

**Agency:** COTA

**PID:** 118061

**TIP ID:** 326

**MTP ID:** 142

**Co-Route-Sec:** FRA-COTA-Electric Buses

**Length (mi.):**

**Project Type(s):** Transit

**Air Quality:** Exempt

**Description:** COTA Electric Buses - Full Route, Transit

**Bike Components:** Bicycle racks.

**Ped Components:** Not applicable.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	<u>ALI</u>
2024	Transit	Local	\$2,439,416	11.12.01
2024	Transit	Sec 5307	\$4,721,094	11.12.01
2024	Transit	Sec 5339	\$13,823,404	11.12.01
2024	Transit	Local	\$1,180,274	11.12.01
2025	Transit	Local	\$3,061,074	11.12.01
2025	Transit	Sec 5307	\$12,244,297	11.12.01
2026	Transit	Local	\$1,237,460	11.12.01
2026	Transit	Sec 5307	\$4,950,560	11.12.01
2027	Transit	Sec 5307	\$17,698,509	11.12.01
2027	Transit	Local	\$20,787,847	11.12.01
<b>Total:</b>			<b>\$82,143,935</b>	

Funds in FYs prior to 2024 are not included in this report nor in the 2024-2027 Transportation Improvement Program.

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G\* indicates a grouped project.

# Resolution T-2-24

## Attachment 1 - Amended Project Information

**Agency:** COTA

**PID:** 120543

**TIP ID:** 449

**MTP ID:** 200

**Co-Route-Sec:** COT-Prev Maint 2024-2027-

**Length (mi.):**

**Project Type(s):** Transit Activity

**Air Quality:** Exempt

**Description:** Prev Maint 2024-2027, Transit Activity

**Bike Components:** Not applicable.

**Ped Components:** Not applicable.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	<u>ALI</u>
2024	Transit	State	\$3,040,382	11.7A.00
2024	Transit	Local	\$2,131,938	11.7A.00
2024	Transit	Local	\$1,228,889	11.7A.00
2024	Transit	Sec 5307	\$8,527,750	11.7A.00
2024	Transit	Sec 5307	\$17,077,085	11.7A.00
2025	Transit	Local	\$3,067,559	11.7A.00
2025	Transit	Sec 5307	\$12,270,237	11.7A.00
2026	Transit	Local	\$4,890,994	11.7A.00
2026	Transit	Sec 5307	\$19,563,974	11.7A.00
<b>Total:</b>			<b>\$71,798,808</b>	

**Agency:** COTA

**PID:** 121209

**TIP ID:** 450

**MTP ID:** 5

**Co-Route-Sec:** -S2024 CITA OWMP Awards-

**Length (mi.):**

**Project Type(s):** Transit Activity

**Air Quality:** Exempt

**Description:** S2024 CITA OWMP Awards, Transit Activity

**Bike Components:** Yes - Type to be determined. Rickenbacker Mobility Center construction will include bike and pedestrian amenities.

**Ped Components:** Yes - Type to be determined. Rickenbacker Mobility Center construction will include bike and pedestrian amenities.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	<u>ALI</u>
2024	Transit	Local	\$315,000	11.51.20
2024	Transit	STBG-S	\$250,000	11.53.20
2024	Transit	STBG-S	\$1,190,000	11.52.20
2024	Transit	STBG-S	\$1,260,000	11.51.20
2024	Transit	Local	\$62,500	11.53.20
2024	Transit	Local	\$297,500	11.52.20
<b>Total:</b>			<b>\$3,375,000</b>	

Funds in FYs prior to 2024 are not included in this report nor in the 2024-2027 Transportation Improvement Program.

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G\* indicates a grouped project.

# Resolution T-2-24

## Attachment 1 - Amended Project Information

**Agency:** ODOT

**PID:** 120617

**TIP ID:** 448

**MTP ID:** 144

**Co-Route-Sec:** FRA-US62-30.36

**Length (mi.):** 6.21

**Project Type(s):** Study/Preliminary Engineering

**Air Quality:** Exempt

**Description:** US 62 from Smiths Mill Road to Clark Drive, Study & Preliminary Engineering

**Bike Components:** Maybe - To be determined. Inclusion of a multi-use path is likely in the final project.

**Ped Components:** Maybe - To be determined. Inclusion of a multi-use path is likely in the final project.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2024	Preliminary Engineering	Federal	\$11,200,000
2024	Preliminary Engineering	State	\$2,800,000
2027	Detailed Design	Federal	\$800,000
2027	Detailed Design	State	\$200,000
<b>Total:</b>			<b>\$15,000,000</b>

## Summary of Funding Sources

<u>Source</u>	<u>Description</u>	<u>Total Amount</u>
Local	Local Public Agency	\$235,298,457
CMAQ-M	Congestion Mitigation/Air Quality Improvement, Attributable to MORPC	\$20,620,000
Federal	Multi-Lane Major Rehab	\$12,000,000
State	Multi-Lane Major Rehab	\$3,000,000
STBG-S	Surface Transportation Block Grant, Attributable to the State	\$2,700,000
State	State Transit Assistance	\$3,040,382
Sec 5309	Capital Investment Program	\$16,269,200
Sec 5339	Low or No Emission Vehicle	\$13,823,404
Sec 5307	Transit Formula Block Grants	\$102,303,506
<b>Grand Total:</b>		<b>\$409,054,949</b>

Funds in FYs prior to 2024 are not included in this report nor in the 2024-2027 Transportation Improvement Program.

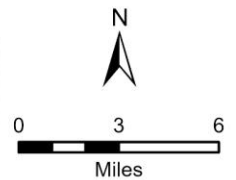
LR = Long Range (after SFY 2027, the last year of the TIP). LR funds are shown for information only and are not included in the TIP.

G\* indicates a grouped project.



Resolution T-2-24  
Amendment to the TIP  
Project Location Map

Please check [www.morpc.org](http://www.morpc.org) for updates to this map and project listing.



This map prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, and local communities.

Construction Phase  
after FY 2027  
(Construction not part of TIP)



**MORPC**

The information shown on this map is compiled from various sources available to us which we believe to be reliable.  
N:\ArcGIS\CORE\TIP\2024\_27\TIP 24\_27.aprx  
feb24

DOWNTOWN COLUMBUS







## MID-OHIO REGIONAL PLANNING COMMISSION

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### MEMORANDUM

TO: Community Advisory Committee

FROM: Nick Gill, Transportation Director

DATE: February 27, 2024

SUBJECT: Informational Items for March Community Advisory Committee

This item of the meeting packet is to provide a preview of the Informational items of the upcoming Community Advisory Committee (CAC) meeting. The informational items section of the agenda requires no action by the CAC during the meeting. The informational items on the agenda are either to provide information on a topic that will require action at a future CAC meeting or is an activity or topic that we feel would be of interest to the CAC and that has a relationship to our Metropolitan Planning Organization (MPO) transportation planning role.

The items below provide a brief summary of the March Informational items and links to information providing additional context ahead of the meeting.

#### **MORPC Air Quality Update – Mauro Diaz-Hernandez, Air Quality & Sustainability Coordinator**

This item will provide an update on three areas:


- The 2023 End of Season Report will be released on March 1, 2024. The report can be accessed on the [MORPC Air Quality site](#), under the “Air Quality Data & Reports” tab.
- Complementing the Ohio EPA’s regulatory monitoring, the Air Quality team will be utilizing PurpleAir sensors to monitor fine particulate matter (PM<sub>2.5</sub>) in 2024 through the EPA-funded Community Led Enhanced Air Quality Network (CLEAN) project. Co-led by MORPC and Franklin County Public Health, the project team is currently calibrating 40 new [PurpleAir II SD Sensors](#). With the input of the Project Advisory Committee, these sensors will be deployed across Franklin County during the Summer of 2024.
- On February 7, 2024, the Environmental Protection Agency [announced a new standard](#) for annual Particulate Matter 2.5 (PM<sub>2.5</sub>). This new standard of 9 micrograms per cubic meter,

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Secretary



lowered from 12 micrograms per cubic meter, is estimated to prevent up to 4,500 premature deaths every year and yield up to \$46 billion in net health benefits in 2032. In Ohio, this new rule will affect Cuyahoga, Hamilton, Montgomery, and Stark counties, as they are not expected to meet this new standard.

**SFY 2025 Planning Work Program – *Nick Gill, Transportation Director***

This item will provide a brief overview of the Planning Work Program (PWP). The PWP is the annual scope of work that MORPC performs as the MPO with the federal planning funding we receive. The SFY 2025 PWP will be adopted during the May meeting cycle. The PWP is mostly the same from year to year. The existing SFY 2024 PWP is available on our website at <https://www.morpc.org/programs-services/planning-work-program-pwp>.