



MID-OHIO REGIONAL PLANNING COMMISSION

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Columbus, Ohio 43215
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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, April 29, 2024
5:30 p.m.

Microsoft Teams meeting

Join on your computer, mobile app or room device

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Meeting ID: 226 536 300 133

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Phone Conference ID: 528 026 665#

AGENDA

- 5:30 p.m. Welcome & Introductions** – Helen Rollins, Vice Chair
- 5:32 p.m. Nominating Committee Report / Special Election of Officers**
- 5:35 p.m. Approval of March 2024 Meeting Minutes**
- 5:38 p.m. Metropolitan Planning Organization (MPO) Report** – Nick Gill, MORPC, Dave Dixon, MORPC
- Transit Agency Reports
 - Delaware County Transit – Nick Gill, MORPC
 - COTA Update – Kenny Ganter, COTA
- 5:50 p.m. 2024-2050 Metropolitan Transportation Plan**
- Resolution T-3-24: Adoption of the 2024-2050 Metropolitan Transportation Plan

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

6:10 p.m. Resolutions

- Resolution T-4-24: Adopting MORPC Complete Streets Policy
- Resolution T-5-24: Adopting Policies for Managing MORPC Attributable Funds
- Resolution T-6-24: Acceptance of the MORPC Fiscal Year 2025 Planning Work Program
- Resolution T-7-24: Certification of the MORPC Metropolitan Transportation Planning Process

6:30 p.m. Other Business

- Roundtable Discussion
- Upcoming Meeting Topics

7:00 p.m. Adjourn

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

**The next CAC meeting is
June 3, 2024 at 5:30 p.m.**



MID-OHIO REGIONAL
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111 Liberty St., Suite 111
Columbus, Ohio 43215
www.morpc.org

MEMORANDUM

TO: Community Advisory Committee

FROM: Nominating Committee - Catherine Girves, Ira Weiss, Hugo Beltran, Eric May

DATE: April 22, 2024

SUBJECT: Nominating Committee Report

During the March 4, 2024 Community Advisory Committee (CAC) meeting it was announced LaGrieta Acheampong, who had been serving as the Chair of the CAC, was appointed as a Franklin County representative to the MORPC Commission. As a result, she needed to resign from the CAC. Ms. Acheampong had been serving as the Chair of the Committee with Helen Rollins serving as Vice-Chair for 2023-2024 term. Both were elected to these positions in November of 2022. A Nominating Committee was established during the March 2024 meeting to recommend CAC members for Chair and Vice-Chair to finish the 2023-2024 term. A special election will be held during the April 29, 2024 CAC meeting to elect the Chair and Vice-Chair.

Historically, the person who has been serving as the Vice-Chair is nominated as the Chair for the next term. Ms. Rollins was amenable to be nominated as Chair, thus the nominating committee focused on filling the Vice-Chair position for this special election. The nominating committee members met virtually several times over the last few weeks and spoke with several members of the CAC regarding this position. The newly elected positions will serve through the rest of 2024. Per the CAC bylaws, the regular biennial process will be conducted this fall to fill the positions for the 2025-2026 term.

Erin Synk is being put forward to the CAC for the special election to fill the Vice-Chair position. Ms. Synk has served on the CAC since 2020. She is the Vice President for Government Affairs at LNE Group.

If you have any questions, please reach out to any of the nominating committee or Nick Gill at ngill@morpc.org, 614-233-4151.

William Murdock, AICP
Executive Director

Chris Amorose Grooms
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

Mid-Ohio Regional Planning Commission Community Advisory Committee Meeting Minutes



MID-OHIO REGIONAL
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Date: **March 4, 2024**
Time: **5:30 p.m.**
Location: **MORPC**

Members Present

Barton, Tiarra (online)	May, Eric	Roehm, Bob
Beltran, Hugo (online)	McNish, Timothy	Rollins, Helen
Dorsey, Dana (online)	Moriarty, Michael	Watson, Lonnie
Esterly, John (online)	Muenster, Kristen	Weiss, Ira (online)
Girves, Catherine (online)	Needleman, William	
Howard, Quincy	Rist, John	

Guests

Ellingsen, Kelsey	Martin, Tyrone	Volenic, Andy
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MORPC Staff

Agrawal, Parag	Franco, Taylor (online)	Oldroy, Shelby (online)
Bumgardner, April	Gill, Nick	Rapp, Melissa
Diaz-Hernandez, Mauro	Graham, Thomas	Roy-Dixon, Padmini (online)
DiCuccio, Clare (online)	Hampton, Ralonda	Schaper, Maria
Dixon, Dave	Jurist, Niel	

I. Welcome & Introductions

- Vice Chair Rollins called the meeting to order at 5:33 p.m. There was a quorum present.

II. Approval of February 2024 Meeting Minutes

- Vice Chair Rollins asked for a motion to approve the Meeting Minutes for February 2024. Mr. Howard moved; Mr. Watson seconded; and the motion passed.

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

- Mr. Gill began by explaining that Chair Acheampong would no longer be on the Community Advisory Committee as she had been appointed as a member of the MORPC Commission by the Franklin County Commissioners. Vice Chair Rollins will be filling in to lead for this meeting and later in the Agenda the committee will convene a nominating committee to replace Chair Acheampong.
- Mr. Gill continued by letting the committee know that several area jurisdictions were in the various stages of creating an Active Transportation Plan. Orange Township had just completed their plan. The City of Gahanna has just started their Active Transportation Plan; and Grove City just received funding from the Ohio Department of Transportation (ODOT) to start the process of creating an Active Transportation

Plan. MORPC has provided support for all of these plans and will continue working with these organizations.

- At last month's meetings, drafts were presented for MORPC's Attributable Fund Policy and Complete Streets Policy updates. Both policies had been open for Public Comment and have now closed. The Attributable Funds Policy received one comment, which referred to the various criteria. For the Complete Streets Policy, there were 20 comments received. Several of those comments were from a template related to incorporating Smart Growth America's National Complete Streets Coalition information. This information had been brought up with the committee, and most of these were geared toward implementation agencies versus funding agencies like MORPC. Other comments included support of the policy with notations regarding the poor conditions of some bike/pedestrian infrastructure throughout the region. With those comments, a word or two may change, but will be pretty much as the draft showed.
- Mr. Gill went on to discuss the final TRAC Awards for 2023. Final voting was on February 28, 2024 and seven projects were approved partially or completely for the Central Ohio Region. In total, \$63 million will be allocated for the region. Of the total funding of \$127 million for the state of Ohio, almost 53% will be coming to Central Ohio. This is the third year in a row where the region has done very well.
- The final item Mr. Gill had for the MPO Report, was to update the committee regarding federal discretionary funding. The RAISE Planning Grant was due on February 28, 2024. MORPC applied titled, *Trail Towns in the Nation's Heartland*. This active transportation plan seeks to extend the Central Ohio Greenways plan to all 15 MORPC counties. The grant request was purely for planning and totaled \$1.5 million. There were four other agencies in the region who also submitted RAISE applications - the City of Columbus – Linden Greenline; Franklin County Engineer's Office – Alum Creek Drive project; City of Heath – Thornwood Drive Corridor; and the City of Lancaster – East Side Industrial Corridor. MORPC provided supported minimal support for the Linden Greenline and Thornwood Drive Corridor projects.
- Mr. Weiss had a question from online regarding the finalization of the Violet Township Active Transportation Plan. Mr. Gill and Ms. Schaper answered that the draft of the plan was in the final review process and would be published soon. Mr. Weiss also asked about the projects funded by TRAC. Mr. Gill explained that there were a few projects that were not funded for the area – the additional funding for the I-70/I-71 downtown innerbelt and the I-71 hard shoulder running/SmartLane; and some of the projects only received partial funding.
- Mr. Dixon continued the MPO report by updating the committee regarding the 2nd Annual Data Day event. There were 150 attendees, and the event was sold out. OU-Dublin hosted the event and next year the committee is looking for a larger space for the event. Data Day is put on by the Regional Data Advisory Committee (RDAC). The RDAC recently approved the Regional Data Agenda, which is the guiding document for all MORPC's data activities through the RDAC Working Groups, as well as the Data & Mapping Teams.
- Mr. Dixon continued by explaining that a Regional Water Study will be kicking off in March, in partnership with ODNR and the Ohio EPA. The study is being funded by the Ohio Water Development Authority and will examine existing and future water supply and demand in the region to better understand gaps and priority areas for infrastructure development and investments in the future.
- Moving on Mr. Dixon highlighted MORPC's *Leader's Listen* survey efforts that have been ongoing since 2023. The Sustainability Survey wrapped up recently and the

report has been published and is available for review on MORPC's website. The current survey is looking at Housing in the region. Mr. Dixon's final update was to let the committee know that MORPC's State of the Region is coming up on March 15, 2024. The event is sold out and will play host to around 1,000 local leaders to discuss the theme for the event of: *Connecting Communities – Building the future of Housing and Transportation*.

- Ms. Ellingsen with COTA spoke about COTA's 50th anniversary. Service began in 1974, as the Columbus Transit Company. In that time COTA has provided over 800 million trips; in 1980 COTA helped residents get to Red, White, and Boom; in 1997 COTA began their first pass program with The Ohio State University; COTA is currently pursuing partnerships with housing developers to ensure that people who most need support accessing transit can do so; and in 2010 COTA started their journey toward fleet greening and that was when the first hybrid vehicles were introduced to the fleet and by next year the last diesel vehicles will be phased out; by 2035 COTA plans to be zero emission vehicles entirely; and by 2045 COTA will be a Net Zero Organization. Ms. Ellingsen also wanted to thank the Committee for their comments during COTA's February presentation and noted that because of a comment made by a Community Advisory Committee member, COTA has made adjustments to some of its publicity materials to show current frequency levels listed next to proposed levels so that it is easier for constituents to see the changes being made.
- Mr. Roehm had a question regarding the sales tax issue that will be on the ballot for COTA. He asked if there weren't already two different sales taxes currently in place for COTA. Ms. Ellingsen answered that, yes, COTA is currently funded at .5 % sales tax: .25% is permanent and .25% is on a renewable levy. With the LinkUS initiative, for that .25% levy that is set to expire in 2026, LinkUs would be seeking to pursue a .75% in the fall of this year. So that would take COTA from .5% sales tax to 1% sales tax. Mr. Rist asked if that increase would remain renewable or if it would become permanent. Ms. Ellingsen replied that it is an essential part of LinkUS that this increase would be permanent. LinkUS represents an overall \$8 billion spending plan between its start and 2050. That represents a significant amount of investment to build out the infrastructure in corridors and finance other major capital projects.
- Mr. Rist then asked if there had been any polling on the increase. Ms. Ellingsen remarked that, as she was at the meeting in her official capacity, she could not talk about campaign activities. As far as official side work- COTA has looked in to that and as a community the area has a pretty strong history of supporting transportation. Ms. Ellingsen went on to explain that she currently spends a significant portion of her time out in the community working to build awareness and to educate members of the public using help from COTA's institutional government partners so that people understand what is happening.
- Mr. Volenik with Delaware County Transit (DCT) provided an update on his organization to the committee. He started by introducing himself and his background in transportation. He then went on to introduce DCT. DCT is the de facto transportation provider for Delaware County. The organization is governed by a seven-member board, with Mr. Ferzan Ahmed as the current chair. Mr. Ahmed is the Executive Director for the Ohio Turnpike. DCT currently has 57 staff members, with 40 drivers and 30 vehicles. The current 2024 operating budget is around \$5.1 million, and the organization is based in the southwest sector of the City of Delaware.
- For DCT, there are two core types of services that are provided. The FLEX Service, which is considered micro-transit, is a same day service within a geographic area,

- the city of Delaware. This service is \$2 for one way and then a discounted rate for youth, elderly, and disable passengers of \$1 each way.
- The second type of service provided is the Demand Response Service. This is a more traditional rural call ahead service, notably for medical appointments, long distances, and there is a tiered fare structure. There are some discounts, with subsidy programs that help with cost.
 - DCT was born out of necessity like many rural transit systems mainly for the elderly and disabled residents in our community. Originally it was contracted to a private company called Delaware Cab. Eventually in 1998 ODOT recognized the organization as an officially designated Rural Transit System and the name was changed to Delaware Area Transit Authority or DATA. This opened a number of funding opportunities within the rural network and being managed and governed by the state of Ohio. In 2004 operations were brought in house, with staff and drivers. The 2010, the census came through in 2014 and changed the city of Delaware from rural to urban. Unfortunately, that meant that the rural funding disappeared. Thus, now according to the Federal Transit Authority, FTA, DCT is referred to as a Small Transit Operator Inside of a Large Urbanized Zone. This limits funding opportunities, so the organization had to get creative. There are great local sources of funding, local contracts and some federal funding.
 - From 2016 to 2019 ridership began to decline. Service issues were causing problems for ridership. In 2019, the organization began rebranding as Delaware County Transit, as it serves the county at large. Then the pandemic hit in 2020 and that cause a good deal of operational changes, and continued ridership declines. That is when the Flex Service was launched, out of necessity.
 - In 2021, numbers began to increase and DCT was almost able to match pre-Covid numbers. Then, in 2022 DCT did 104,000 trips, a significant increase from 72,927 the year before. In 2023, the number of trips increased to 118,332 and for 2024 projections are set that there will be around 160,000 trips. Mr. Volenik put it to the group that nothing had changed in their service types, so how did this increase occur. He went on to explain that they had Zero Denials in 2023. Typically, in rural transit systems, when resources are not available, trips are denied. Mr. Volenik stated that he keeps his class B CDL and has advised his staff that if vehicles are available, and drivers are available, they will pick people up. In his mind there is no such thing as a denial. Consistency begets reliability, which begets people's desire to use the service. It was important to reignite partnerships, show reliability, doubling down on what DCT does well, and investing in technology. DCT uses the VIA Transportation System, the same that COTA Plus uses, and they have an app which helps people use the service.
 - Now, in 2024 records have already been broken for single highest number of trips in a day, week, and month. For January there was an over 40% increase from 2023 and for February there was a 35% increase from 2023. DCT is also pleased to announce that for the first time in nearly ten years, they are expanding their service. New Flex zones for the city of Sunbury and the village of Galena. Also, there will be expansion on the hours offered in the city of Delaware: 5:00 a.m. to 9:00 p.m. Monday thru Friday instead of 6:00 a.m. to 6:00 p.m. Also, there will be Saturday hours of 8:00 a.m. to 4:00 p.m., contingent upon response and resources.
 - Mr. Volenik then spoke about the Strategic Plan that DCT has been working on over the last six or seven months. Mr. Volenik commented that he would be presenting the final Strategic Plan to the DCT Board in March for adoption. This plan will look at expanding Micro Transit; expanding the rural system; expanding capital assets; and

will plan for future expansions, as this is part of a five-year plan. This plan is service heavy. A lot of this is pointing to the southern third of Delaware County.

- Mr. Volenik then opened the floor for questions. Mr. May had a comment, that, as a former Lewis Center resident and that he applauded Mr. Volenik's leadership and dedication to zero denials. Mr. May then asked how DCT was attributing for the growth in the ridership increases that they were seeing. Mr. Volenik answered that his was a data point that he would love to get more information on, but that he would give some numbers. DCT provides around 89,000 trips in the city of Delaware alone. Delaware's population is 45,000. Most of the ridership is a small segment of the population using the service for jobs, shopping, or services. Roughly 60% of the rides are for those purposes. Around 10 to 15% of the riders are students. For the Flex system it starts at medical appointments and then goes down from there – 60% of the countywide service is for medical appointments or service appointments. Mr. Volenik also provided an anecdote about a mother with two young children who used the service to get to play dates. Their family had given up a second car for financial reasons and using the service allowed them to still get out and about during the day. This was an example of small stories that they are starting to see at DCT.
- Mr. Agrawal asked about the operating budget for DCT. Mr. Volenik answered that the current, 2024 budget is set at \$5.1 million.
- Mr. Dixon indicated that there was a question from the Teams chat from Ms. Roy-Dixon, the Economic Development Director. She asked how the DCT Strategic Plan aligns with the Economic Development Plan that Delaware County launched in December of 2023. Mr. Volenik responded that he had worked with Monica Conners, the Director for Economic Development, and that transportation is a part of the areas she works with to capture information. They have worked together, and with ODOT to see what the future will look like. They try to follow where the money is and where the jobs are. DCT is following where people need us to go and provide good service, so they keep using the system.
- Moving on to the final part of the MPO Report, Mr. Gill provided an overview of accomplishments that the Community Advisory Committee had in 2023. These included:
 - Highlights
 - a. Eight meetings in in 2023, with remote options
 - b. Sixteen transportation Resolutions adopted
 - c. Metropolitan Planning Organization Reports
 - d. COTA Updates
 - e. Delaware County Transit Updates
 - 2024-2050 MTP Highlights
 - a. Adoption of Objectives and Performance Measures
 - b. Interactive Candidate Project Map
 - c. 2050 Household and Employment Projection
 - d. Special session on project evaluation criteria
 - e. Draft Strategies
 - TIP and PWP Highlights
 - a. Adoption of SFY 24-27 TIP
 - b. Three TIP Amendments passed in 2023
 - c. Resolution T-6-23: Accepting the Planning Work Program for State Fiscal Year 2024
 - d. Resolution T-14-23: Accepting the Planning Work Program Completion Report for State Fiscal 2023

- Transportation Funding
 - a. MORPC Attributable Funding – new and updated funding awards approved in February of 2023
 - b. ODOT Transportation Review Advisory Council Projects – presented a summary of applications within our Region for ODOT’s Major New Construction Program; Walkthrough of priority ranking of applications, performance measures analysis, public comments, and input; and Resolution T-12-23: Establishing Priorities for Central Ohio Candidate Projects Submitted in 2023 for TRAC Funding.
- Active Transportation and Safety Highlights
 - a. Adoption of the 2023 Technical Assistance Program Guide
 - b. CAC Member Erin Synk participated in the 2023 Technical Assistance Program Evaluation Committee.
- Transit Highlights
 - a. COTA Updates – service changes and LinkUS Updates
 - b. Section 5310 Enhance Mobility of Senior with Disabilities – CAC member William Needleman participated in the 5310 Advisory Committee; and Funding approved with Resolution T-16-23
- Additional Updates and Initiatives
 - a. Air Quality Program
 - b. Clean Ohio Conservation Program
 - c. Annual Population Estimates
 - d. Central Ohio Greenways and Blueways Events
 - e. Trail Town Framework Planning
 - f. Ohio Public Works Commission
 - g. Passenger Rail
 - h. Trail Wayfinding Study
 - i. Community Based Planning Assistance
 - j. Energy & Carbon Reduction Grant Opportunities
 - k. John Glenn International Airport Terminal Updates
- 2024 Preview

IV. Resolutions

- Mr. Graham then presented the Resolution T-2-24: Amending the State Fiscal Year (SFY) 2024-2027 Transportation Improvement Program (TIP). This amendment includes seven projects which are either being added or modified to the 2024 to 2027 TIP and three projects that are being removed from the TIP. Mr. Graham started by explaining that the three projects being removed from the TIP were all transit projects. All of these were duplicate project identification numbers that were included. These tasks and funds are just being reallocated and consolidated into a different project.
- Continuing on, Mr. Graham explained that he wanted to highlight some of the new funding and not just the formula funding that was moved around. Mr. Graham noted that in the memo, there was a table that highlighted all the new funding coming into the region. Projects for COTA – the East Main and West Broad LinkUS Corridors are on the amendment with the addition of \$8.1 million each of FTA Section 5309 Capital Investment Program funds. This is more of an accounting move on COTA’s part in moving some 5307 funds, as well as some local funds between different projects.
- The next change highlighted was the COTA Electric Bus PID. This added the award of \$13.8 million of the FTA Lower or No Emissions Grant. Then, we see

- the SFY 2024 COTA Workforce Mobility Program awards. COTA received \$2.7 million through the Ohio Workforce Mobility program.
- Mr. Graham then pointed out that there was one ODOT project for this TIP, the US 62 from Smith Mill Road to Clark Drive project. This project is looking to study the corridor and engage in preliminary engineering. At this time there is a total of \$14 million being added for preliminary engineering and \$1 million for detailed design. With that Mr. Graham concluded and opened the floor for questions.
 - Mr. Rist asked about the removal of \$12 million in federal funding and \$20.7 million and adding new money. Mr. Graham replied that COTA often moves their formula funding between projects to optimize balances. Whenever they move these 5307 funds it is required that they are included in the TIP amendment. Thus, there are other changes occurring in other projects that don't show up on these amendments. They are not purchasing any fewer buses than they intended to, it is just now being done in multiple projects that are all on the TIP.
 - Mr. Rist then asked, for project 156, how far east that would go and where it would terminate. Mr. Graham responded that it goes all the way to the end of the COTA Service Area.
 - Ms. Rollins then had a question about biking and sidewalks. These are usually combined when looking at these projects. She wondered why they were lumped together when they use different forms or parts of the area of movement. Ms. Rollins questioned why those were together when they're not all biking or sidewalks, and maybe separate or incomplete in some areas where biking cuts off and picks up elsewhere. Mr. Gill explained that this was mainly based on minimizing the number of color gradations on the map, so that the general type of improvement could be seen, not necessarily every specific type of project. This could, however, be something that could be addressed further and be improved in the future.
 - Ms. Rollins then asked for a motion to approve the Resolution. Mr. Rist motioned. Mr. Moriarty seconded. The resolution was then passed.

V. Informational Items

- Mr. Diaz-Hernandez introduced himself and said that he would be providing an update on Air Quality and the End of Season Report for 2023. The End of Season Report for 2023 was released on Monday, March 4, 2024. This report looks at the time frame between March 1, 2023 and October 31, 2023. This monitoring is looking at particulate matter 2.5 and Ozone. MORPC uses the EPA Air Quality Scale for assessment. Most of the days in Columbus during the season rate in the green zone of good. Every so often, there are moderate or yellow days; and rarely there are orange (Unhealthy for Sensitive Groups) or red (Unhealthy) days. This past season though was a bit of an outlier in air quality. There were four days within the orange zone, the most since 2016. There were also times in the red zone, for the first time in twelve years in this region.
- Mr. Diaz-Hernandez went on to explain that most of this was caused, not by any fault of Columbus residents, but by the Canadian wildfires that occurred in June of 2023. The smoke from the wildfires was brought to the region on jet streams, affecting the Midwest and mid-Atlantic states.
- Mr. Diaz-Hernandez then showed a chart highlighting the improvements that have been occurring in the region over the past 23 years. Mr. Agrawal asked if the bad days were exclusively tied to the wildfires. Mr. Diaz-Hernandez clarified that the red

- level day was due to the wildfires, but that the orange days do occur in the region and can be partially attributed to temperature increases and air pollution.
- Moving to the next portion of his presentation, Mr. Diaz-Hernandez to discuss U.S. EPA Clean Project Updates. MORPC is doing an air quality monitoring project using low-cost PurpleAir Sensors that are being put up around Franklin County. This allows MORPC to understand the granular level effects of all the air pollution that is being seen. The EPA uses two monitors in Franklin County to determine the air quality on specific days. MORPC wants to go deeper and look at levels in neighborhoods and near highways. MORPC wants to see data related to fluctuations based on proximity to highways and is working with Franklin County Public Health. The first step has been to calibrate the monitors against the EPA monitors. It will take about eight weeks and then all the monitors will be calibrated. MORPC is also working on outreach plans for public outreach, educational outreach, and working with neighborhoods. MORPC has formed a project advisory committee that is comprised of 14 Franklin County Professional and Community Leaders. This committee is helping to determine where to put these sensors. Mr. Watts asked how many total sensors MORPC anticipates having spread throughout the region. Mr. Diaz-Hernandez responded that with the EPA Clean Project funding and with other sensors that are currently in the community from a previous project, there should be a total of 50 to 60 sensors eventually in the community. Mr. May then asked if the data from the PurpleAir Sensors would be available for download, as raw data? Mr. Diaz-Hernandez answered that the data is available now on the PurpleAir website. Mr. Dixon then added that he would encourage anyone who was looking to do analysis to work with MORPC's Data and Sustainability Teams. All raw data goes through the Data and Mapping Team and goes through a scrubbing and validation process. He warned that if raw data is used, it could lead to some invalid conclusions.
 - Mr. Diaz-Hernandez then proceeded with the final part of his presentation, to discuss the new EPA PM 2.5 Standard. The EPA tightened the standard for permissible particulate matter per year from 12 micrograms per cubic meter to 9 micrograms per cubic meter. The EPA shows that this change can help prevent about 4,500 premature deaths every year from inhalation of this particulate matter and ultimately yield about \$46 billion in benefits over the next ten years.
 - Mr. Gill then moved on to discuss the Planning Work Program (PWP) for 2025. The state fiscal year runs from July 1 through June 30th. A draft of the PWP is provided to ODOT in March each year and is adopted in May. The PWP is about \$4.2 million in formula funding to do various activities including: Active Transportation Planning; Transit & Human Services Planning; Safety Planning; Transportation Data Forecasting & Modeling; Transportation Improvement Plan (TIP); Metropolitan Transportation Plan (MTP); and Community Engagement. There are also several special studies that will be in the 2025 PWP including: Supplemental Planning Activities; Technical Assistance; Federal Transit Administration (FTA) 5310 Administration; Growth & Major Economic Development Planning (the Intel Study); and Safe Streets for All Award. Finally, the Gohio and the Air Quality Program are also part of the PWP. The document itself includes a prospectus, various work elements, and appendices. The draft was not finished at the time of the meeting, but a special email will be sent out regarding the summary of the draft program and where you can find information in the packet.

VI. 2024-2050 Metropolitan Transportation Plan

- Ms. Schaper started by stating that she would be providing an update and providing a draft project list for the 2024-2050 Metropolitan Transportation Plan (MTP). Ms. Schaper started by providing a summation of what the MTP is for the new committee members. The MTP is the region's long range transportation plan that identifies priority strategies and projects, looking out at least 20 plus years, and is required to be updated every four years. This document is submitted to the Ohio Department of Transportation (ODOT) and the US Department of Transportation (USDOT). The MTP is a fiscally constrained plan, which means that not every project included has funding committed, but that based on a financial forecast and cost estimates, we think it will be affordable by 2050. The MTP is required federally as a function of a Metropolitan Planning Organization (MPO). As central Ohio continues to grow, the demands on the transportation systems are changing. Projects must be on the MTP to be eligible for federal funding. This includes both formula funding and discretionary programs. By identifying these projects on the MTP, this signals to USDOT that this is the regional consensus on the top priority projects for the region.
- Ms. Schaper then continued with the process for the MTP. Generally, the process begins by establishing goals, objectives, and targets. MORPC looks at local, state, and other regional plans, and if a project has been identified at a local level, it should be considered as a part of the process. The next step in the assessment is to look at where people are living and working, and what travel patterns need to be considered. A fiscal analysis is done, and cost estimates are reviewed. The process also looks at impacts on things like air quality, environmentally sensitive areas, as well as disadvantaged communities. The major component is the regional strategies and priority projects. Throughout the process public participation is encouraged.
- Ms. Schaper continued by showing a chart that indicates that the 15-county region that the MPO encompasses will be around 3.15 million persons by 2050. This increase translates to around 726,000 more people and around 360,000 more jobs by 2050.
- Next in the process, the plan looks at growth estimates within each county. This is based on local land use and comprehensive plans and looking at what local land use policies are allowing for, and at what levels they are planning for growth to occur.
- Back in 2022, the first resolution for the MTP process was to approve the six goals for the plan to be based on. The MTP identifies these six goals and strategies to guide investment and transportation and mobility infrastructure and service in Central Ohio. Thus, the focus now is how the investment recommendations identified in this plan impacting these goal areas. These include creating sustainable neighborhoods; positioning central Ohio to attract economic opportunities; protecting our natural resources; increasing regional collaboration; providing transportation and mobility options to benefit the health, safety, and welfare of all people; and reducing per capita energy consumption. +
- Moving on, for each of those goals, a measurable objective is identified. For each goal, there are around 20 measurable objectives. Next, knowing what needs to be done, what are the methods and capabilities that are going to be used to achieve those and that is where the strategies and projects come in to play. There are around 78 strategies that are recommended to be part of the plan. Those are all available on the website for review. Furthermore, the

strategies lead to then the specific projects. Those projects can then be measured and based on those measurable performance objectives that we identified to loop back to review the process in relation to the goals.

- Ms. Schaper continued by talking about the projects. The process started by reviewing local, state, and regional plans. During the summer of 2023 the public was invited for a comment period using the web map to view the candidate projects that had been identified. There was a lot of participation. In September of 2023, there were around 174 projects that were suggested, and Ms. Schaper showed a chart that identified the project types. The interest in bike and pedestrian projects, as well as high-capacity transit projects were the two highest numbers. During the public comment period, participants were asked to provide their zip code. There was a gap in the eastern part of the region, and for the next comment period, the team needs to identify ways to better engage that area.
- Continuing, the projects are evaluated based on those goals and objectives. This evaluation looks at what data is available that we can use to measure those objectives quantitatively. Though it may not always be the way we prefer to measure, it is based on what can of data can be replicated easily for close to 1,000 projects. There is also some qualitative criteria that are taken into consideration. In October of 2023, there was a special Community Advisory Committee meeting to look further into the process and some of the data metrics used for the plan. Finally, for the evaluation, the public comments and fiscal analysis are reviewed.
- For the fiscal analysis, a review is done of cost estimates identified through the local planning process. If it is not available, a cost is estimated based on a unit cost per mile and looking at some similarly constructed projects, accounting for inflation. For funding sources, we look at state dollars that are controlled through ODOT or Ohio Public Work Commissions or the county engineer's association. We also plan for local government portions. This is estimated by looking at historically what local communities have invested in their own funding and what private developers will also contribute.
- Moving on, Ms. Schaper discussed the draft strategies and projects. There are over 60 strategies focusing on the following: preservation and maintenance; technology and intelligent transportation systems; demand management; safety and security; infrastructure projects that include bike/pedestrian, transit, freight, roadways, and multimodal connections and hubs.
- For the draft list, the plan is looking at around a \$35 billion investment in the transportation system between now and 2050. The largest chunk of that is for transit, at \$13 billion. This amount includes both discretionary funding and the increase that Ms. Ellingsen discussed from local revenue sources. Management and operations at \$8.4 billion have historically been the largest of the components. Ms. Schaper explained that she would be showing the committee the map in more detail. However, to see the full listing and detail of the projects, members should go to the web map for review and comment. On the web map each project can be commented on individually, or comments can be sent to MORPC staff.
- Ms. Schaper began the draft review looking at Transit Projects. There are three LinkUS corridors that are currently in design for bus rapid transit. There are a total of five corridors of high capacity or rapid transit that the plan identifies to be in place by 2050. The LinkUS partners went through an alternative analysis for

each of these corridors to identify specific routes that make sense based on a wide variety of factors. Also identified are specific premium transit improvements and corridors that have been identified for additional studies. The corridors are being studied, but likely will not have construction by 2050. There is an assumption in the MTP that additional investment will be made in the existing bus service in both COTA and DCT transit service areas.

- Mr. Rist asked about the orange lines identified on the transit planning map. He wondered if the plan was that they would not be built by 2050. Ms. Schaper replied that yes, as of now they were not planned until after 2050, but that this plan is updated every four years, and that may change the next time the plan is evaluated. Mr. Howard had a question about premium transit improvement. He wondered if the current COTA Max line is currently a BRT service. Ms. Schaper replied that it could be called a BRT, but it is not the BRT that is being planned. The line has some features of a BRT line, but there is an expectation of further investment in the corridor as it is one of the highest in terms of ridership in the area. Mr. Howard then asked if this plan was developed prior to the announcement of Intel coming to the region. Ms. Schaper replied that no, when the financial forecast is done, it must be shown that it is reasonable for funding for construction of these corridors. So, the LinkUS funding model only applies to the COTA Service Area, which is only Franklin County, and some areas that extend further. Thus, the funding that has been identified can only be used in the COTA Service Area. Anything beyond that must have additional funding sources identified that are necessarily identified yet for transit.
- Ms. Schaper then showed the committee the map for the Bicycle and Pedestrian Projects. Ms. Schaper explained that this map identified Stand-Alone routes. It is assumed that every roadway, non-freeway, will have a bicycle and pedestrian facility included as part of that project. Thus, the Stand-Alone routes, have been identified as projects outside of roadway projects. Ms. Schaper also mentioned that one of the performance objectives identified was that for every arterial or collector within the urbanized area, a sidewalk should be planned for it. Ms. Rollins asked if every street drafted would have bike and pedestrian routes built into them. Ms. Schaper clarified that the assumption is that every non-freeway project, would have bike or pedestrian facilities included within them. When the projects are designed, especially those using MORPC Attributable Funds, the Complete Streets Policy must be accounted for and many of the individual communities have their own Complete Streets Policies. Secondly, any arterial or collector roadway in the urbanized area, MORPC recommends that every one of those facilities has a sidewalk on it.
- Next, the draft Freeway projects were shown. These include major widenings, adding a through lane in each direction; minor widenings which would improve the efficiency of the roadway with center turn lanes or safety improvements; roadway connections; intersection improvements; or operational improvements which could be a one-way change to a two-way or road diets. This is a wide-ranging category. Mr. Watson had a question about the expansion of 161, and Ms. Schaper said it was considered a freeway project, so it was on the next map. She clarified that freeway projects are those that have limited access facilities that don't have at-grade access. Mr. Howard had a question about decisions for roundabouts. Ms. Schaper clarified that that would be identified on the map as a priority location. It is going to be studied and go through a design process and determine what the most appropriate design is for the location.

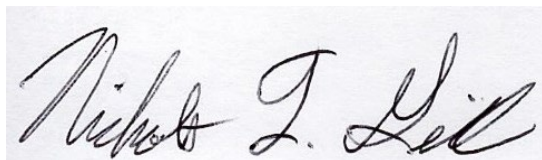
- Ms. Schaper then moved on to discuss the MTP Document. The MORPC Team is working to put all of the information together. The general outline will include Plan Purpose and Goals; Regional Trends; The Transportation System; System Management; Demand Management; System Development; Project Evaluation and Fiscal Constraint; Summary of Strategies and Projects; and Plan Implementation. Ms. Schaper gave a brief overview of each section and its components.
- For the next stages in the process, Ms. Schaper said that the MORPC Team has been out in the community presenting the draft projects and strategies to local jurisdictions within the MPO. There are 54 presentations planned and have been ongoing since the beginning of February. The public comment period is open, and we are asking for feedback through the end of March. There is an Open House planned for March 19, 2024 from 3:30-6:30 p.m. The plan does need to be adopted by May 2024 to stay on the federal schedule. When the committee next meets on April 29, 2024 they will be asked to act on the MTP and adopt the MTP ahead of the May Transportation Policy Committee meeting.
- Mr. Gill stated that the Community Advisory Committee would be updated as the full draft document is available. He also read a question from Mr. Weiss online, asking why there was no rapid transit corridor between downtown Columbus and Lancaster. Ms. Schaper explained that there is a Southeast Corridor that connects downtown to the southeast part of the region. Specifically, to COTA's Transit and Mobility Center that is being built now in the Rickenbacker area to serve that job center. So, in the future, expansion could be considered as the process moves along and a specific corridor is defined. Ms. Schaper also mentioned that the Lancaster Area Transit is becoming more of a regional county service and has connected into that transit facility as well.
- Mr. Rist asked if the impact analysis would include an analysis of VMT and climate. Ms. Schaper responded that yes, the measure is VMT per capita and that is what is being considered now - to reduce the per capita energy consumption.
- Mr. May had a question about the public comment period. He mentioned that around 80% of the comments were related to pedestrian and biking facilities. He wanted to know how many of the identified projects were included in the draft. He also asked for clarification on how the process goes from when someone makes a comment, to how that ends up on a line item. Ms. Schaper replied that if someone suggested a project, it would be added to the database, with all the other projects that were identified through the local plan, and then evaluated the same way. She also stated that she could not give a precise number, but that was something that could be identified.
- Mr. Needleman asked if there would be a way to have an optional virtual meeting in April, to discuss more about the MTP adoption. Mr. Gill answered that he would encourage all members of the committee to come to the Open House. During the Open House there will be additional details and a presentation. Mr. Gill also stated that if members would like one-on-one meetings could be scheduled with staff. Mr. Needleman commented that for the Open House, the 3:30 p.m. time frame might be challenging for some persons who work. Mr. Agrawal reiterated that members should reach out to Mr. Gill, Ms. Schaper, or himself to set up those one-on-one meetings to provide more input into the process. Ms. Schaper also reiterated that the open house would go until 6:30 p.m. and that there would be two presentation times.

VII. Other Business

- Ms. Rollins then moved on to the Officer Nominating Committee. Mr. Gill asked for volunteers to serve on the committee. Ms. Girves, Mr. Weiss, Mr. Beltran, and Mr. May all volunteered to serve on the committee.
- Mr. Gill then moved on to discuss upcoming meeting topics. Those would include: the Planning Work Program; a variety of resolutions; an Update from ODOT District 6; LinkUS Updates; TIP amendments; and Transportation Review Advisory Council (TRAC) projects.
- Mr. Howard had a question about May resolutions. He wondered for the items, if it was just a ceremonial item, or if there was a possibility that they would not be adopted. Mr. Gill clarified that these things would have to be adopted. All the items would need to be adopted in order for MORPC to continue doing its work.
- Ms. Rollins asked if the links for the Leaders Listen Surveys could be emailed out. Mr. Gill affirmed they would be sent with follow-up information. Ms. Rollins also asked if the surveys are available in different languages. Mr. Dixon confirmed that they are available in Spanish and Somali. He also stated that they are working on having the reports translated as well. Ms. Rollin asked if Nepalese was a language that had been considered. Mr. Dixon stated that it could be looked at in terms of participation.

VIII. Adjourn

- The meeting was adjourned at 7:33 p.m.

A handwritten signature in black ink on a light-colored background. The signature is written in a cursive style and reads "Nick J. Gill".

Nick Gill, Secretary
Community Advisory Committee



METROPOLITAN PLANNING ORGANIZATION REPORT

April 2024

PROGRAMMING

Parag Agrawal, Chief Mobility and Infrastructure Officer and Senior Director of Programming – pagrawal@morpc.org

Transportation

Nick Gill, Transportation Study Director – ngill@morpc.org

Metropolitan Transportation Plan:

- The last of the scheduled presentations to councils, trustees, and neighborhood commissions have been completed. MORPC was able to share the draft projects with over 50 central Ohio organizations. Draft Metropolitan Transportation Plan (MTP) materials were shared during other regularly scheduled meetings conducted by MORPC.
- The public comment period on the draft plan ended March 29, 2024. MORPC staff reviewed the comments received and incorporated them into the plan as appropriate. Changes included adding projects, removing projects, or changing how a project is displayed. The Air Quality Conformity Analysis and Environmental Justice Analysis were updated accordingly.
- The final document was prepared for publication, with an Executive Summary, a resolution for adoption, and a cover memo.
- The MTP web map will be updated to reflect the projects included in the final plan.

Transit, Mobility & Human Services:

Mobility Management

- Central Ohio Mobility Manager Working Group met on April 15, 2024 to complete a SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis of the Coordinated Plan for ODOT's Human Service Transportation Coordination Region 6. This SWOT will be approved by the Regional Mobility Plan Steering Committee and incorporated into the yearly Coordinated Plan Update.
- Members of the team attended the transportation advisory committee meetings for Delaware County and Fairfield County.

Gohio Commute

- MORPC and the Mobility Coalition are planning a bike to work event for Friday, May 17, 2024.

- MORPC welcomed a new vanpool starting in Huber Heights to Whitehall for the vanpool program. This vanpool is a part of the ongoing support being provided to Defense Logistics Agency's return to the workplace.
- MORPC's Make Your Miles Matter Spring Challenge is underway. This quarterly challenge offers commuters who travel to work sustainable a chance to win gift cards.

Transportation Planning Activities:

LinkUS Mobility Initiative

- LinkUS partners continued to engage with regional partners to share information on the initiative.
- Additional corridors to be studied for high-capacity, rapid transit in the region were identified, and the corridors to be advanced in the near-term were refined for consistency with other regional planning activities such as the 2024-2050 MTP and ODOT's Workforce Transit Plan.
- The Transit Supportive Infrastructure (TSI) Committees continued to meet to develop the regional TSI Capital Improvement Program and the Technical Coordinated adopted TSI Policies to recommend to the Leadership Committee for final approval and adoption on May 7, 2024.

Passenger Rail

- A [Request for Proposals](#) was published on April 5, 2024 for consultant services to assist with Corridor ID Program planning for the Chicago-Fort Wayne-Columbus-Pittsburgh corridor. Proposals are due Friday, May 3, 2024.

Central Ohio Rural Planning Organization (CORPO):

- A public comment period for CORPO Dedicated Funds State Fiscal Year (SFY) 2024-2025 was open until April 19th. Five projects are proposed to receive around \$1.1 million in funding in Knox and Madison Counties. CORPO will consider final approval of the funding commitments on May 6, 2024, and they will subsequently be incorporated into the CORPO Transportation Improvement Program for the appropriate fiscal year.
- A public comment period for the CORPO Safety Action Plan was open until April 19th. The CORPO Safety Action Plan identifies the most significant roadway safety concerns and established specific strategies and action items for implementation to address the identified roadway safety issues. The goal of this plan is to develop a holistic, well-defined approach to prevent fatal and serious injury crashes in the seven CORPO counties. Additionally, completion of this Safety Action Plan will make local agencies within the CORPO planning area eligible to apply for implementation funds through the SS4A program. CORPO will consider final approval of the CORPO Safety Action Plan on May 6, 2024.
- The CORPO Committee will meet for their biannual meeting on May 6, 2024 in-person at MORPC.

Active Transportation Planning:

- The second quarter Active Transportation Committee (ATC) meeting is scheduled for Wednesday, May 22, 2024, from 10:00 a.m. to noon. This will be a hybrid meeting with attendees able to join in-person at MORPC in the Board Room or via Microsoft Teams. Contact Lauren Cardoni, lcardoni@morpc.org, if you are interested in attending.
- MORPC participated in the City of Columbus Department of Public Service E. Broad Street Bicycle Facility Pop Up event on Wednesday, April 10, 2024. The pop-up event included testing a temporary two-way separated bike facility on E. Broad Street between Franklin Park West and the entrance to Wolfe Park. This one-day, pop-up event was an opportunity for staff and community members to help evaluate barrier and bike facility types and provide feedback. The pop-up event was held in advance of a quick-build project for protected bike lanes that will be installed later this year. Columbus was recently

awarded a \$1.38 million Safe Streets and Roads for All federal grant to fund these demonstration pilot projects and support safety improvements for all roadway users.

- MORPC participated in the April 12, 2024 stakeholder meeting for the City of Gahanna Active Transportation Plan. The consultant team provided a detailed summary of the existing conditions analysis that was conducted and guided the stakeholders through an activity to develop action items for the plan. Recommendations will be developed and shared at the next stakeholder meeting.
- MORPC is hosting virtual group viewings of the Association of Pedestrian and Bicycle Professionals (APBP) monthly Professional Development webinars again in 2024. These webinars are eligible for 1.0 hour of American Institute of Certified Planners (AICP) Certification Maintenance credit. Contact Jordan Petrov, jpetrov@morpc.org if you are interested in attending any of the MORPC group viewings. The next webinar is scheduled for Wednesday, May 15, 2024, on the topic of: *“Planning to Advance Transportation and Health Equity.”*

Transportation Safety:

- The second deadline for the FY24 Safe Streets and Roads for All (SS4A) federal discretionary grant program is Thursday, May 16, 2024, at 5 p.m. EDT. **This is the sole deadline for Implementation Grants.** It is also the second of three opportunities to apply for Planning and Demonstration grants. If your agency is interested in applying for an SS4A grant this year, please let the MORPC team know.
- The Ohio Traffic Safety Office is hosting the first annual Ohio Traffic Safety Summit in Columbus on May 20-21, 2024. This will be a great opportunity to hear from engaging speakers, participate in workshops, share resources and ideas, and network with colleagues from around the state. Registration is free and more information is available at <https://ohiotrafficsafetysummit.com/>.
- MORPC submitted a joint grant application to the 2024 Safe Streets and Roads for All funding program on April 3, 2024. The application was for a collaborative research initiative titled, Crash Analytics and Injury Research (CAIR). If awarded, this research will be led by the Ohio State University’s Injury Biomechanics Research Center (IBRC) in collaboration with partners at the City of Columbus Department of Public Service, Franklin County Engineer’s Office, Honda Development & Manufacturing of America, LLC and American Honda Motor Co., Inc., as well as other local, regional, and state partners. The primary objective of the research is to uncover valuable insights into the causes, patterns, and contributing factors in fatal and serious injury crashes throughout the proposed study area in Central Ohio.
- MORPC participated in the following safety committee meetings and events in April:
 - Franklin County Safe Communities Coalition meeting on April 3, 2024
 - Franklin County Traffic Fatality Review meeting on April 4, 2024
 - Ohio Association of Regional Councils (OARC) Transportation Safety Planning Subcommittee meeting on April 11, 2024
 - Ohio Traffic Records Coordinating Committee (TRCC) Technical Council meeting on April 18, 2024
 - Ohio Strategic Highway Safety Plan (SHSP) Steering Committee meeting on April 24, 2024
 - Ohio Traffic Safety Council Pedestrian Safety Working Group meeting on April 29, 2024

Technical Assistance Program:

- A stakeholder workshop with Franklin Township was held on Friday, April 5, 2024, from 1:30 to 3:00 p.m. at the Franklin Township administrative office. MORPC and Franklin Township staff convened regional stakeholders to discuss relevant recent and ongoing planning work, review existing conditions for walking and bicycling in the area, identify a walk audit route to conduct an on-the-ground

assessment of active transportation facilities, determine needs for further analyses, and begin drafting a set of priority connections to evaluate.

Infrastructure Funding:

Transportation Improvement Program (TIP)

- Continued maintenance of the TIP is occurring. Additional revisions requiring an amendment will be considered during the June meeting cycle.

MORPC-Attributable Funding

- MORPC is preparing the online attributable funding application to begin soliciting new applications and commitment updates in May. An applicant workshop will be held on May 22, 2024.

Ohio Public Works Commission (OPWC)

- The Public Works Integrating Committee for District 3 adopted an applicant manual for SFY 2026 State Capital Improvement Plan & Local Transportation Improvement Plan requests. Applications for the SFY 2026 funding will open in May.

Transportation Review Advisory Council (TRAC)

- The 2024 application period for Major New Construction Program funding is expected to open May 1, 2024 and will run through the end of the month.

Federal Competitive Programs

- The Central Ohio Transit Authority (COTA) obtained a \$1.2 million award from the United States Department of Transportation's (USDOT) Transit-Oriented Development Planning program. This award will help plan equitable transit oriented development along the LinkUS West Broad Street Bus Rapid Transit Corridor. MORPC is identified as a partner and supported COTA in the development of this application.
- MORPC will be submitting an application to USDOT's Prioritization Process Pilot Program (PPPP). This application will request \$1.4 million, and will fund Metropolitan Planning Organization (MPO) activities that enhance MTP project evaluation.

Money Mondays

- The following Money Mondays sessions were held:
 - April 1: Department of Justice Public Safety Funding
 - April 15: Using Digital Signage to Enhance Value to your Community
 - April 22: Residential Services/Geographical boundaries: Robert Williams, Senior Director, Residential Services, MORPC
 - April 29: Emma Strange, MORPC. Topic: 5310 funding and other mobility related items

Economic Development

Padmini Roy-Dixon, Economic Development Director – proydixon@morpc.org

Comprehensive Economic Development Strategy (CEDS)/ Economic Development District:

- Bylaws for the Economic Development District Governing Board have been drafted and are ready for leadership review.
- The team submitted the close out report to the Economic Development Administration (EDA) for the grant that was awarded in 2021. Notification on the 2024 EDA Partnership Planning grant is pending.

Competitive Advantage Projects (CAP)

- Receiving up-to-date information on county CAPs is essential to ensure the projects receive the necessary funding. With that in mind, the team is piloting an interactive handout at public meetings to make sure partners in attendance share information with MORPC on their priority projects.
- The Economic Development Team discussed the CAP program with the City of Columbus. The goal of this conversation was to discuss how the program can account for projects in Franklin County.

Brownfield Assessments:

- Updates from the EPA on MORPC's 2024 Brownfield Assessment application are expected this spring.

Drive Investment Portal:

- The Drive Investment Portal continues to be a member resource containing vital information on existing as well as future funding opportunities to help identify resources to finance projects.

PLANNING

Community Development

Central Ohio Greenways (COG):

- The COG Board met on March 27, 2024 to hear project updates and Working Group progress.
- The COG Trail Towns Working Group will meet on April 19, 2024 to discuss the best way to implement the COG Trail Town Framework and the COG Wayfinding Strategy.
- The Outdoor Trails Pass partnership with Experience Columbus was originally launched in 2020 and has been upgraded annually with new features every Spring. In 2023, we saw a significant increase in the number of people interacting with and using the pass. Much of the increase can be contributed to the inclusion of curated trail experience itineraries. This Spring the curated experiences will be further enhanced through a partnership with local tourism groups. These groups have submitted trail itineraries that include stops at trail side businesses, restaurants, and cultural amenities. These new curated experiences are highlighted in the 2024 Outdoor Trails Pass, launching on Celebrate Trails Day, April 27, 2024.
- MORPC will convene the COG Trail Closure and Detours Steering Committee in the Spring to develop guidelines for managing and communicating trail closures and detours. The Committee will meet monthly for six months. The group will meet for the first time on April 25, 2024.
- The COG Mapping Natural Assets Steering Committee will kick-off their project on April 25, 2024 and meet six times over the next six months to summarize and analyze environmental data related to watershed quality. This data will be used to inform development decisions, conservation efforts, and outdoor recreational access.
- The Designing Local consultant team is under contract to complete the COG Wayfinding Strategy. The team has met with stakeholders and has drafted a recommended signage strategy. They have also integrated Trail Towns, Public Art, and Placemaking concepts into the wayfinding strategy. The final draft has been submitted to MORPC for final review.
- MORPC hosted a COG Forum on March 20 bringing together nearly 100 trail planners, advocates, elected officials, and government staff to learn about regional projects that are going beyond basic trail infrastructure to provide an enjoyable and comfortable trail user experience. The next forum will take place in the summer and feature a kayaking adventure. The date is still to be determined.
- MORPC applied to the federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program for a project called Trail Towns in the Nation's Heartland. This project would expand the Regional Trail Vision to 15 counties and design trail town elements in three communities. The proposal is a partnership with Buckeye Trail Association, the Village of Buckeye Lake, the City of Mount Vernon, and the Ohio to Erie Trail Board.
- MORPC is considering applying to the federal Active Transportation Infrastructure Investment Program (ATIIP) due in June. The proposal will expand bikeways and trail planning in the region.

Central Ohio Blueways:

- The Central Ohio Blueways Steering Committee will meet for the first time on May 8, 2024. The initial meeting will focus on developing and refining a committee mission and vision to help guide the work of Central Ohio Blueways. Members will also consider the development of working groups to focus on components of Central Ohio Blueways which are more pertinent to Members' organizational interests. Working Groups are anticipated to include Water Trail Designation, Water Stewardship, and User Experience.

- The Community Development Team is finalizing updates to a new Central Ohio Blueways interactive map and aims to have the updated version available by the end of May.

Regional Housing Strategy (RHS):

Outreach

- Conversations around housing issues continue with MORPC member communities. The Community Development Team is continuing to promote the identification of barriers and solutions related to housing for members through connections with MORPC’s Community Assistance Programs and by giving presentations to councils and other organizations.
- The Community Development Team also continues to work with the National Association of Regional Councils’ Housing Working Group on discussions surrounding the housing crisis to learn how peer organizations are approaching housing issues.

Implementation Assistance

- Are you interested in a housing/growth workshop for your community’s elected officials, staff, or community leaders? MORPC accepts requests for presentations and workshops. Our team will work with you to design the agenda, including recommended speakers and learning objectives. Contact Jonathan Miller for more information (JMiller@morpc.org).

Community Based Planning Assistance:

- The Community-Based Planning Assistance Program (CBPA) continues to be available for community assistance requests. Members may learn more about – or request assistance from – CBPA by visiting <https://www.morpc.org/community-based-planning-assistance>. Please contact Jonathan Miller (jmiller@morpc.org) with any questions or to discuss potential ways that MORPC may assist.
- The Community Development Team is also working on assembling information for a Planning Resources Library. If there is a specific topic or area of planning you think should be included in the Planning Resources Library, please contact Jonathan Miller.

Consultant Services Program

- MORPC is currently working with several communities on the Consultant Services Program to assist with the RFP process for both Comprehensive Plan Updates and Zoning Codes. The Program has been expanded to include economic development activities, like financial planning and the creation of economic development overlays, as well as the addition of public engagement services to assist with high-profile projects.

Planner Pool Program

- Members are invited to submit applications for assistance from the Planner Pool Program. The Community Development Team is accepting projects related to planning, zoning, and sustainability.
- If you are interested in more information on the consultant services program, additional staffing assistance, filling staff vacancies during vacation, assistance with gaps in staffing, or other planning or pre-planning activities such as guidance with best practices, contact Jonathan Miller (jmiller@morpc.org) to schedule a time to discuss your community’s potential needs and ways that MORPC may be able to help.

Sustainability

Sustainability Advisory Committee (SAC):

- The SAC met on March 20, 2024 and welcomed new members. City of Columbus was highlighted as one of 25 cities nationwide selected by Bloomberg Philanthropies to join Bloomberg American

Sustainable Cities. The MORPC team also presented highlights and upcoming priorities from the sustainability and community development programs. Mayor Starr highlighted examples of how Mount Vernon is working to advance sustainability through initiatives that save money and enhance quality of life. The Committee will meet again on June 5, 2024 at MORPC, where special guests from OSU will present.

Sustainable2050:

- The next meeting will take place on May 9, 2024 at 9:30 a.m. at MORPC. Presenters will focus on communications strategies and storytelling to promote the benefits of sustainable practices. Sustainable2050 membership and tier status certification is open to MORPC members. Current Sustainable2050 members interested in earning their tier status certification should contact Brandi Whetstone at bwhetstone@morpc.org. A certification workbook will be provided, and a kick-off meeting is encouraged to review the process. The deadline for completed workbooks is May 3, 2024 for consideration at the June 5, 2024 SAC meeting.

Water Resources Program:

Sustaining Scioto Board

- The Sustaining Scioto Board will meet on April 24, 2024. Apoorva Bajaj with Climavision will present on “Improved Real Time Rainfall Measurements Through Water Weather Radars in Ohio”. This presentation will highlight their advanced weather radar capabilities to fill the gaps in precipitation and weather data and is a follow-up on weather forecasting efforts in the region in response to rapid weather changes. The first half of the Board meeting is dedicated to the first Regional Water Study Kickoff Webinar.

Agricultural & Rural Communities Outreach Team

- The Outreach Team met on March 28, 2024. Lauren Hirtle from the Ohio Ecological Food and Farm Association provided policy updates. The organization continues to actively advance policy including policies on soil health. The Outreach Team plans to meet again in May, with a date to be determined.

Ohio EPA Water Resources Planning

- MORPC has concluded the current contract with Ohio EPA and submitted available data addressing facility planning boundaries for sewer service, areas of interest where there are overlapping boundaries, current wastewater and future treatment options, and the responsible management agencies documented for wastewater collection and management in the ten-county region. The team anticipates the continuation of this work in the summer pending a new scope of work and contract with Ohio EPA. In the meantime, we encourage ongoing discussions and collaboration across jurisdictions where there are overlaps in facility planning areas. Please contact Dr. Edwina Teye, eteye@morpc.org, for more information.

Clean Ohio Conservation Fund

- The Clean Ohio Conservation Fund has approximately \$5 million available for FY 2025. Preliminary screeners are encouraged and are due on June 3. Final applications are due on August 30, 2024. Projects located in Franklin County will be considered. For more information, please contact Edwina Teye at eteye@morpc.org or visit our website at <https://www.morpc.org/program-service/clean-ohio-conservation-fund/>.

Regional Water Study

- In response to strong population and economic growth, the Ohio Environmental Protection Agency (EPA), together with other state agencies and MORPC, are kicking off a Regional Water Study for the 15-county Central Ohio area. MORPC is hosting the kick-off webinar on Wednesday, April 24, 2024 at 2:30 p.m. Speakers from Ohio EPA, ODNR and MORPC will provide an overview of the workplan, timeline, and next steps. The Data and Mapping team is also providing future population, households,

and job data as well as mapping of parks and protected green spaces to support the study. Please contact Dr. Edwina Teye to be included on the invitation list for future webinars.

Energy Planning:

Energy & Air Quality Working Group

- The Energy and Air Quality Working Group (EAQWG) will hold its next quarterly meeting on May 22, 2024. The EAQWG is still looking for candidates to serve as the Chair and Vice-Chair. If interested in either attending the next EAQWG meeting or leading the EAQWG, please email Brian Filiatraut, Energy and Sustainability Program Manager, at bfiliatraut@morpc.org.

Electric Vehicle Charging Infrastructure

- MORPC was awarded \$2 million from the US DOT Federal Highway Administration's Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC-RAA) Program focused on repairing or replacing broken or non-operational EV charging ports throughout the 15-county region. MORPC is in the process of finalizing the grant agreement. More details to come.

Climate Pollution Reduction Grant

- As lead applicant, the MORPC team submitted the region's \$73.5 million grant application to implement two main strategies to reduce pollution and increase workforce development. The application – Growing Green: A Community-Focused Energy Strategy for a Growing Columbus Region – is comprised of the Regional Community Energy Strategy (ReCES) and the West Broad Transit Project of LinkUS, while building out the clean energy workforce. ReCES focuses on deploying solar on local government, school, and nonprofit buildings and spaces and solar on low-income single-family homes across the ten-county Columbus MSA. The LinkUS West Broad Mobility Corridor Project will introduce the region's first battery electric bus rapid transit line accompanied by replacing existing streetlights with LED smart lighting along the corridor's neighborhoods. This collaborative effort included the assistance from the City of Columbus, Clean Energy Ventures, the Columbus Region Green Fund, COTA, IMPACT Community Action, Nutter Consulting, Power a Clean Future Ohio, and the 50 various ReCES partners who provided letters of intent and over 250 potential site locations for solar. MORPC anticipates learning the status of the CPRG Growing Green application by the end of summer / early fall 2024.
- The CPRG Strategy Subcommittee (CSS) met on April 24, 2024 to discuss the CPRG Phase 1 Priority Climate Action Plan submission, the CPRG Phase 2 Implementation "Growing Green" application submission, and the future needs and meeting cadence of CSS.

SolSmart

- Earlier this year, the City of Dublin earned SolSmart Bronze designation. In doing so, Dublin is the latest local government to spur solar market growth by increasing transparency and access, making going solar easier in their community. Congratulations to Mayor Amorose Groomes and the City of Dublin.

Air Quality Planning

Air Quality Alerts

- No Air Quality Alerts have been issued for the Columbus region since July 2023.
- A recent report by IQ Air again claimed that Columbus has the worst air quality of the major cities in the U.S., which is inaccurate and inconsistent with official data from Ohio EPA's regulatory air monitors. Further, Grove City came up as having worse air quality than Columbus, which is also misleading. The Sustainability team investigated this, and the claim appears to be based on 2 PurpleAir sensors, one of which was malfunctioning during the analysis period and the other located at a school, where bus and drop off traffic could impact the readings. Industry best practices do not recommend drawing

conclusions from one sensor to characterize an entire community. We continue to field questions about this report.

Neighborhood Air Monitoring Project/US EPA project

- The team continues to move forward with the US EPA funded air monitoring project working in partnership with Franklin County Public Health. The team is nearing completion of collocating 40 PurpleAir sensors with Ohio EPA monitors to test and validate their performance before placing them in the community. Dr. Huyen Le, professor at OSU and Project Advisory Committee member, agreed to lend us additional sensors for the project's duration; we expect up to 30 more sensors to be added to our network. The team has begun removing malfunctioning or older sensors from the community and refurbishing or replacing these as needed. We welcomed Ankit Annapareddy, OSU Medical College, onto the team as a fellow for the next year, who will be focusing on community outreach and engagement.

Outreach

- MORPC's Air Quality Awareness Program will be featured in a presentation at ODOT's Transportation and Environment Sustainability Conference on April 23, 2024. The MORPC team will also be attending and supporting Earth and Arbor Day celebrations, including the Bexley event on April 20 and the Green Columbus Earth Day Celebration on April 27, 2024. Finally, EPA's Air Quality Awareness Week, May 6 -10, 2024, is an annual initiative aimed at increasing public understanding and awareness of air quality issues that affect our health and the environment. Each day, MORPC will provide air quality tips and information on our social media platforms. Local governments can adopt a proclamation recognizing Air Quality Awareness Week. Please contact Mauro Diaz-Hernandez for a sample proclamation.

Data, Mapping & Modeling

Dave Dixon, Director of Data Analytics & Strategy Planning – ddixon@morpc.org

Regional Data Advisory Committee (RDAC):

- The RDAC met on April 2, 2024 at MORPC. RDAC's focus in 2024 will be on the areas of Workforce & Job Quality, Diversity, Equity & Inclusion, Cyber Security, and Regional Data Coaching projects and initiatives. The RDAC will meet again on July 9, 2024.

Data Day Working Group

- The Data Day Working Group has begun planning for Data Day 2025. The Group is currently researching different potential venues for an event that would have a maximum capacity of between 250 and 300 individuals, as well looking into budgetary considerations to assess any sponsorship needs or ticket price adjustments.

Regional Information & Data Group (RIDG)

- The first quarter 2024 RIDG meeting was held on March 6, 2024. The meeting was hosted in-person at MORPC with an online option available. The meeting's focus was on discussing the data around the historic, current, and the projected future state of housing in Central Ohio. The presentations were provided by Bill LaFayette and Ethan Hug.
- The second quarter 2024 RIDG meeting is in the development stage. On April 9, 2024 the Steering Committee met to discuss plans for the next full RIDG meeting. It was discussed that the meeting will focus on the topic of "Projections" specifically the county-level population projections created by ODOT and MORPC. The desire is to understand the differences between the two groups' approaches and to have a better understanding of their creation. Further, the Steering Committee would like to have more involvement from the general attendees. One suggestion is to ask for proposals that the members might want to present themselves. The second new idea put forth is to encourage the members to share an interesting (static) data visualization that they could briefly explain, and the group can analyze and discuss.
- The remaining dates tentatively set for the RIDG Steering Committee (SC) meetings and general RIDG meetings are: SC – July 9, October 8; General – May 29, August 14, November 13. The RIDG chair and staff lead will meet prior to each SC meeting to discuss planning for the next meeting. The topic for the next RIDG meeting is to be determined.

Central Ohio GIS User Group (COGUG)

- The next meeting is May 15.

Regional Data Coaching Working Group

- The Working Group met virtually on March 28, 2024. The Working Group will now be called "Regional Data Coaching" instead of "Coaches". There will be two types of coaching group users proposed going forward: "Advisors" and "Members". The Group reviewed subject matter expertise options from RDAC group interest form and condensed to nine core subject matter areas for achieving S.M.A.R.T. goal. The Group also set up future priorities to evaluate platform options, defining role of advisors, and recruiting advisors from MORPC network.

Workforce and Job Quality Working Group

- The Working Group met on April 18, 2024 to refine their goals and determine their next actions. Since the last meeting, the group has welcomed four new members, bringing the total membership to eight.

DEI & Data Working Group

- The DEI & Data Working Group will meet next on April 26, 2024.

Cyber Security Working Group

- The Cybersecurity Working group met on April 17, 2024 and began to develop an impact statement and proposed near-term activities for achieving the desired impact, which is focused of the second “Secure & Protect” objective of the recently adopted Regional Data Agenda. Working Group Members will draft and refine initial plans, then reconvene next month to finalize the proposal, and adopt a S.M.A.R.T. goal for submission to RDAC.

Data Management:

- Development continues on the MORPC Insights platform. Insights will be a web application whose purpose is to provide data-derived insights on a variety of topics at the regional, county, and community levels. Each insight will be supported by data, visualizations, and expert commentary, and is eventually expected to feature content from trusted partners in addition MORPC-produced content. Current efforts are focused on development of standards (e.g. visualization types, schemas, schema definition formats, configuration file formats) to ensure that the content is reproducible, updateable, and scalable.

The team also pursued several continuous improvement efforts:

- Developed advanced tools for programmatically generating charts in Excel to streamline updates to standard data products, reduce errors, and improve reproducibility.
- Explored the use of so-called Frictionless Data Standards for capturing and processing dataset- and variable-level metadata. These standards are a significant improvement over our previous standards (Apache Avro) and will support the Insights platform and much of our other work. Eventually these standards could also be used for workflow management as well.

Data Analytics, Mapping, and Research:

- Team members are assisting with the writing of the Metropolitan Transportation Plan (MTP). Team members have completed the chapter on regional trends and the Environmental Justice appendix and are currently finalizing updates to the public methodology documentation that will be included in the MTP Future Land Use appendix. Work continues on our initiative to improve the speed and quality of TAZ-level socioeconomic forecasts for the 2028 MTP cycle.

Data & Research Activities

- Sustainability, Data, and Communications & Engagement team members collaborated to produce the Leaders Listen: Housing Survey – the third in the series. The survey concluded on March 22, 2024. The preliminary survey results have been covered by local news media adding new insights on area residents’ housing experiences. An “Actionable Insights” report (similar to recent Transportation and Sustainability reports) is being developed in collaboration with the Community Development team and is planned for release during Q2 2024. .
- Team members continue to manage the organization’s air quality sensors in support of the EPA Air Quality Monitoring Grant. PurpleAir, the organization which provides a central repository for air quality data, recently began charging for retrieval of the data, therefore the team is revising the data processing scripts to minimize the incurred costs. The team also contributed substantively to the analysis and final report for another air quality monitoring project funded by the Thriving Earth Exchange. The report is undergoing final review and will be published in the coming weeks.
- The team is developing county-level forecasts of households / housing by type to better predict future housing needs. This will be an extension to existing county forecasts for households and housing in general. Household types may include people living alone, two or more working-age adults with children, families with children, and adults of retirement age. Housing types may include attached housing, single-family small lot, and single-family large lot.
- Upcoming updates to standard data products:

- County-level population estimates as of Jan 1, 2024 (April)
- Factors of population change (births/deaths/migration) by county (April)
- Detailed migration analysis by county (May)
- Key ACS 2022 5-year estimate data for MORPC counties will be published on the Population Hub with new and improved user interface improvement (June; deferred from earlier in the year to focus on development of reusable data pipeline which will also support MTP and Insights).

Mapping Activities

- Work continues to add EJ data to MTP benchmarks and finalize the Land Use Appendix as part of the final MTP report.
- Final MTP projects are being mapped and various maps are being updated for the final report.
- The Bike Pedestrian Network is being used to approximate change in access when MTP projects are added to the network.
- 208 prescription mapping work was delivered to OEPA.
- Maps were created for Ohio Association of Regional Councils.
- LBRS editors met to discuss using Partnered Collaboration within AGO to edit the greater Franklin County address points and centerline files.

Modeling Activities

- Coding work for the final MTP projects and BRT lines to generate model runs were done.
- Updates are happening to the EJ and AQ MTP appendix to adjust for change in project list.
- The traffic count program provided data for various traffic growth rate requests from members this month.

COMMUNICATIONS & ENGAGEMENT

Nfel M. Jurist, Sr. Director of Communications & Engagement – njurist@morpc.org

MORPC in the News:

- [Bringing Passenger Rail to Central Ohio](#)
- [CORPO proposes more than \\$1 million for transportation projects along with safety action plan](#)
- [Columbus Department of Public Service tests bike lane width and protections at pop-up event](#)
- [ODOT responds to U.S. 23 questions](#)
- [How are Billo pad makers involved in a nearly complete bike trail through Ohio?](#)
- [Columbus zoning overhaul kickoff to be left in the dark by solar eclipse](#)
- [Project will widen Alum Creek Drive | Columbus Messenger](#)
- [Preparing for growth: Ohio EPA, Licking County officials updating sewer service plans.](#)
- [Pickaway and Ross Counties to Participate in Comprehensive Water Study](#)
- [Rapid transit corridor in Columbus receives nearly \\$42 million](#)
- [COTA ridership rising but still far from pre-COVID high. What does that mean for LinkUS?](#)

Digital Content:

Social Media: Instagram, Facebook, X, LinkedIn, Threads:

- 2024 My Brother's Keeper (MBK) and Commission on Black Girls (COBG), College, Career & Community Fair; 2024 Supplier Diversity & Procurement Summit; Air Quality; Blueways; Celebrate Diversity Month; Central Ohio Diversity Consortium; Distracted Driving Awareness Month; Earth Month; Easter; Eid al-Fitr; Fair Housing Month; Food Truck Tuesdays; Gohio; Housing; LinkUS; MORPC Jobs; National Minority Health Month; National Walking Day; ODOT Civil Rights Transportation Forum; Residential Services; RFPs/RFQs; Solar Eclipse; Trails Pass; Women's History Month; World Health Day

Reach:

- [Facebook & Instagram](#)

Top Posts:

- [Instagram](#)
- [Facebook](#)
- [X](#)
- [LinkedIn](#)

Diversity & Inclusion:

- MORPC hosted COMTO Columbus at its offices on April 17, 2024 for their monthly membership meeting. This year, COMTO Columbus will celebrate 10 years and will recognize this milestone anniversary with several significant events, including their annual scholarship luncheon.

- MORPC staff attended the Annual ODOT Transportation Civil Rights Symposium on April 9, 2024. This year's theme was "Moving Forward Beyond What is Now: Fostering Accessibility, Equality, and Inclusion." Parag Agrawal served as a panelist and Maria Schaper served as moderator.

Public Involvement & Engagement:

- MORPC attended an affordable housing resource fair in Milo Grogan on Saturday, April 13, 2024. MORPC had the opportunity to talk with community members about MORPC's home repair and weatherization programs, as well as other direct service programs offered by the agency.
- MORPC participated in the 2024 My Brother's Keeper (MBK) and Commission on Black Girls (COBG), College, Career & Community Fair held on Saturday, April 13, 2024. MBK and COBG are two key initiatives of the City of Columbus that provide programming to support the advancement of minority youth & young adults. This event is in partnership with the Classic for Columbus (presented by the Franklin County Commissioners) and it provided an opportunity for the community to meet and talk with MORPC staff about our key initiatives and programs.
- MORPC promoted the following requests for public input through social media and on our website:
 - 2024-2050 Metropolitan Transportation Plan Public Comment Period: [3/28](#)
 - City of Fort Wayne Midwest Connect RFQ: [4/5](#)
 - Gohio Commute Make Your Miles Matter Challenge: [4/15](#)

Marketing Campaigns:

- The Gohio Commute program ran a marketing campaign on social media that focused on vanpooling and carpooling with the goal to increase awareness of the program.

MEMBERSHIP SERVICES

Eileen Leuby, Member Services Officer – eleuby@morpc.org

Member Services:

- MORPC welcomed their 88th member, the Village of Mount Sterling, at the April 11, 2024 Commission meeting.
- MORPC representatives visited the following members in April: City of Whitehall (4/18/24); Violet Township (4/18/24); and the City of Upper Arlington (4/24/24).
- MORPC is providing pilot memberships to the Village of Ashley in Delaware County and the Village of Alexandria in Licking County. The memberships are being provided at no charge, so that they can experience the value of a MORPC membership. MORPC hopes both governments will plan to join in 2025.

Member Engagement:

- MORPC also continued to send representatives to various State of the City/Village/Township/County. Representatives attended the following: City of Powell (4/3/24); City of Whitehall (4/10/24); City of Bexley (4/15/24); City of Pataskala (4/16/24); Franklin County (4/24/24); and Delaware County (4/30/24).
- Approximately 50 interns will be participating in MORPC's Summer Internship Program which starts on May 14, 2024.

Events:

- The Northwest Central Ohio Area Regional Planning Luncheon was held on Wednesday, March 27, 2024 at noon at Dublin Recreation Center. Over 50 guests attended the event with updates from various departments.
- A 'Mobilizing Your Workforce' Rural Forum is planned for Thursday, April 25, 2024 in Marysville. [LINK](#)
- The Central Area (inside 270) Regional Planning Luncheon will be held on Wednesday, May 1, 2024 at 1:30 p.m. at the Franklin County Building. As a part of MORPC's continuing efforts to encourage information-sharing and collaboration within its membership, these luncheons are ideal for public officials, local government officials, and community partners who focus on transportation, development, community planning, and sustainability. Communities located within 270 are the focus for this event. After the meeting, participants will have the opportunity to tour the City of Columbus' 'Zone-In Gallery.' The gallery is a showcase of the new zoning codes and efforts that are proposed to attract more housing the Columbus. [LINK](#)
- A Pre-Commission Luncheon feature Colonel Andrew Powers on Thursday, May 9, 2024 from noon to 1:30 p.m. Colonel Powers is the Commander-in-Chief for the 121st Air Refueling Wing, Ohio Air National Guard, located at Rickenbacker Air National Guard Base. [LINK](#)
- A 'Revitalization that Inspires Investment' Rural Forum is planned for Wednesday, May 22, 2024 in Newark. [LINK](#)



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty St., Suite 111
Columbus, Ohio 43215
www.morpc.org

Memorandum

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

FROM: Nick Gill, Transportation Study Director

DATE: April 22, 2024

SUBJECT: Proposed Resolution T-3-24: **"ADOPTING THE 2024-2050 METROPOLITAN TRANSPORTATION PLAN"**

The Metropolitan Planning Organization (MPO) acting through the Transportation Policy Committee is responsible for adopting the Metropolitan Transportation Plan every four years. This action helps ensure continued federal assistance for transportation projects in the region. Resolution T-3-24 will adopt the 2024-2050 Columbus Area Metropolitan Transportation Plan for the Columbus Area Metropolitan Planning Organization and affirm the consistency of the SFY 2024 to 2027 Transportation Improvement Program (TIP) to it.

During the development of the MTP over the last two years several key elements were presented for review, public comment, and adoption. These included:

- MTP Goals
- Measurable objectives and performance measures
- 2050 population and employment projections

Additionally, an interactive web map was used as a tool to solicit and capture feedback on candidate transportation projects.


From January through April 2024 more than 50 presentations on the MTP were made to local governments and neighborhood associations throughout the region. An open house was held at MORPC on March 19, 2024. Prior to completion, the strategies, project listings, and the document were made available to members and the public for review during a public comment period that lasted through March 29, 2024. The 2024-2050 Metropolitan Transportation Plan (MTP)

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary



document has been made available to the public on MORPC's website (<https://www.morpc.org/2024-2050-metropolitan-transportation-plan/>) and advertised through the media and other means. All comments have been reviewed and addressed.

The adoption of the 2024-2050 MTP includes the main document, the executive summary (attached to the resolution), and the following appendices:

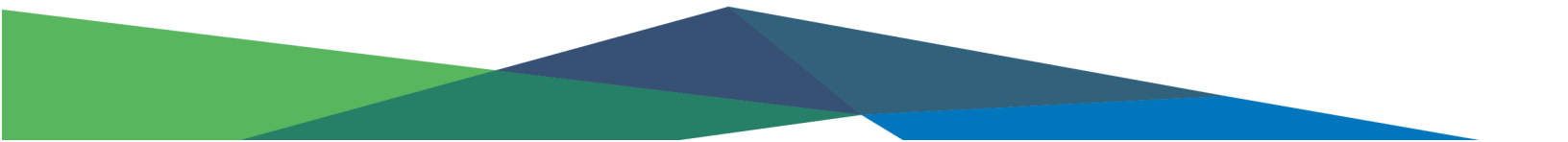
- Future Land Use
- Air Quality Conformity
- Environmental Justice Technical Analysis
- Environmental Mitigation
- Project Evaluation
- Public Participation

Air Quality Consistency

The MPO is also responsible for ensuring that its plan and program of projects further the goals of the Clean Air Act Amendments of 1990. The 2024-2050 Metropolitan Transportation Plan projects have been analyzed by ODOT's procedures using MOVES software. Based on this analysis, the 2024-2050 MTP has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990.

The resolution confirms that the plan, and thereby the Transportation Improvement Program (TIP), conforms to the Clean Air Act Amendments. Following this adoption, the 2024-2050 MTP and its appendices will be forwarded to ODOT for final approval. The air quality conformity finding will also be submitted for federal approval.

Attachment: Resolution T-3-24



RESOLUTION T-3-24

“ADOPTING THE 2024-2050 METROPOLITAN TRANSPORTATION PLAN”

WHEREAS, the Mid-Ohio Regional Planning Commission is designated as the metropolitan planning organization (MPO) by the governor acting through the Ohio Department of Transportation and in cooperation with locally elected officials for Franklin and Delaware counties, New Albany, Pataskala and Etna Township in Licking County, Violet and Bloom townships in Fairfield County, and Jerome Township in Union County; and

WHEREAS, the MPO, pursuant to 23 United States Code 134 and 49 United States Code 1602(a)(2), 1603(1), and 1604(g)(1), has caused the 2024-2050 Metropolitan Transportation Plan (MTP) dated May 2024 to be prepared; and

WHEREAS, the 2024-2050 MTP was developed around goals, measurable objectives (performance measures) and 2050 household and employment forecast adopted via Resolution T-15-22 on November 9, 2022, Resolution T-1-23 on February 9, 2023 and Resolution T-15-23 on September 14, 2023 respectively; and

WHEREAS, the MTP includes federally required performance measures along with additional performance measures; and

WHEREAS, other plans including local land use plans, local capital improvement plans, transit agency plans, regional plans, and statewide plans were consulted and incorporated into the 2024-2050 MTP; and

WHEREAS, the regional Intelligent Transportation System (ITS) Architecture is continually updated and included as part of the 2024-2050 MTP; and

WHEREAS, pursuant to 23 USC 134, a financial plan was prepared for the 2024-2050 MTP that demonstrates that it can be implemented and is consistent with funding reasonably expected to be available; and

WHEREAS, the development of the 2024-2050 MTP includes appendices listed in the document; and

WHEREAS, in compliance with U.S. DOT's Title VI regulations, solicitation of citizens' comments on the 2024-2050 MTP was made by following MORPC's adopted Public Participation Plan through advertisements in the local media and presentations to numerous groups within the planning area, at an open house meeting, the Community Advisory Committee and Transportation Advisory Committee meetings, on MORPC's website, and other means; and

WHEREAS, pursuant to 49 USC, 1607, 23 USC, 134 and 42 USC, 7506, the 2024-2050 MTP has been analyzed based on accepted methodology and has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the MPO, pursuant to 23 United States Code 134 and 49(1607) United States Code, has prepared a Transportation Improvement Program for Fiscal Years 2024 through 2027, which is consistent with the 2024-2050 MTP; and

WHEREAS, the Community Advisory Committee at its April 29, 2024 meeting and the Transportation Advisory Committee at its May 1, 2024 meeting recommended adoption of this resolution by the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE MID-OHIO REGIONAL PLANNING COMMISSION:

- Section 1. That it adopts the 2024-2050 MTP for the Columbus Area metropolitan planning organization dated May 2024, including its appendices.
- Section 2. That as the custodian of the Central Ohio Regional ITS Architecture (Architecture), it adopts the to the Architecture as maintained by MORPC as the federally required regional architecture for the MORPC Transportation Planning Area.
- Section 3. That it directs staff to work with MORPC committees, local jurisdictions, transit agencies, the Ohio Department of Transportation and other partners to implement the 2024-2050 MTP strategies and projects.
- Section 4. That it recommends that its members incorporate the 2024-2050 MTP strategies and projects into their planning for transportation improvements in their governmental units.
- Section 5. That it affirms the conformity of the 2024-2050 MTP with the State Implementation Plan.
- Section 6. That it affirms that the SFY 2024 to 2027 Transportation Improvement Program is consistent with the 2024-2050 MTP.
- Section 7. That it directs staff to administratively modify the 2024-2050 MTP, if necessary, to make technical corrections, reflect refinements to any included projects or transit corridors as they develop, that do not significantly change the fiscal balance, impact the air quality conformity determination, and do not negatively impact the established goals and objectives.
- Section 8. That the executive director is authorized to take such other action and execute and deliver such other documents as, acting with the advice of legal counsel, he shall deem necessary and appropriate to carry out the intent of this resolution.
- Section 9. That this Commission finds and determines that all formal deliberations and actions of this Commission concerning and relating to the adoption of this resolution were taken in open meetings of this Commission.

Chris Amorose Groomes, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Submitted by: Nick Gill, Transportation Study Director
Prepared by: Staff, Programming Department

Attachment: 2024-2050 Metropolitan Transportation Plan Executive Summary

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

Executive Summary

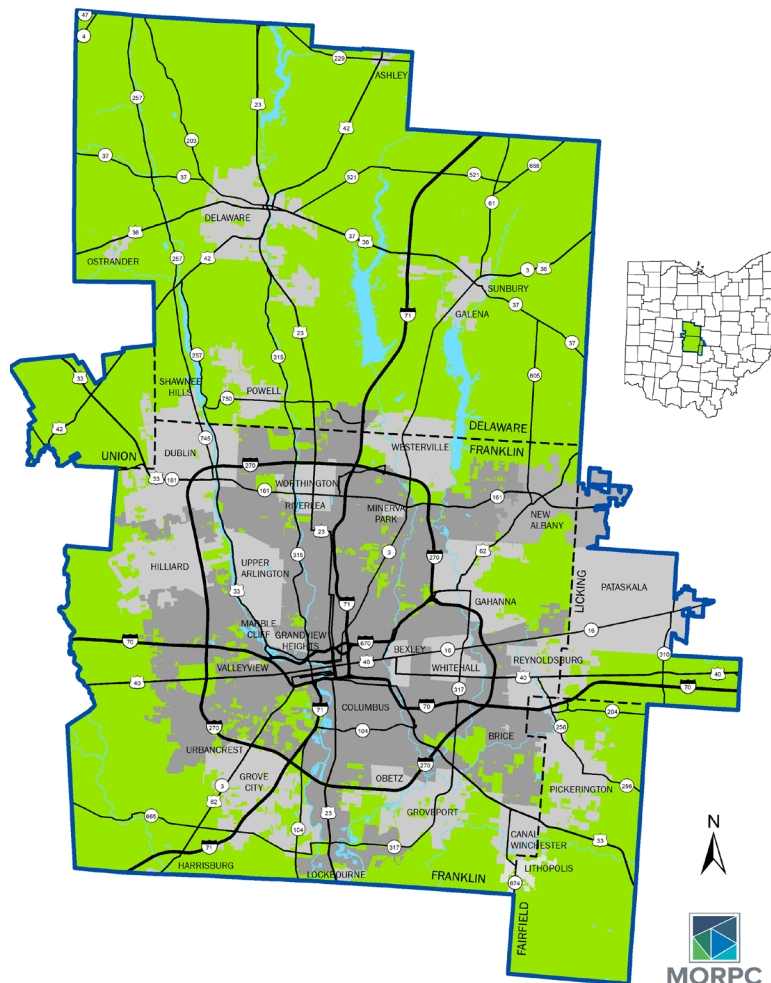
A safe, reliable, efficient, and accessible transportation system is essential to the economy and quality of life for those who visit, live, and work in the Central Ohio region. The 2024-2050 Metropolitan Transportation Plan (MTP) establishes a set of regional transportation goals and objectives, and recommends strategies—including projects—that will maintain, manage, and develop Central Ohio's transportation system through 2050. The MTP represents a consensus among regional partners on transportation needs and priorities, and should be implemented collaboratively throughout the region. Progress in meeting the plan's objectives will be monitored and reported on annually.



2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN







Planning for the MTP is continuous, comprehensive, and cooperative. As the fastest growing region in the state of Ohio, changing demographics and market trends require ongoing identification and analyses of new demands on the transportation system. The MTP is comprehensive in that it addresses all surface travel options including the automobile, transit, bicycles, pedestrians, and freight movements. It also recognizes that the quality of the transportation system impacts, and is impacted by development patterns, economic conditions, and environmental policies. Finally, the MTP is cooperative with respect to the local communities, agencies, and stakeholders that have worked together to develop the plan and who must work together moving forward to successfully reach the outcomes proposed by the plan.

Many different agencies and local governments conduct studies on and complete improvements to the transportation system. However, MORPC is the principal public agency conducting regional transportation studies for the Central Ohio area because it serves as the designated Metropolitan Planning Organization (MPO) for the Columbus Urbanized Area. It covers Franklin County, Delaware County, and portions of Fairfield, Licking, and Union counties. The MTP covers the MPO area, as shown below:

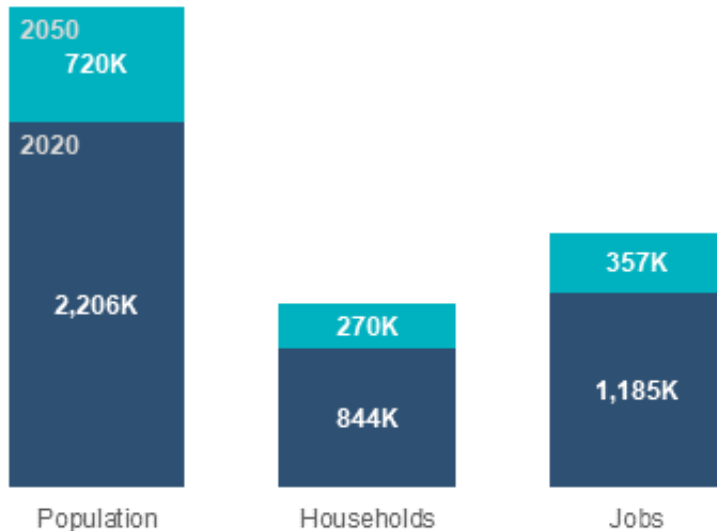


2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

By guiding investment in transportation and mobility infrastructure and services in Central Ohio, the MTP identifies strategies to advance the following six goals:

 <p>Create sustainable neighborhoods to improve all residents' quality of life.</p>	 <p>Increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures.</p>
 <p>Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.</p>	 <p>Provide transportation and mobility options to benefit the health, safety, and welfare of all people.</p>
 <p>Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.</p>	 <p>Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.</p>

Projected Population Change: 10-County Region



PLAN GOALS &

OBJECTIVES

The 2024-2050 Metropolitan Transportation Plan has been developed around a set of goals that give direction to making regionally based investments in the transportation system. Progress in achievement of these goals will be measured by objectives and targets as outlined in Chapter 1.

THE REGION IN 2050

The process of developing the MTP requires assumptions and analyses of how many people will live and work in the MPO in 2050, and where and how they will travel, so that the demands of the transportation system can be anticipated.

Because the plan must be fiscally balanced, forecasts of available funding for maintaining and expanding the transportation system were also developed. The strategies and projects identified in this plan stay within the forecasted revenues. This plan was developed with the assumption that similar funding will be available to the area as what has been made available in the past, but with moderate growth, particularly for transit revenues due to the anticipated LinkUS program.

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

STRATEGIES & PROJECTS

The MTP identifies 78 strategies that are intended to be fulfilled by MORPC and other regional and local planning partners. The MTP chapters discuss each strategy, including the approach to improving the transportation system starting with 1) physical preservation; 2) operating it efficiently; 3) making it safe and secure; 4) reducing demand for travel; and 5) expanding the system through pedestrian infrastructure, bike infrastructure, transit infrastructure and service, intermodal connections and finally additional roadway infrastructure. The specific projects included in the MTP are mapped on a following pages.

DEMAND MANAGEMENT STRATEGIES

Physical Preservation

- PRES 1: Repair or replace bridges in poor physical condition
- PRES 2: Repave or reconstruct roads in poor physical condition
- PRES 3: Repave or reconstruct sidewalks and bikeways in poor physical condition
- PRES 4: Replace transit vehicles that are beyond their useful life
- PRES 5: Repair or replace transit facilities in poor physical condition
- PRES 6: Utilize advanced material and techniques to maximize life of transportation system components
- PRES 7: Continue to evolve consistent data collection and analysis procedures to rate the physical condition of the transportation system components

Operations

OP 1: Collect, develop, and maintain data on roadway, transit, bike and pedestrian conditions and other modes and share the data and information through technology.

- OP 2: Broaden the existing transportation system managed in a coordinated manner through Intelligent Transportation System technologies
- OP 3: Implement managed lanes along additional freeway corridors
- OP 4: Apply access management along arterial and collector corridors
- OP 5: Improve connections and coordination among transit system operators
- OP 6: Expand signal priority along additional roadway corridors for transit and emergency vehicles
- OP 7: Improve demand response transit service
- OP 8: Manage, improve and coordinate human service, private and public transportation, to better meet the needs and fill the gaps
- OP 9: Implement vehicle to infrastructure and vehicle to vehicle communications
- OP 10: Modify existing roadway lane configurations, where appropriate, to improve safety for all users
- OP 11: Implement curbside management to facilitate package delivery and mobility as a service pick-up and drop-off while minimizing impact on transportation system operations
- OP 12: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

Safety

SAF 1: Collect, develop, maintain, and analyze crash data to identify regional safety emphasis areas and priority safety locations, with an emphasis on eliminating fatal and serious injury crashes

SAF 2: Collect, develop, maintain, and analyze data on transit safety

SAF 3: Implement countermeasures that address priority safety locations with an emphasis on fatal and serious injury crashes

SAF 4: Implement countermeasures that address transit safety issues

SAF 5: Advance educational initiatives that address regional safety emphasis areas with an emphasis on eliminating fatal and serious injury crashes

SAF 6: Advance legislative initiatives that address regional safety emphasis areas

Security

SEC 1: Promote and strengthen security, including response and recovery plans for cyber security

SEC 2: Promote and strengthen emergency preparedness efforts

SEC 3: Collect, develop, and maintain data and information to improve decision making

SEC 4: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

Demand Management

DEM 1: Collect, develop, and maintain data on roadway, transit, bike and pedestrian conditions and other modes and share the data and information through technology

DEM 2: Collect, develop, maintain and analyze travel demand data to identify opportunities to provide appropriate mobility options

DEM 3: Collaborate on development strategies and regulations to support mobility options

DEM 4: Educate and market travel demand management (TDM) programs to increase use of transit, ride-share, bicycling, and walking

DEM 5: Create travel demand management (TDM) partnerships among the facilitators and providers of all modes of transportation, community leaders, and institutions that make up high-density trip generating districts

DEM 6: Make neighborhoods safely walkable, bikeable, and accessible by transit through non-infrastructure projects and programs

DEM 7: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

SYSTEM DEVELOPMENT STRATEGIES

Bike & Pedestrian Infrastructure

BP 1: Collaborate on development strategies and regulations to implement safe and comfortable infrastructure for walking and bicycling

BP 2; Increase the quantity and quality of volume and travel behavior data on people walking, bicycling, and using similar modes of transportation

BP 3: Build safe and comfortable infrastructure for walking and bicycling

BP 4: Implement the Central Ohio Greenways trail vision

BP 5: Implement and update the Active Transportation Plan to create safe and comfortable infrastructure for walking and bicycling

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

BP 6: Make neighborhoods walkable and bikeable through infrastructure projects that fill gaps and increase connectivity of safe and comfortable facilities for walking and bicycling

BP 7: Ensure neighborhoods and activity centers have safe and comfortable connections for walking and bicycling to transit networks

BP 8: Facilitate multi-jurisdictional dialogue to improve opportunities through collaboration

Transit Infrastructure

TRAN 1: Collaborate to build transit infrastructure through development regulations

TRAN 2: Increase frequency on appropriate fixed route transit routes

TRAN 3: Implement high-capacity, rapid transit service along additional corridors

TRAN 4: Expand geographic coverage of fixed route transit service

TRAN 5: Implement appropriate additional/innovative service to address first/last mile needs

TRAN 6: Make neighborhoods transit supportive through infrastructure projects

TRAN 7: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

Freight Rail Infrastructure

FRE 1: Improve at-grade rail crossings and close or grade-separate crossings where feasible

FRE 2: Address congestion points “bottlenecks” on the rail system

FRE 3: Collect information on and analyze freight activity to identify developing trends and work to disseminate that information among partners and peers

FRE 4: Maximize the efficiency and provide needed capacity of rail terminals

FRE 5: Implement new technologies for freight movement

FRE 6: Make transportation decisions that positively impact freight movements and maximize the effectiveness of the region’s integrated freight transportation system

FRE 7: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

Multimodal Infrastructure Connections

MULTI 1: Forge public/private partnerships to provide resources to maintain and expand key linkages between air, rail and roadway transportation modes

MULTI 2: Maximize efficiency of existing transit terminals and construct new transit terminals, mobility centers and park and rides with safe bike, pedestrian, and vehicle access where there is a convergence of transit routes or intercity rapid speed transportation modes

MULTI 3: Incorporate vehicle sharing needs at transit terminals, stations and major stops

MULTI 4: Improve transit, bike and pedestrian connections to airports

MULTI 5: Alleviate existing or anticipated congestion at roadway and rail terminal access areas

MULTI 6: Alleviate existing or anticipated congestion at roadway and air terminal access areas

MULTI 7: Incorporate ground needs for flying intraregional transport such as drones for package delivery and personal transport

MULTI 8: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

Roadway Infrastructure

RDWY 1: Add capacity, where appropriate, to alleviate existing or anticipated congestion along existing freeways and at interchanges

RDWY 2: Continue conversion of key divided expressways into limited access freeways

RDWY 3: Construct new interchanges, where appropriate, to alleviate congestion or support regional development goals

RDWY 4: Add capacity, where appropriate, to alleviate existing congestion that hinders economic activity along existing arterial and collector corridors

RDWY 5: Add capacity, where appropriate, at locations such as intersections to alleviate existing congestion that hinders economic activity

RDWY 6: Construct new roadways, where appropriate, to alleviate congestion or support regional or local development goals

RDWY 7: Provide efficient connectivity of local roads to the arterial and collector roadway system

RDWY 8: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

SYS 4: Implement best management practices for storm water runoff and implementation of green infrastructure

TRANSPORTATION AND SYSTEM RELATED STRATEGIES

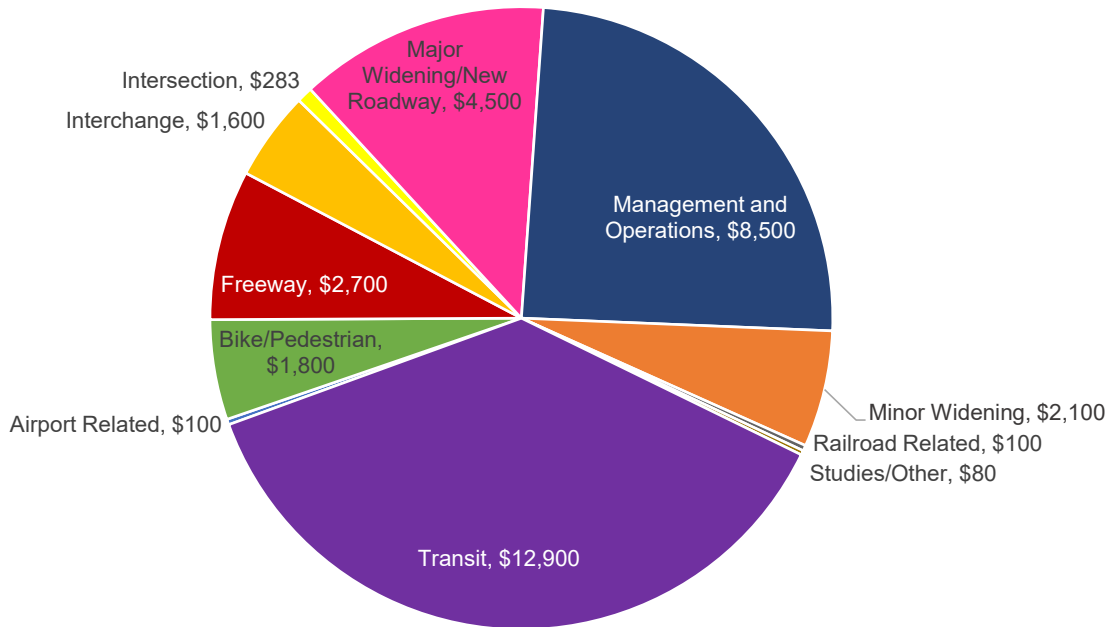
SYS 1: Collaborate to ensure localized and regional transportation systems needs are addressed in development decisions

SYS 2: Develop transportation system to serve all demographic population groups

SYS 3: Create plans and partnerships to attract investment in alternative fuel vehicles and infrastructure

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

Expected Expenditures through 2050 (in millions)

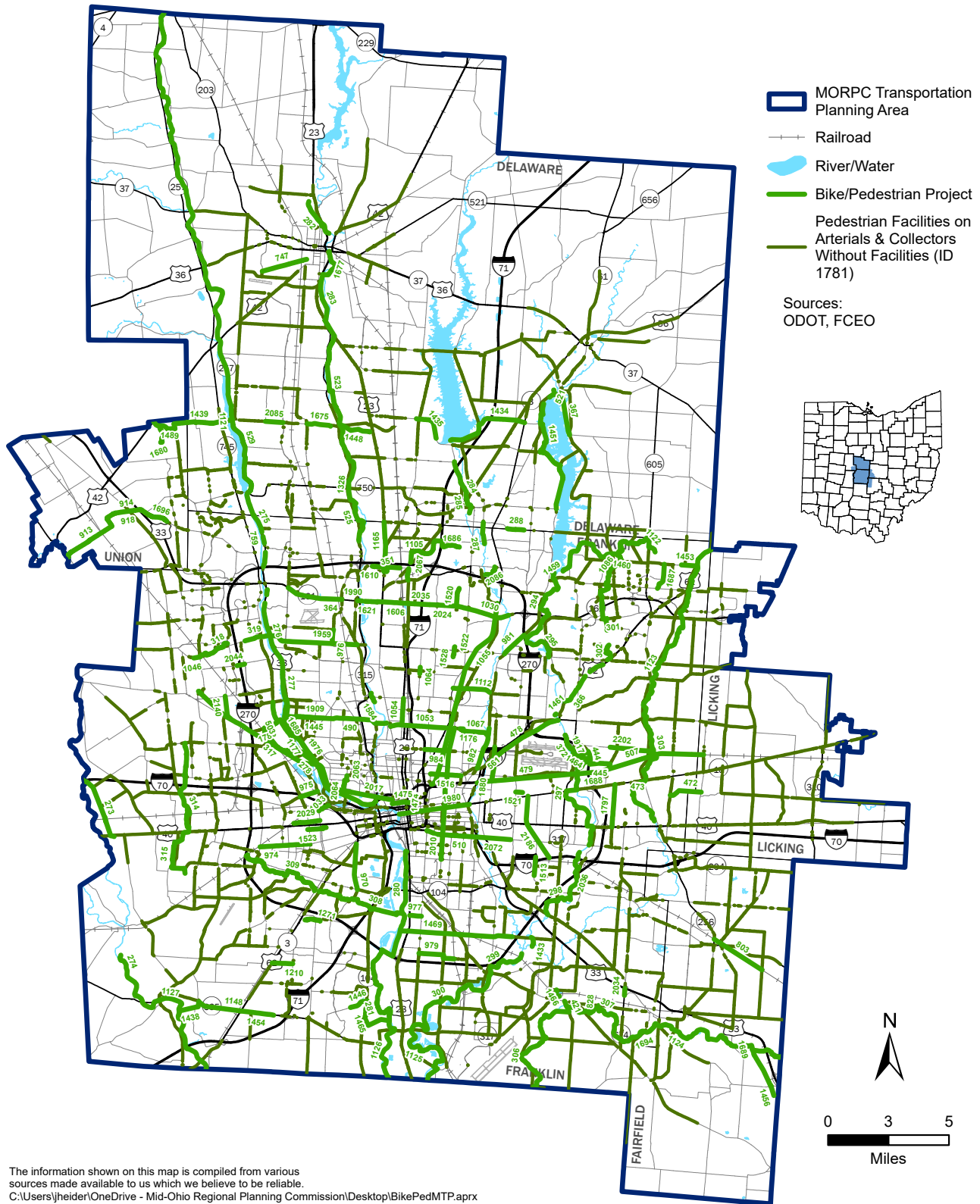


TOTAL: ~35 billion

THE MTP INCLUDES PROJECTS THAT:

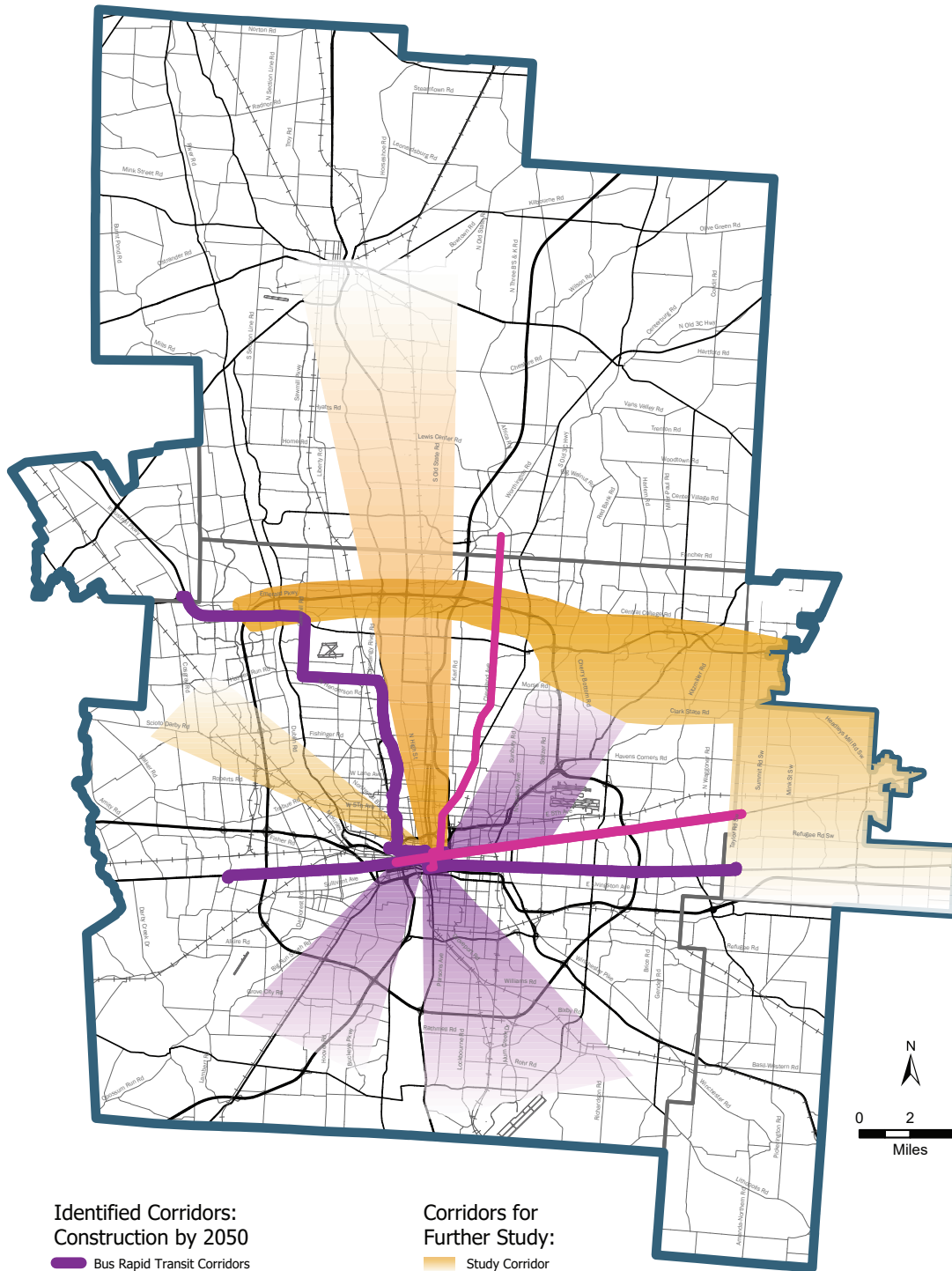
- Add five high-capacity transit projects covering 50 miles
- Maintain and expand COTA and DCT service (45% increase)
- Add 725 miles of stand-alone bike and/or pedestrian facilities
- Widen 48 miles of freeways
- Convert 17 miles of four-lane divided roadways to freeways
- Add 42 miles of lane management along freeways
- Modify 23 freeway interchanges
- Add 7 new interchanges
- Add 95 miles of new roadway connections
- Add 94 miles of through lane additions
- Include 122 roadway miles with minor widening/safety improvements
- Modify 117 intersections

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



**Identified Corridors:
Construction by 2050**

- Bus Rapid Transit Corridors
- Northeast High Capacity Transit Corridor*
- Southeast High Capacity Transit Corridor*^
- Southwest High Capacity Transit Corridor*^
- Other Premium Transit Improvements

**Corridors for
Further Study:**

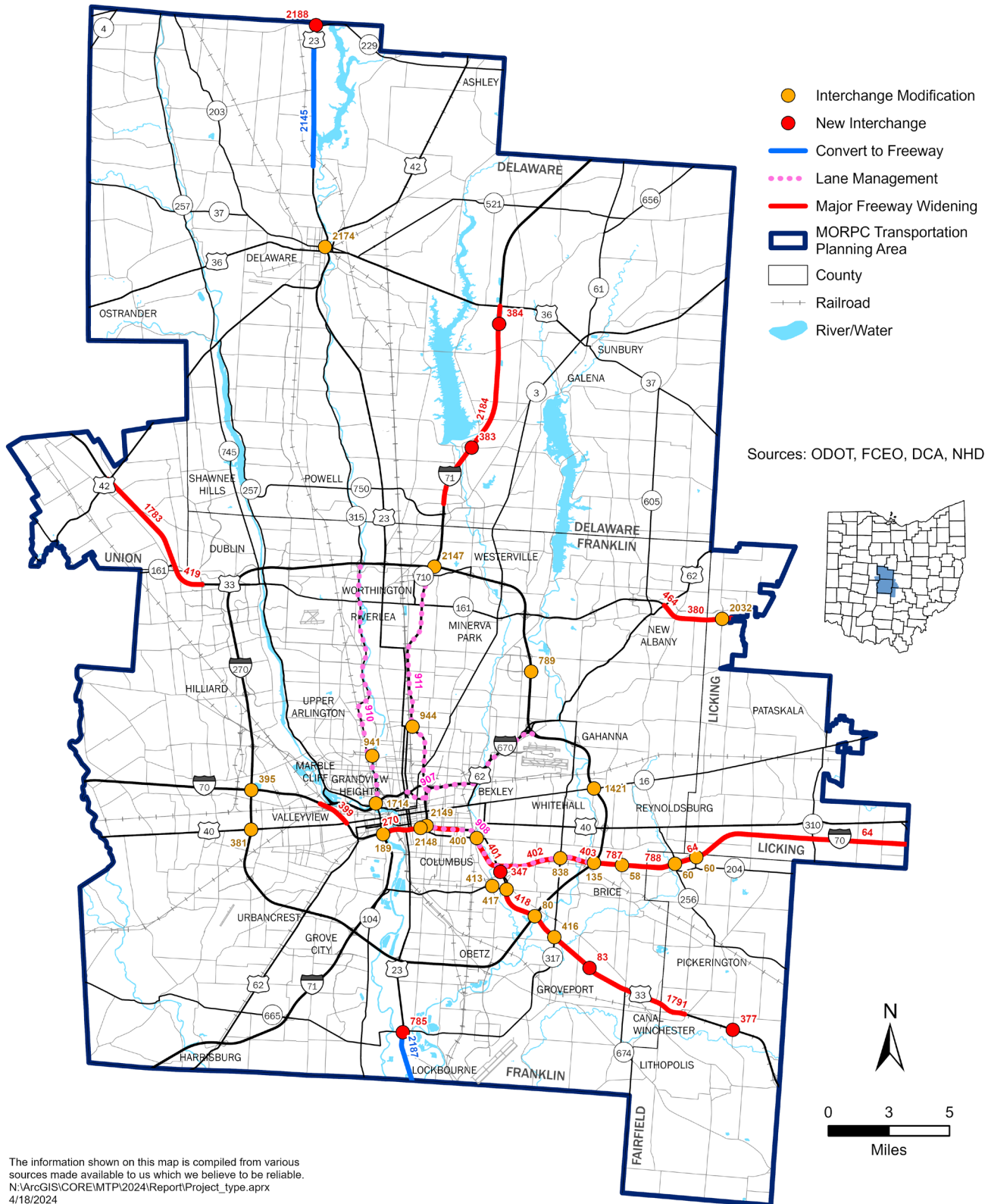
- Study Corridor

*Mode and route alignment to be identified by separate Alternatives Analysis
 ^One Corridor to be constructed by 2050, to be identified by separate Alternatives Analysis
 MTP includes 45% increase in transit service hours



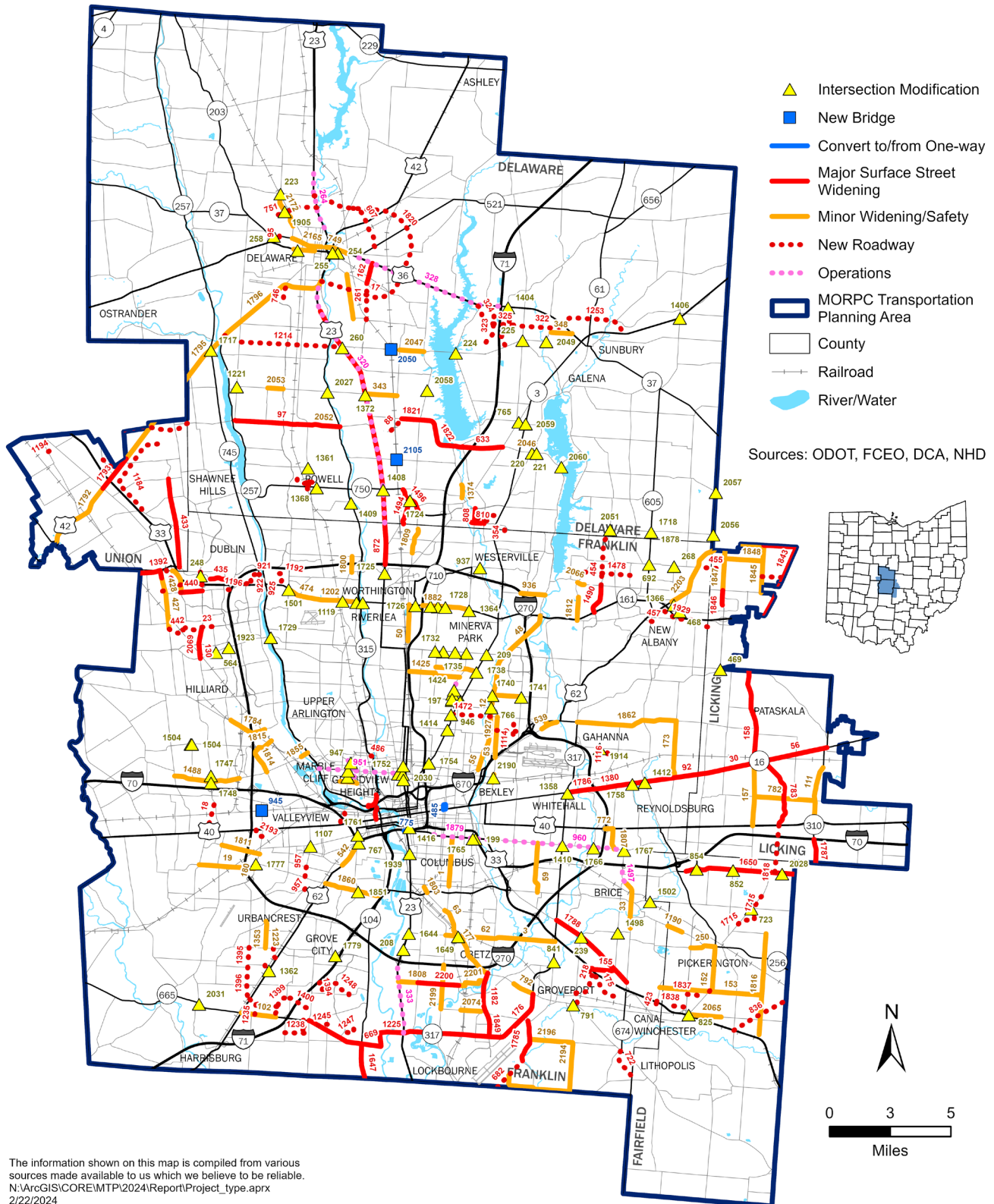
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 December 2023

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



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2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



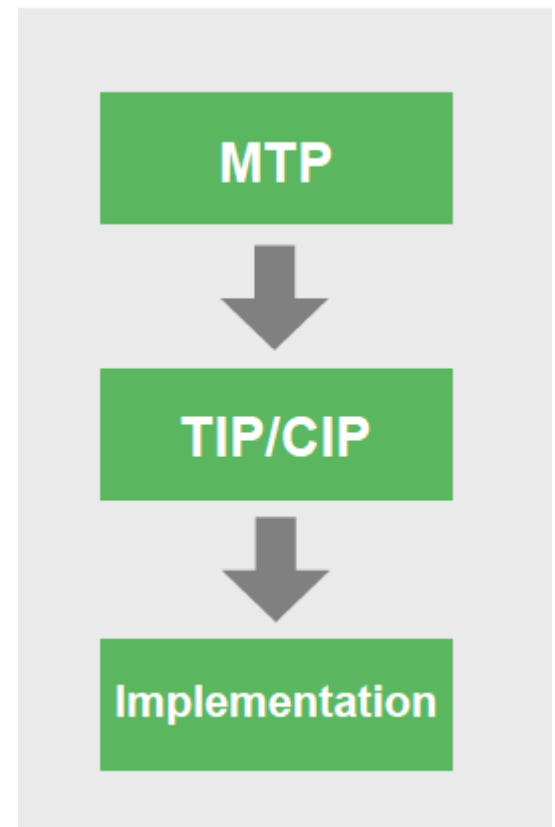
The information shown on this map is compiled from various sources made available to us which we believe to be reliable. N:\ArcGIS\CORE\MTP\2024\Report\Project_type.aprx 2/22/2024

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

PLAN IMPLEMENTATION & MONITORING

Involvement from communities within the MPO was important in the development of this plan, and it is through their actions, and those of other regional planning partners, that implementation will occur. MORPC will work with state and local governments and regional planning partners to execute the strategies identified. While it is estimated that the projects identified in this MTP will be within expected available resources by the year 2050, specific funding has not yet been allocated to most of the projects. When ODOT, COTA, DCT, or local governments decide to secure and commit funding for the design and construction of a project, the project is then added to the Transportation Improvement Program (TIP), and programmed for construction. Many local governments also maintain their own Capital Improvements Program (CIP), which identifies projects within the local jurisdiction with committed funding.

To measure success of the MTP, MORPC publishes an annual report card that identifies if the region is on track for reaching the established targets for each of the objectives as listed in Chapter 1. This is done by comparing current data to the benchmarks and targets, to assess if the region is moving in the right direction, and on track to meet the short- and long-term targets.





MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty St., Suite 111
Columbus, Ohio 43215
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Memorandum

TO: Transportation Policy Committee
Transportation Advisory Committee
Community Advisory Committee

FROM: Nick Gill, Transportation Study Director

DATE: April 22, 2024

SUBJECT: Proposed Resolution T-4-24: **"Adopting MORPC Complete Streets Policy"**

The proposed Resolution T-4-24 will update the existing MORPC Complete Streets Policy. Providing Complete Streets has a variety of benefits ranging from improving safety; promoting alternative modes of transportation, therefore improving air quality and reducing congestion; encouraging physical activity to allow for healthier residents; providing access and connections for people who cannot or do not want to drive to places (including children, seniors, or people with disabilities); and strengthening economic growth and stability for communities and regions.

The 2024-2050 Metropolitan Transportation Plan (MTP) includes many strategies with regard to expanding bike and pedestrian infrastructure and improving the safety of the transportation system. T-4-24 furthters these strategies by providing resources with regard to Complete Streets and requiring all projects receiving MORPC-attributable funding to be built as Complete Streets.

The draft of the policy was presented to the Active Transportation Committee, the Community Advisory Committee, and the Transportation Advisory Committee in February 2024. The draft policy was also released for public comment and circulated to local governments and other stakeholders. Comments and feedback on the policy were accepted between January 22, 2024 and February 23, 2024. There were a total of 20 comments, all in support of the policy update and concept of Complete Streets. Many of the comments suggested additions to the policy to align with the Smart Growth America Framework for Complete Streets Policies. These additions were discussed early on with the Complete Streets Policy Working Group, and it was determined that they would be considered in more detail in the next policy review. No changes were made to the current draft policy as a result of these comments.


This *updated* MORPC Complete Streets Policy will apply to all projects selected for their first commitment of MORPC-attributable federal funding starting with the 2024-2025 application cycle. Projects approved for MORPC-attributable federal funding prior to 2024 are required to

William Murdock, AICP
Executive Director

Chris Amorose Grooms
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

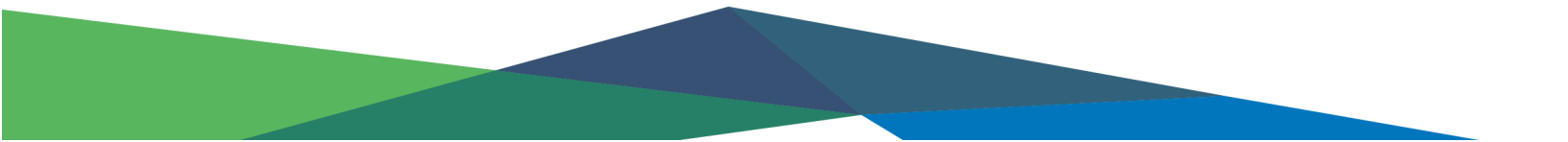


continue to comply with the *previous* update to the MORPC Complete Streets Policy, which was adopted in 2021. The intention is for the policy to be evaluated on a regular basis, in alignment with the review and update of the Policies for Managing MORPC-Attributable Funds. This will provide the opportunity to make necessary changes ahead of future funding cycles.

Since the initial adoption of the MORPC Complete Streets Policy in 2010, several Central Ohio communities have adopted their own Complete Streets policies, resolutions, or ordinances. A performance objective adopted in the MTP establishes a target of 100% of MORPC member communities adopting complete streets policies or policies that contain those elements by the year 2050.

To advance this MTP objective, MORPC staff are available to assist more local governments to adopt these processes, as well as creating their own complete streets policies, and allowing project sponsors to be more innovative in designing their roadways.

Attachment: Proposed Resolution T-4-24



RESOLUTION T-4-24

“Adopting the MORPC Complete Streets Policy”

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

WHEREAS, the 2024-2050 Metropolitan Transportation Plan (MTP) includes strategies for implementing safe bike and pedestrian infrastructure throughout the region; and

WHEREAS, Complete Streets are a well-established best practice for safe and comfortable travel by all users of roadways, including bicyclists, public transportation and school bus riders, and pedestrians of all ages and abilities; and

WHEREAS, the Active Transportation Plan (ATP) provides tools and resources to guide local agencies in the design of Complete Streets; and

WHEREAS, in 2010 the Policy Committee of the Mid-Ohio Regional Planning Commission (MORPC) adopted the MORPC Complete Streets Policy by Resolution T-6-10, and adopted an updated MORPC Complete Streets Policy in 2021 by Resolution T-12-21; and

WHEREAS, the Policies for Managing MORPC-Attributable Funds requires projects that receive funding to comply with the MORPC Complete Streets Policy; and

WHEREAS, under the guidance of a 16-member working group with representation from member governments and the Central Ohio Transit Authority, staff prepared an updated MORPC Complete Streets Policy, which builds upon the previous MORPC Complete Streets Policy by incorporating the latest national guidance and best practices; and

WHEREAS, a public comment period on the update to the MORPC Complete Streets Policy was held between January 22, 2024, and February 23, 2024; and

WHEREAS, the Community Advisory Committee at its meeting on April 29, 2024, and the Transportation Advisory Committee at its meeting on May 1, 2024, recommended approval of this resolution; now therefore

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

- Section 1. That it adopts the attached MORPC Complete Streets Policy.
- Section 2. That it recommends central Ohio governments use the MORPC Complete Streets Policy in planning, developing, constructing, and operating and maintaining transportation infrastructure projects.
- Section 3. That the principles and procedures of the MORPC Complete Streets Policy will be reviewed and evaluated every two years and be modified as warranted.
- 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.

Chris Amorose Grooms, Chair
Mid-Ohio Regional Planning Commission

Date

Prepared by: Programming Department Staff

Attachment: MORPC Complete Streets Policy

MORPC Complete Streets Policy

May 2024



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Section 1. Complete Streets Defined

Complete Streets are roadways, highways, bridges, and other transportation facilities that are designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can use them safely. These streets consider the needs of all people, including, but not limited to, people walking, bicycling, using shared mobility devices and assistive devices, using transit and riding school buses, driving, and operating commercial and emergency vehicles.

Please refer to the appendix for key term definitions.

Section 2. Background and Vision

The Mid-Ohio Regional Planning Commission (MORPC) supports the development of a safe and sustainable transportation system that ensures accessibility for everyone using the transportation system. As Central Ohio experiences historic population growth, a regional Complete Streets policy can help to guide public transportation infrastructure investments in a manner that supports regional safety, multimodal mobility, and sustainability goals while accommodating population growth and shifts in development. This policy builds upon previous efforts to develop a comprehensive, multimodal transportation system and promotes integration with sustainable land use development.

This policy is consistent with regional goals and objectives established in the Metropolitan Transportation Plan (MTP), the Regional Sustainability Agenda (RSA), the Active Transportation Plan (ATP), the Central Ohio Transportation Safety Plan (COTSP), and other key regional plans and policies. The policy aligns with development principles established through the insight2050 initiative and sustainability principles outlined through the Sustaining Scioto Adaptive Management Plan.

Vision Statement

This Complete Streets Policy aims to enhance the quality of life in Central Ohio through improvements to transportation safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that focus the function of a street around the safe movement of people, balancing mobility for everyone with safe and appropriate travel speeds.

Section 3. Purpose

The Complete Streets policy outlines the requirements and recommendations for project development to ensure implementation of the vision set forth in *Section 2, Background and Vision*, as well as established regional goals and objectives.

The following principles guide this policy and serve as the basis for the recommendations and requirements established in *Section 5, Policy*.

Complete Streets:

1. Serve people of all ages and abilities using all modes of transportation, as well as the movement of goods, without loss of life or serious injury.
2. Are key to creating a Safe System, and specifically incorporate the six principles of the Safe System Approach.
3. Consider not only the presence of a transportation facility for vulnerable road users, but also the level of comfort and safety provided by that facility.
4. Provide safe and comfortable accommodation for vulnerable road users both *along and across* the right-of-way where necessary and appropriate.
5. Require connected travel networks, best-practice design criteria, and context-sensitive approaches.

Section 4. Applicability and Review Process

MORPC will promote the Complete Streets concept throughout the region and, therefore, recommends that all local jurisdictions and the state adopt comprehensive Complete Streets policies consistent with the MORPC Complete Streets Policy. MORPC will seek incorporation of the Complete Streets concept and policy into the development of all transportation infrastructures within the region at all phases of their development to ensure that all projects throughout our region accommodate people using all modes of transportation.

This Complete Streets Policy applies to all projects receiving MORPC-attributable federal funding, including the new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails, bridges, and other transportation facilities. Projects on facilities where walking and bicycling is prohibited by law are still required to comply with the policy as it pertains to connections across them, such as underpasses and overpasses, as well as other modes of transportation that may travel along them, such as public transit. Additionally, projects limited exclusively to maintenance-type activities are required to comply with the policy but may be permitted to include low-cost accommodations that can feasibly be incorporated within the extent of the maintenance project.

All projects selected for their first commitment of MORPC-attributable federal funding starting with the 2024-2025 application cycle shall adhere to this policy and are required to follow the Complete Streets review process as detailed below. Projects approved for MORPC-attributable federal funding prior to 2024 are required to comply with the previous Complete Streets Policy, adopted in 2021. However, those projects should consider complying with this updated Complete Streets Policy where possible and are requested to provide related information during Commitment Updates, as required by the Policies for Managing MORPC-Attributable Funds. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

Complete Streets Review Process

The following steps are part of the general review process of MORPC-funded projects.

1. **Step 1:** As described in the Policies for Managing MORPC-Attributable Funds, MORPC staff will host an applicant workshop following the announcement of the solicitation of applications. The workshop will include an overview of the Complete Streets Policy and provide an opportunity for project sponsors to discuss the policy requirements with MORPC staff.
2. **Step 2:** MORPC staff perform an initial screening of new funding requests through the attributable funding application process, which will include review of the proposed project's compliance with the Complete Streets Policy. Staff will be available throughout the funding application process to provide technical assistance related to the Complete Streets Policy requirements. Compliance with this Policy is a requirement for project eligibility and a factor in selection for funding. MORPC staff will provide relevant feedback to applicants regarding their project's compliance with the Policy, and any potential revisions needed for their final application.
3. **Step 3:** Project sponsors applying for MORPC-attributable federal funding are asked to acknowledge that they have read the Complete Streets Policy, and they must describe how their project will address the policy requirements. This currently includes listing the pedestrian, bicycle, and transit components that will be included in the proposed project. If the project does not provide any of these facilities, the project sponsor must explain if and what alternatives were considered and why they cannot be provided. MORPC staff will provide a summary of this information to the Attributable Funds Committee (AFC), who will ultimately determine the final funding commitments.

4. **Step 4:** After MORPC has committed funding to a project, MORPC staff will review the project throughout the project development process to provide assistance where needed and ensure that the requirements of the Complete Streets Policy are met. Due to the flexibility of the policy and the variety of approaches that may be taken to design a Complete Street, MORPC staff will work with the project sponsor throughout the project development process to find an acceptable design solution for both parties. Should a project design change significantly from the original scope (and funding application) to no longer be in compliance with the Complete Streets Policy, the project sponsor may be required to submit a new funding application. The AFC will determine if and when a new application is required.

Section 5. Policy

MORPC requires that all projects receiving MORPC-attributable federal funding adhere to this policy. Any project receiving MORPC-attributable funding must meet the requirements outlined below. Each of these requirements addresses one or more of the principles established in *Section 3, Purpose*, and helps Central Ohio to meet established regional goals and objectives. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

Requirements

1. Each project shall use the most appropriate, context-sensitive design standards and procedures. For projects using MORPC-attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Ohio and U.S. Departments of Transportation, as well as comply with State and Federal laws and regulations. Related information and resources can be found in *Section 7, Design*, regarding design criteria, design guidelines, and additional best practice design standards.
2. Designs shall include accommodation of people using all modes of transportation and be sensitive to the context of the project setting (existing land uses, proposed land uses, etc.). It is important to note that Complete Streets may look different for every project and road type. However, every project shall be designed to optimize the level of comfort and safety for the people who are most vulnerable on our roadways, with due consideration of issues such as accessibility, functionality, and connectivity. The tools and resources in the Active Transportation Plan (ATP) provide the relevant guidance for determining appropriate facility types based on roadway conditions.
3. People of all ages and abilities using all modes of transportation shall be accommodated during the entire life cycle of a project, including planning, design, construction, operations, and maintenance.
 - a. This includes providing accommodations for people using all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right-of-way and/or sidewalk.
4. Safety shall be prioritized for the people who are most vulnerable on our roadways. Safety improvements for vulnerable road users will not be compromised to achieve an improved level of service for less vulnerable users.
5. Consideration shall be given to street design that encourages safe travel speeds. Speed management and traffic calming elements including, but not limited to, road diets, medians, narrowing of lane widths, curb bump-outs at intersections, roundabouts, etc. should be considered where safe and appropriate.

6. Locations for enhanced street crossings shall be identified throughout the length of a project. The design of those crossings should include [proven safety countermeasures](#) that ensure high visibility and safety for vulnerable road users crossing the street.
7. A systems approach shall be used in developing every roadway project to ensure regional connectivity of Complete Streets elements throughout the entirety of the project limits.
 - a. If there is an existing facility or another project planned or in development near this project, the two shall be coordinated to ensure consistency and future connectivity between the facilities serving the corridor.
 - b. Logical termini shall be chosen to include connections through “pinch points,” such as overpasses, railroad crossings, and bridges. Logical termini shall also be designed to provide safe and adequate transitions at facility end points.
 - c. If the project is adjacent to a destination point, such as a school, recreational facility, shopping center, hospital, office complex, or transit facility, the project shall provide the opportunity for the destination to have access to the project’s pedestrian and bicycle facilities.
8. Every project shall identify future planned facilities or services and likely future demand for all modes of transportation within the project limits. Where feasible, projects should make the necessary modifications to existing infrastructure to accommodate these future planned facilities and services, and the project design shall not preclude the provision of future improvements.
9. Every project shall involve the local transit agency in the design process to ensure that sufficient accommodation for transit vehicles and access to transit facilities is provided. The project sponsor shall engage the local transit agency at the start of the Project Development Process and provide the opportunity for the transit agency to participate throughout the entire process.
 - a. Public transit facilities shall be designed with the goals of Complete Streets in mind by including sidewalks, bicycle connections, or secure bicycle parking, among others.
 - b. When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and ADA access is provided to and from the transit stops.

Recommendations

The recommendations outlined below should also be considered, as appropriate to the context of a project.

1. Street furniture, such as bike racks, benches or mobility hubs, should be considered as part of all projects, where appropriate, as long as they do not impede any user.
2. Project sponsors should consider including street trees and landscape components, with careful analysis of tree species, site, and design considerations. Considerations should include, but are not limited to, providing adequate space for tree roots to grow and selecting trees that require less maintenance and do not inhibit the movement of people using adjacent sidewalks or pathways.
 - a. Any project that requires removal of existing trees as part of construction should provide an equal or greater number of replacement trees.
3. Each project design should be coordinated with appropriate access management strategies. Access management strategies should consider the placement of sidewalks and ramps to eliminate sight distance issues.

4. Although this policy focuses primarily on the engineering aspects of roadway projects, the project sponsor should provide education, engagement, encouragement, and equitable enforcement strategies during and after the project. The education component should include government officials, developers, the public, and other relevant parties.
5. While this policy focuses on transportation, local governments should review their related policies, regulations, and standards to ensure that they are complementary to the development of Complete Streets. This includes land use and zoning policies, as well as building design and development standards, etc.
6. Local agencies should regularly update transportation design standards and procedures, and coordinate with partners to ensure compatibility in those standards and procedures throughout the region. Agencies should also regularly train staff on any updates to the standards and procedures so that they can adhere to them appropriately.
7. Local governments are encouraged to adopt their own Complete Streets policies, consistent with this regional policy and federal and state design standards. State governments should work with the local Metropolitan Planning Organizations to ensure consistency in policies at the state, regional, and local level.

Section 6. Appeal Process

Project sponsors may request an exemption or re-review of their projects by the Appeals Committee if they cannot reach an agreement with MORPC staff regarding project compliance with the Complete Streets policy. The Appeals Committee is composed of six (6) representatives and will meet on an “as needed” basis. The voting membership consists of three (3) representatives from the Attributable Funds Committee (AFC) and three (3) representatives from the Active Transportation Committee (ATC). When an appeal is filed, the chairs of the AFC and ATC will appoint their respective representatives to the Appeals Committee.

MORPC staff will review the requests initially and provide a report with recommendations to the committee in advance of each meeting. The applicant will have the opportunity to review the report and add comments to it prior to its submittal to the committee. During each meeting, the committee shall discuss and evaluate the request(s) and vote on a recommendation. The committee may invite the applicant to attend the meeting(s). A vote of at least four (4) committee members is needed to act. If no agreement can be reached, the project sponsor must propose an alternative that can obtain the votes necessary for approval. Members with conflicts of interest on a particular project before the committee must recuse themselves from deliberation on that project.

Instead of an exemption, the Appeals Committee may also suggest a lesser level of accommodation or accommodation on a parallel route. All appeals and resulting decisions will be kept on record and made publicly available.

Section 7. Design

Project sponsors are required to work with MORPC and Ohio Department of Transportation (ODOT) staff to determine the most appropriate design for a project and to ensure that the design does not conflict with State or Federal laws and regulations. For example, all project designs must comply with the Americans with Disabilities Act as well as the Manual on Uniform Traffic Control Devices (MUTCD). National best practice design guidance, standards, and recommendations should be referenced in the design and implementation of Complete Streets but may require the use of design exceptions or requests for experimentation.

Design Criteria

ODOT has developed manuals for use on transportation projects in the state of Ohio that comply with Federal laws and regulations and compile the relevant criteria established in various national manuals, guides, and related resources. These ODOT manuals are intended to minimize the need for referencing multiple resources, and tailor design criteria to the needs of communities and transportation facilities in Ohio.

The following ODOT manuals should be used for designing projects that receive MORPC-Attributable Funds:

- Location and Design Manual, Volume 1 – Roadway Design
- Multimodal Design Guide

Design Guides

When receiving MORPC-Attributable Funding for a project that is on the National Highway System (NHS), a local agency must seek approval from ODOT to use a locally preferred roadway design guide that differs from the ODOT manuals. The locally preferred guide must be officially adopted by the local agency and recognized by the Federal Highway Administration (FHWA) as an “alternate roadway design guide.” If the project is *not* on the NHS, a local agency does not have to obtain approval from ODOT to use a locally preferred roadway design guide, so long as it is adopted by the local agency and it is recognized by FHWA.

The following publications are recognized by FHWA as alternate roadway design guides, as of November 2023, and may be used in project design to develop Complete Streets:

General Street Design

- Global Designing Cities Initiative (GDCI)
 - [Global Street Design Guide](#), 2016 and the [Designing Streets for Kids](#) supplement, 2020
- Institute of Transportation Engineers (ITE)
 - [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#), 2010 and the supplemental [Implementing Context Sensitive Design Handbook](#), 2017
- NACTO [Urban Street Design Guide](#), 2013

Pedestrian Facilities

- AASHTO [Guide for the Planning, Design, and Operation of Pedestrian Facilities](#), 2021

Bicycle Facilities

- AASHTO [Guide for the Development of Bicycle Facilities](#), 2012
- NACTO [Urban Bikeway Design Guide](#), 2014
- NACTO [Don't Give Up at the Intersection](#), 2019
- NACTO [Designing for All Ages & Abilities](#), 2014

Transit Facilities

- AASHTO [Guide for Geometric Design of Transit Facilities on Highways and Streets](#), 2014
- NACTO [Transit Street Design Guide](#), 2016

More information about these requirements and relevant publications can be found in the *Design Standards, FAST Act and Infrastructure Investment and Jobs Act Provisions* memo on the FHWA website:

www.fhwa.dot.gov/design/standards/231116.cfm

Additional FHWA Resources:

Other FHWA publications that support the development of complete streets are also available for reference. However, these are not officially recognized by the FHWA as alternate roadway design guides. These publications include, but are not limited to:

- [Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts](#), 2016
- [Bikeway Selection Guide](#), 2019
- [Separated Bike Lanes Planning and Design Guide](#), 2015
- [Crosswalk Marking Selection Guide](#), 2023
- [Primer on Safe System Approach for Pedestrians and Bicyclists](#), 2021
- [Pedestrian and Bicyclist Road Safety Audit Guide and Prompt List](#), 2020
- [Global Benchmarking Report: Improving Pedestrian Safety on Urban Arterials](#), 2023

Additional resources and publications can be found on the FHWA website:

www.fhwa.dot.gov/environment/bicycle_pedestrian/publications

Section 8. Implementation and Evaluation

The Complete Streets Policy is part of MORPC's planning process and project selection for MORPC-attributable funding. The vision and goals of the Metropolitan Transportation Plan (MTP), Active Transportation Plan (ATP), and other key regional plans informed the development of this policy and will also guide MORPC staff in review of project compliance with the policy.

MORPC shall, at a minimum, evaluate this policy every two years in alignment with the updates to the Policies for Managing MORPC-Attributable Funds. The review will be completed in advance of or in tandem with updates to the Policies for Managing MORPC-Attributable Funds so that any changes to the Complete Streets Policy may be incorporated into that update. This evaluation may include recommendations for amendments to the Complete Streets Policy and subsequently be considered for adoption by the Transportation Policy Committee.

In order to evaluate the progress resulting from the policy, as well as potential needs for updating the policy, MORPC staff will document information related to project compliance with the policy. This will include regular reports to the Transportation Advisory Committee and Active Transportation Committee on project progress through the Complete Streets Review Process, as well as summaries of the challenges encountered, and resolutions made throughout the review process.

Appendix

Key Term Definitions from the Federal Highway Administration (FHWA)

<p>Context Sensitive Design (CSD)</p>	<p>Context Sensitive Design is a design process that not only considers physical aspects or standard specifications of a transportation facility, but also the economic, social, and environmental resources in the community being served by that facility. A CSD approach helps to ensure projects:</p> <ul style="list-style-type: none"> • Are safe for all users. • Use a shared stakeholder vision as a basis for decisions and for solving problems that may arise. • Meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system. • Demonstrate effective and efficient use of resources.¹
<p>Context Sensitive Solutions (CSS)</p>	<p>The Context Sensitive Solutions process, as defined by FHWA, is a collaborative, interdisciplinary, and holistic approach to the development of transportation projects. The CSS process involves all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. The CSS process values equally the needs of agency and community, considering all trade-offs in decision-making.</p> <p>The CSS process is guided by four core principles:</p> <ul style="list-style-type: none"> • A shared stakeholder vision to provide a basis for decisions. • A comprehensive understanding of contexts. • Continuing communication and collaboration to achieve consensus. • Flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.²
<p>Equity</p>	<p>Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.</p> <p>It is important to note that transportation equity does not mean equal. An equitable transportation plan considers the circumstances impacting a community's mobility and connectivity needs, and this information is used to determine the measures needed to develop an equitable transportation network.³</p>

¹ Understanding CSD and CSS, www.fhwa.dot.gov/planning/css/what_is_css/

² Understanding CSD and CSS, www.fhwa.dot.gov/planning/css/what_is_css/

³ Environmental Justice, Title VI, Non-Discrimination, and Equity, www.fhwa.dot.gov/environment/environmental_justice/equity/

Key Term Definitions (Continued)

Resilience	Resilience is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. The Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, requires agencies to take resiliency into consideration during transportation planning processes. ⁴
Road User	The term “road user” means a motorist, passenger, public transportation operator or user, truck driver, bicyclist, motorcyclist, or pedestrian, including a person with disabilities. (23 U.S.C. 148(a)(8)).
Shared Mobility	Shared mobility – the shared use of a vehicle, bicycle, or other mode – is an innovative transportation strategy that enables users to gain short-term access to transportation modes on an as-needed basis. The term <i>shared mobility</i> includes various forms of carsharing, bikesharing, ridesharing (carpooling and vanpooling), and on-demand ride services. It can also include alternative transit services, such as paratransit, shuttles, and private transit services (called microtransit), which can supplement fixed-route bus and rail services. ⁵
Sustainability	Sustainability is often described using the “triple bottom line” concept, which includes giving consideration to three primary principles: Social, Environmental, and Economic. The goal of sustainability is the satisfaction of basic social and economic needs, both present and future, and the responsible use of natural resources, all while maintaining or improving the well-being of the environment on which life depends. ⁶
Vulnerable Road Users	“Vulnerable road users” is a term applied to those most at risk in traffic. Thus, vulnerable road users are mainly those unprotected by an outside shield, namely pedestrians and two-wheelers, as they sustain a greater risk of injury in any collision against a vehicle and are therefore highly in need of protection against such collisions. ⁷

⁴ Resilience and Transportation Planning, www.fhwa.dot.gov/environment/sustainability/resilience/publications/ratp/index.cfm

⁵ Shared Mobility: Current Practices and Guiding Principles
<https://ops.fhwa.dot.gov/publications/fhwahop16022/fhwahop16022.pdf>

⁶ What is Sustainability? www.sustainablehighways.dot.gov/overview.aspx#quest1

⁷ Safety of Vulnerable Road Users, https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty St., Suite 111
Columbus, Ohio 43215
www.morpc.org

Memorandum

TO: Transportation Policy Committee
Community Advisory Committee
Transportation Advisory Committee

FROM: Nick Gill, Transportation Study Director

DATE: April 22, 2024

SUBJECT: Resolution T-5-24: “Adopting ‘Policies for Managing MORPC-Attributable Funds’”

Every two years, MORPC solicits applications for MORPC-attributable federal transportation funding. Approximately \$48 million is available annually to be allocated to projects in MORPC’s transportation planning area. MORPC establishes *Policies for Managing MORPC-Attributable Funds (Policies)* to guide the selection of projects to use these funds. Resolution T-5-24 adopts the *Policies* to be used in the upcoming project solicitation cycle.

The 2024-2050 Metropolitan Transportation Plan (MTP) includes many strategies with regard to physical preservation, efficient operations, and safety of the transportation system along with expanding bike, pedestrian, transit, freight and roadway infrastructure. The *Policies* being adopted by T-5-24 furthers all of these MTP strategies by making funds available to local jurisdictions to fund projects addressing these areas.

Prior to formal project solicitation, MORPC reviews, revises as necessary, and readopts the *Policies*. Over the last several months, the Attributable Funds Committee (AFC) met to review and update the *Policies*. The drafts of the revised *Policies* were available on the MORPC website at <https://www.morpc.org/program-service/morpc-attributable-funding-for-transportation/> for public review and comment. MORPC accepted public comments on the *Policies* from January 22, 2024 through February, 2024. Comments were received from one commentor, though these comments did not warrant additional changes to the *Policies*.

Major changes from the 2024 version include:


- Adjusting the schedule for the applications
- Revised funding target ranges with an increased emphasis on funding stand-alone bike and pedestrian projects
- Revision to crash criteria to emphasize vulnerable road user safety
- Remove travel delay as an evaluation criteria

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary



MORPC staff will conduct a workshop on May 22, 2024 at 2:30 p.m. for potential applicants and agencies that need to submit updates for their outstanding funding commitments. The Screening Applications for new funding will be due on July 19, 2024. Commitment Updates for outstanding commitments will be due on July 12, 2024.

Attachment: Proposed Resolution T-4-24



RESOLUTION T-5-24

“Adopting ‘Policies for Managing MORPC-Attributable Funds’”

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

WHEREAS, the 2024-2050 Metropolitan Transportation Plan (MTP) includes many strategies with regard to physical preservation, efficient operations, and safety of the transportation system along with expanding bike, pedestrian, transit, freight and roadway infrastructure; and

WHEREAS, the Ohio Department of Transportation (ODOT) sub-allocates part of its Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Carbon Reduction Program (CRP), and Transportation Alternatives Program (TAP) funding to MORPC and other MPOs; and

WHEREAS, the MPO is responsible for allocating these federal transportation funds that are sub-allocated to it; and

WHEREAS, allocating these federal transportation funds to local jurisdictions' projects furthers the strategies included in the MTP; and

WHEREAS, the Transportation Policy Committee, to fairly allocate these funds in conformance with federal and state laws and regulations, adopted by Resolution T-9-97: “Principles For Allocation Of MORPC-Attributable Federal Funding,” which was subsequently expanded and revised by Resolutions T-15-02, T-15-04, T-12-06, T-10-08, T-8-10, T-3-12, T-3-14, T-4-16, T-5-18, T-4-20, and T-5-22; and

WHEREAS, Resolution T-5-22 included the stipulation that these policies be evaluated prior to each update of the Transportation Improvement Program (TIP); and

WHEREAS, staff and the Attributable Funds Committee, composed of members of the Transportation Advisory Committee and representatives of the Community Advisory Committee, the Transportation Policy Committee, and other interests, completed the review and update including a public comment period; and

WHEREAS, a public comment period on the update to the MORPC Complete Streets Policy was held between January 22, 2024, and February 23, 2024; and

WHEREAS, the Policies for Managing MORPC-Attributable Funds, dated May 2024, are available on the MORPC website at <https://www.morpc.org/program-service/morpc-attributable-funding-for-transportation/>; and

WHEREAS, the Community Advisory Committee, at its meeting on April 29, 2024, and the Transportation Advisory Committee, at its meeting on May 1, 2024, recommended approval of these policies 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 Policies for Managing MORPC-Attributable Funds, dated May 2024, are hereby approved to be used and applied in allocating MORPC-attributable federal funding.
- Section 2. That the policies be evaluated and updated as necessary after the completion of upcoming solicitation and selection cycle.
- Section 3. 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 Grooms, Chair
Mid-Ohio Regional Planning Commission

Date

Prepared by: Transportation Staff



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty St., Suite 111
Columbus, Ohio 43215
www.morpc.org

Memorandum

TO: Transportation Policy Committee
Transportation Advisory Committee
Community Advisory Committee

FROM: Nick Gill, Transportation Study Director

DATE: April 22, 2024

SUBJECT: Proposed Resolution T-6-24: “**Acceptance of the MORPC Fiscal Year 2025 Planning Work Program**”

Annually, MORPC submits a Planning Work Program (PWP) that outlines the work of the metropolitan planning organization (MPO), the use of regional transportation planning funds, and the regional planning activities that will be undertaken in the coming state fiscal year (SFY). The PWP outlines MORPC’s annual scope of work with ODOT using federal planning dollars. The total SFY 2025 budget of all work elements is **\$9,129,760** to be spent in SFY 2025 or later. The work elements of the PWP as shown in the summary attached to the resolution is divided into four sections:

- 1) Formula-Funded Planning Program Projects (total budget of **\$4,412,431** for SFY 2025)
This includes work elements related to the core federally required planning activities. These touch on all areas including Management & Operations, Transit & Human Services Planning, Metropolitan Transportation Plan, Active Transportation Plan, Transportation Improvement Program, Public Involvement, Regional Strategic Initiatives, member assistance, as well as work related to data, mapping, and modeling.
- 2) Special Studies (total budget **\$3,392,329** for SFY 2025 or later)
These are special studies completed with funding outside of the core planning funds. These include work elements related to Growth and Major Economic Development Planning, Technical Assistance Program, Safe Streets for All Action Plan and Demonstration Activities, Mobility Management, and 5310 designated recipients for enhanced mobility of seniors and individuals with disabilities programs.
- 3) Ridesharing and Air Quality Projects (total budget is **\$1,325,000** for SFY 2025)
This includes transportation services related to Ridesharing (Gohio Commute) and Air Quality Awareness activities.

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

4) Projects Undertaken by Other Entities

This area is provided 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-6-24 accepts the attached MORPC Planning Work Program for SFY 2025 as a document to receive federal and state planning funds.

Attachment: Resolution T-6-24

RESOLUTION T-6-24

“Acceptance of the MORPC Fiscal Year 2025 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 choose; and

WHEREAS, 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, 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, the 2024-2050 Metropolitan Transportation Plan includes facilitating multi-jurisdictional dialogue as a strategy to provide for collaboration in order to maintain and improve the transportation system; and

WHEREAS, it is the role of the metropolitan planning organization (MPO) to 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, Federal Transit Administration, and the Ohio Department of Transportation have reviewed the MORPC Fiscal Year 2025 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, 2024, and the Transportation Advisory Committee at its meeting on May 1, 2024, 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 2025 in order for MORPC 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 Department of Transportation and U.S. Department of Transportation, but which do not change the intent of the activity.
- Section 3. That staff is authorized to make such changes to the work element budgets as needed to reflect final carryover budgets from FY 2024 into FY 2025, including modest shifting among work element budgets.
- Section 4. That this resolution be forwarded to ODOT as evidence of acceptance of this program by the Transportation Policy Committee.
- Section 5. 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.

Chris Amorose Groomes, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Date

Prepared by: Transportation Staff

Attachment: Summary of FY 2025 PWP

Summary

FISCAL YEAR 2025 MORPC PLANNING WORK PROGRAM

Notes on Listing: The total budget of all work elements (including funds spent prior to SFY 2025) is \$9,494,760. The amount estimated to remain to be expended in 2025 or subsequent years is \$9,129,760.

I. Formula Funded Planning Program Activities

Total Budget: \$4,412,431

Work Elements

60125-3000 - Management & Operations Planning

Budget: \$170,000

Managing and maintaining the extensive existing transportation system is a priority of transportation agencies. This work element coordinates on the benefits of a holistically managed transportation system. Helping members collaborate on M&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.

Products/Activities:

- Condition report of highway system and resources
- Access Management
- Maintain Regional ITS Architecture
- Participation and education on freight initiatives
- Transportation security assistance

60135-3000 - Safety Planning

Budget: \$130,000

Safety continues to be a significant focus for FHWA, ODOT, and the entire Central Ohio region. This activity works to gather crash data, conduct crash data analyses, report on safety meetings, encourage and support local governments to apply for funding to implement safety countermeasures, conduct pre- and post-crash data analysis for safety projects to evaluate the benefits of each countermeasure, and implements the Central Ohio Transportation Safety Plan.

Products/Activities:

- Regional crash data analysis
- Regional Safety Education
- Member assistance
- Safety Committee Participation
- Project Evaluation
- Special projects and studies

60155-3000 - Transit and Human Services Planning

Budget: \$125,000

Coordination, assistance, and oversight to improve transit service and workforce mobility. Work includes integration of all aspects of transit and mobility to provide access to all populations while improving the range of options for meeting diverse mobility needs.

Products/Activities:

- Maintain the urbanized area's Coordinated Plan
- Public transit provider coordination
- Transit Service planning assistance
- Monitor agreements and funding in the region
- Workforce Mobility Assistance

60205-3000 - Transportation Improvement Program (TIP) and Implementation**Budget:** \$400,000

The complete streets component of this work element is estimated to cost \$65,000 which exceeds the IIJA requirement of 2.5% of PL funds to be used for complete streets. Planning for complete streets and safe and accessible travel for bikes and pedestrians is also completed in work elements 61015-3000 and 61035-1000.

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, CRP, and TAP funding, the TRAC process, environmental studies and engineering source document review including complete street implementation, innovative financing, and financing education. Specific activities for the year are listed below.

Products/Activities:

- Maintain the SFY 2024-2027 TIP & Prepare SFY 26-29 TIP
- Prioritized list of regional projects for TRAC
- Complete Streets Policy and Implementation
- Collaboration on innovative project delivery and financing options for projects
- Reports on the status of federally funded projects & annual obligation report
- Program of projects to use MORPC-attributable funding

60515-2000 - Manage, Map, Collect, and Share Data**Budget:** \$530,000

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
- Collection and maintenance of mobility data sets

60525-2000 - Data Analytics and Research for Transportation Projects and Programs**Budget:** \$525,000

Many transportation programs and projects require GIS and database analytical methods. This element includes using information and tools 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 levels
- Transform raw data into useful information, suggest conclusions, and support decision-making
- Update the Transportation Plan Report Card
- Respond to and document requests

60555-3000 - Transportation Systems Analysis Techniques and Applications

Budget: \$510,000

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

61015-3000 - Long-Range Multimodal Transportation Planning

Budget: \$430,000

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 completed 2024-2050 Metropolitan Transportation Plan such as performance monitoring and amendments as necessary. 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:

- 2024-2050 MTP Follow-up
- Complete long-range system studies
- Coordination with ODOT planning activities
- Intercity transportation service planning
- Functional Class, National Highway System, and Thoroughfare Planning

61025-0400 - Transportation Public Involvement

Budget: \$160,000

Public involvement and outreach are vital components of the transportation planning process. These activities maintain the public involvement process for transportation consistent with the Infrastructure Investment and Jobs Act (IIJA), 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, Active Transportation Plan, FTA's Section 5310, FTA's Section 5307, and other transportation-related studies. The Public Participation Plan supports the activities of the Community Advisory Committee and provides updates on transportation planning activities through in-person and virtual presentations, the web, electronic newsletters, social media, and other public involvement and outreach 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

61035-1000 - Regional Strategic Initiatives

Budget: \$435,000

Transportation is interrelated with land use, housing, air quality, energy, environmental sustainability, and quality of life. This work element is to ensure MORPC is leading the region in studying, identifying, and communicating best practices, as well as developing plans, tools, and programming to address these issues and advance regional goals in these areas. This work element includes connecting people to green space and our natural resources. Specific activities this year are listed below.

Products/Activities:

- insight2050 Resource Updates and Outreach
- Planning for Housing
- Regional Trail Planning
- Central Ohio Greenways Vision Planning and Implementation
- River Corridor Development Planning

62515-1000 - Planning Coordination and Support

Budget: \$215,000

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. MORPC staff also provides support to individual communities with integrating regional initiatives into local land use and transportation plans and provides education around advancing active transportation.

Products/Activities:

- Informational Meetings
- Regional Collaboration Group Meetings
- Member Education
- Cross-jurisdictional Planning Assistance
- Active Transportation Education and Outreach

62524-1000 - Member Assistance and Support (Carryover from SFY 2024 PWP)

Budget: \$200,000

Activity was previously authorized. Budget estimated to remain at the end of SFY 2024.

This work element will provide member support around how to plan and manage future growth in Central Ohio. As Central Ohio is expected to become a region of 3.15 million people by 2050, MORPC is well positioned to identify innovative ways on assisting its local government members with best practices, tools, and services to make bold changes to their comprehensive plans, zoning codes, and development standards in order to create neighborhoods that provide more housing and transportation options for residents. This element builds off of work element 62515-1000 which is to educate members on planning topics and for MORPC to continuously be aware of efforts being taken at the local level to inform the type of staff assistance needed by our members.

Products/Activities:

- Member Planning Services
- Data for decision making
- Story Telling

62525-1000 - Member Assistance and Support

Budget: \$425,000

This work element will provide member support around how to plan and manage future growth in Central Ohio. As Central Ohio is expected to become a region of 3.15 million people by 2050, MORPC is well positioned to identify innovative ways on assisting its local government members with best practices, tools, and services to make bold changes to their comprehensive plans, zoning codes, and development standards in order to create neighborhoods that provide more housing and transportation options for residents. This element builds off of work element 62515-1000 which is to educate members on planning topics and for MORPC to continuously be aware of efforts being taken at the local level to inform the type of staff assistance needed by our members.

Products/Activities:

- Member Planning Services
- Data for decision making
- Story Telling

69715-3000 - Program Administration

Budget: \$157,431

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. These activities 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

II. Special Studies

Total Budget: \$3,757,329

\$365,000 was spent prior to SFY 2025. The balance for SFY 2025 or later is \$3,392,329.

Work Elements

66534-3000 - Growth and Major Economic Development Planning (2024)

Budget: \$1,000,000
\$850,000 remaining

Activity was previously authorized. Budget estimated to remain at the end of SFY 2024.

Budget breakdown is approximately \$875,000 for consultant services and \$125,000 of staff services. Work to be spread out over state fiscal years 2024 and 2025.

This work element focuses on conducting regional coordination of long-range transportation planning which includes consideration of access, infrastructure, land use, and housing. The outcomes are intended to address medium term needs, long-term investment planning and comprehensively align various local and regional efforts of the Central Ohio Region for the Intel investment and subsequent growth.

MORPC will coordinate with the State of Ohio, LCATS, and other regional stakeholders (including but not limited to Foundations, TIDs, Counties, Municipalities and Townships) to address the needs of the region and prepare for growth demands associated with the Intel investment. The coordination approach will be transect-based with a focal point being the Silicon Heartland Site in New Albany. The primary focus will start with geographies that are within the 40-minutes travel of the site.

Products/Activities:

- Agency Coordination Plan
- Enhanced data and travel demand model coverage
- Updated local planning documents
- Funding Opportunities
- List of Improvement Concepts

66565-3000 - Regional Supplemental Planning

Budget: \$400,000

100% STBG using toll credit

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, passenger rail planning, long-range studies and sustainability. Specific activities this year are listed below.

Products/Activities:

- Regular reports to members and MORPC committees on project delivery
- Traffic counts for approximately 200 locations, including bike and pedestrian counts as identified in active transportation count plan
- Implement projects to address the goals, objectives, and action items detailed in the Regional Data Agenda.
- Provide special services and conduct special transportation studies
- Support for passenger rail planning
- Resiliency Planning
- Coordination with other regional activities, such as the Regional Sustainability Agenda to further the 2024-2050 MTP goals

66575-1000 - Technical Assistance Program

Budget: \$275,000

100% STBG using toll credit

The purpose of this work element is to provide technical planning assistance to support individual communities in their efforts to implement the strategies identified in the MTP. Services will be provided for specific community planning and development projects related to active transportation, trails, transportation safety, and land use planning. Part of this work element is to maintain online references, tools, policies, and expertise developed under this PWP work element.

Products/Activities:

- Planning Assistance

66584-3000 - Safe Streets For All Action Plan and Demonstration Activities

Budget: \$1,290,000

Activity is expected to continue beyond SFY 2025.

In 2023, MORPC applied to USDOT's Safe Streets and Roads for All (SS4A) discretionary grant program for safety planning funds. In December 2023, MORPC received notification of the award. These funds will be used to update the Central Ohio Transportation Safety Plan and conduct supplemental planning activities that address key action items from the 2019 plan.

Products/Activities:

- Safety Plan Update
- Non-Motorized Volume Data Program
- Complete Streets Safety Audit Program
- Pedestrian Safety Demonstration Projects

67414-3000 - 5310 Designated Recipient (2024)

Budget: \$169,079

\$139,079 remaining

Activity was previously authorized. Budget estimated to remain at the end of SFY 2024.

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

67415-3000 - 5310 Designated Recipient 2025

Budget: \$173,250

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

67424-3000 - Mobility Management (2024)

Budget: \$150,000
\$140,000 remaining

Activity was previously authorized. Budget estimated to remain at the end of SFY 2024.

This work element will support mobility management coordinating programs among public, private and human service transportation providers that serve older adults, people with disabilities and individuals with lower incomes as well as mobility management activities in Franklin County. Mobility management will focus on increasing access to service by increasing awareness, coordinating services and addressing barriers to achieve a more efficient transportation system. MORPC maintains the locally developed Coordinated Plan for the MPO and administers the FTA's Section 5310 funding for the Columbus urbanized area. MORPC is the host for the Franklin County Mobility Manager.

Products/Activities:

- Engagement
- Increase capacity
- Information coordination
- State and local coordination
- Awareness and accessibility

67433-3000 - Mobility Management ODOT Regional Supplemental (2024)

Budget: \$300,000
\$125,000 remaining

Activity was previously authorized. Budget estimated to remain at the end of SFY 2024.

This work element will support mobility management coordinating programs among public, private and human service transportation providers that serve older adults, people with disabilities and individuals with lower incomes. Mobility management will focus on increasing access to service by increasing awareness, coordinating services and addressing barriers to achieve a more efficient transportation system. MORPC maintains the locally developed Coordinated Plan (Regional Mobility Plan) for the MPO and administers the FTA's Section 5310 funding for the Columbus urbanized area. This element specifically refers to the regional work of the Regional Mobility Plan.

Products/Activities:

- Engagement
- Increase capacity
- Information coordination
- State and local coordination
- Awareness and accessibility
- Training and Professional Development

III. Ridesharing and Air Quality

Total Budget: \$1,325,000

Work Elements

66715-3000 - Transportation Services (Ridesharing)

Budget: \$750,000 100% MORPC CMAQ

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 statewide rideshare matching vendor contract in coordination with OARC rideshare agencies.

Products/Activities:

- Promote a culture of sustainable and smart multimodal travel throughout Central Ohio. Public education and ride matching 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, strategic plan and telework policy
- Promote TDM services to reduce SOV travel and associated air pollution in communities near high-volume corridors as well as in diverse and underserved populations

66735-1000 - Air Quality Awareness

Budget: \$575,000 MORPC CMAQ (100% using toll credit)

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. Furthermore, MORPC provides technical and planning assistance to the region on strategies to reduce fuel use and reduce emissions and energy use.

Products/Activities:

- Air Quality Alerts and Coordination
- Air Quality Research
- Education and Outreach
- Conduct special studies and projects related to GHG emissions
- Planning and policy assistance

IV. Planning Activities Undertaken By Other Entities

Total Budget: \$0

Work Elements

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.

This activity is provided only for informational purposes and has no final product or any budget within the work program. However, staff may be involved through the related activities in planning activities undertaken by others.

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.

This activity is provided only for informational purposes and has no final product or any budget within the work program. However, staff may be involved through the related activities in planning activities undertaken by others.

Products/Activities:

- COTA's planning process
- Continued refinement of COTA's Long-Range Plan and other planning activities
- Short-Range Transit Plan (SRTP) update
- Service change planning
- COTA safety and asset management plans

67402-3000 - Ongoing DCT Activities

This work element is for coordination with DCT to ensure adherence to federal and state requirements and for the facilitation of effective transit services in Delaware County. No budget.

This activity is provided only for informational purposes and has no final product or any budget within the work program. However, staff may be involved through the related activities in planning activities undertaken by others.

Products/Activities:

- DCT's planning process and requirements needed to receive federal urban area and state funds
- Implement recommendations from DCT's Strategic Plan
- DCT safety and asset management plans



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty St., Suite 111
Columbus, Ohio 43215
www.morpc.org

Memorandum

TO: Transportation Policy Committee
Transportation Advisory Committee
Community Advisory Committee

FROM: Nick Gill, Transportation Study Director

DATE: April 22, 2024

SUBJECT: Resolution T-7-24: **“Certification of the MORPC Metropolitan Transportation Planning Process”**

In urbanized areas, which have a population of 50,000 or more, federal planning law (49 U.S.C. 5303) calls upon local officials to cooperate with states and public transportation providers in undertaking a continuing, comprehensive, and cooperative (3C) multimodal transportation planning process. This metropolitan transportation planning process is carried out through MORPC as a federally designated metropolitan planning organization (MPO).

Every four years, the Secretary of the U.S. Department of Transportation (DOT) must certify that each MPO serving a transportation management area (TMA), a designation by DOT of an urbanized area with a population over 200,000 as defined by the Bureau of the Census, is carrying out the metropolitan planning process in adherence with federal statutes and regulations. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) last conducted this review, on the Secretary’s behalf, at MORPC in 2022 and will conduct another recertification review of MORPC in September 2026.

However, federal regulations also specify that the state and MPO must annually self-certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements.

Resolution T-7-24 self-certifies MORPC’s metropolitan transportation planning process and affirms that MORPC, as an MPO, is meeting all requirements in its transportation planning work.

Attachment: Resolution T-7-24

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

RESOLUTION T-7-24

“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 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) 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;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) 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 2022 and will be conducted again in 2026; 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, 2024 and the Transportation Advisory Committee at its meeting on May 1, 2024 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.

Chris Amorose Groomes, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Date

Prepared by: Transportation Staff

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 they delegate 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, gender or sex (including pregnancy, gender identification or expression, and sexual orientation), age (including federally protected 40 years or older), disability or other handicap, low-income status, limited English proficiency, religion, genetic information, gender identification, creed, military status (past, present, or future), medical conditions, or marital/familial status 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, gender or sex (including pregnancy, gender identification or expression, and sexual orientation), age (including federally protected 40 years or older), disability or other handicap, low-income status, limited English proficiency, religion, genetic information, gender identification, creed, military status (past, present, or future), medical conditions, or marital/familial status.
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

Attachment A

Resolution T-7-24

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.