



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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

NOTICE OF A MEETING

COMMISSION MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
TOWN HALL

Thursday, May 9, 2024
1:30 p.m.

Remote Option

To join by video and see any screen sharing, click on “Join Microsoft Teams Meeting” below. You do not need to have Microsoft Teams for the link to work.

[Join Microsoft Teams Meeting](#)

Meeting ID: 266 407 809 124

Passcode: uX5uTC

To participate by phone, use the conference call information below.

[+1 614-362-3056](#) United States, Columbus

[\(888\) 596-2819](#) United States (Toll-free)

[Find a local number](#)

Phone conference ID: 301 397 045#

AGENDA

1:30 p.m.

1. **Pledge of Allegiance**
2. **Welcome and Introductions** – Chris Amorose Groomes (City of Dublin, MORPC Chair)
 - **Recognition of Guests and New Members** – Eileen Leuby, MORPC Membership Services Officer
3. **Executive Director’s Report** – William Murdock, MORPC Executive Director

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

- **Quarterly Membership Update** – Eileen Leuby, MORPC Membership Services Officer

Committees

4. **Transportation Policy Committee (MPO)** – Chris Amorose Groomes (City of Dublin), MORPC Chair
 - a. **Call to Order** – Chris Amorose Groomes (City of Dublin), MORPC Chair
 - b. **Metropolitan Planning Organization Report** – Parag Agrawal, MORPC Chief Mobility & Infrastructure Officer & Senior Director of Programming
 - c. **Proposed Resolution T-3-24: “Adoption of the 2024-2050 Metropolitan Transportation Plan”** – Nick Gill, Transportation Study Director
 - d. **Complete Streets & MORPC-Attributable Funds** – Parag Agrawal, MORPC Chief Mobility & Infrastructure Officer & Senior Director of Programming
 - 1) **Proposed Resolution T-4-24: “Adopting MORPC Complete Streets Policy”**
 - 2) **Proposed Resolution T-5-24: “Adopting Policies for Managing MORPC-Attributable Funds”**
 - e. **Transportation Policy Committee Consent Agenda**
 - 1) Approval of **April 11, 2024 Transportation Policy Committee Meeting Minutes**
 - 2) **Proposed Resolution T-6-24: “Acceptance of the MORPC Fiscal Year 2025 Planning Work Program”**
 - 3) **Proposed Resolution T-7-24: “Certification of the MORPC Metropolitan Transportation Planning Process”**
 - f. **Adjourn Transportation Policy Committee (MPO)** – Chris Amorose Groomes (City of Dublin), MORPC Chair
5. **Central Ohio Rural Planning Organization** – Parag Agrawal, MORPC Chief Mobility & Infrastructure Officer & Senior Director of Programming
6. **Regional Policy Roundtable** – Lourdes Barroso de Padilla (City of Columbus), Regional Policy Roundtable Chair

- **Legislative Update** – Steve Tugend, Kegler Brown Hill + Ritter and Joseph Garrity, MORPC Senior Director of Government Affairs & Community Relations
 - 7. **Sustainability Advisory Committee** – Laurie Jadwin (City of Gahanna), Sustainability Advisory Committee Vice Chair
 - 8. **Commission Consent Agenda**
 - a. Approval of **April 11, 2024 Commission Meeting Minutes**
 - b. **Proposed Resolution 07-24: “Authorizing the executive director to file applications with, execute agreements with, and receive funds from the U.S. Department of Transportation and the Ohio Department of Transportation”**
 - c. Approval of Actions of the Transportation Policy Committee
 - 9. **Other Business**
- 2:45 p.m. 10. **Adjourn** – Chris Amorose Grooms (City of Dublin), MORPC Chair

PLEASE NOTIFY SHARI SAUNDERS AT 614-233-4169 OR ssaunders@morpc.org IF YOU REQUIRE SPECIAL ASSISTANCE.

The next Commission Meeting is
Thursday, June 13, 2024, 1:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

PARKING AND TRANSIT: When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow “M”. Handicapped parking is available at the side of MORPC's building. On Commission meeting days only, additional parking is available in numbered spaces toward the west end of the parking lot. Electric vehicle charging stations are available for MORPC guests.

Indoor bike parking is available for MORPC guests.

MORPC is accessible by COTA BUS. The closest bus stop to MORPC southbound is High Street & W. Blenkner Street. Buses that accommodate this stop are the 5 - West 5th Ave./Refugee, and the 8 - Karl/S. High/Parsons. The closest stop to MORPC northbound is High Street & E. Hoster Street. Buses that accommodate this stop are the 5 - West 5th Avenue/Refugee and the 8 - Karl/S. High/Parsons. Accessible from the Courthouse stop by a quick walk are COTA lines 1, 2, 4, and CMAX.



MORPC Monthly Agency Report
April 2024

Senior Directors

Parag Agrawal pagrawal@morpc.org
Dave Dixon ddixon@morpc.org
Joe Garrity jgarrity@morpc.org
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Niel M. Jurist njurist@morpc.org
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CREATE AN ENVIRONMENT FOR PROSPERITY

Regional Water Study

In response to strong population and economic growth, the Ohio Environmental Protection Agency (EPA), together with other state agencies and MORPC, kicked off a Regional Water Study for the 15-county Central Ohio area. MORPC hosted the April 24 kick-off webinar. Speakers from Ohio EPA, ODNR and MORPC provided an overview of the workplan, timeline, and next steps. Contact Dr. Edwina Teye, eteve@morpc.org, to be included on the invitation list for future webinars.

Ohio EPA Water Resources Planning

MORPC 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. Team Members anticipate 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. Contact Dr. Edwina Teye, eteve@morpc.org, for more information.

Diversity, Equity & Inclusion

MORPC hosted COMTO Columbus on April 17 for their monthly membership meeting. This year, COMTO Columbus is celebrating 10 years and is recognizing this milestone anniversary with several significant events, including their annual scholarship luncheon.

Team Members attended the Annual ODOT Transportation Civil Rights Symposium on April 9. 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.

MORPC participated in the 2024 My Brother's Keeper (MBK) and Commission on Black Girls (COBG), College, Career & Community Fair on April 13. MBK and COBG are two key City of Columbus initiatives that provide programming to support the advancement of minority youth & young adults. The event, in partnership with the Classic for Columbus (presented by the Franklin County Commissioners), provided an opportunity for the community to meet and talk with MORPC Team Members about our key initiatives and programs.

Leaders Listen Survey

The Leaders Listen Survey focusing on Housing concluded March 22. Preliminary survey results were covered by local news media adding new insights on area residents' housing experiences. Team Members are developing an Actional Insights report with an expected release date during second quarter 2024.

Gohio Commute

MORPC and the Mobility Coalition are planning a May 17 bike to work event.

MORPC welcomed a new Huber Heights to Whitehall vanpool. The vanpool is a part of the ongoing support being provided to Defense Logistics Agency's return to the workplace.

The Make Your Miles Matter Spring Challenge is underway. The quarterly challenge offers commuters who sustainably travel to work a chance to win gift cards.

Gohio ran a marketing campaign on social media focused on vanpooling and carpooling to increase program awareness.

Active Transportation Planning

The next Active Transportation Committee meeting is May 22, 10 a.m.-Noon.

MORPC participated in the City of Columbus Department of Public Service E. Broad Street Bicycle Facility Pop Up event on April 10. The event included testing a temporary two-way separated bike facility on E. Broad Street between Franklin Park West and the entrance to Wolfe Park. The event was an opportunity for staff and community members to help evaluate barriers and bike facility types and provide feedback. It 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 demonstration pilot projects and support safety improvements for all roadway users.

Team Members participated in the April 12 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 hosts virtual group viewings of the Association of Pedestrian and Bicycle Professionals (APBP) monthly Professional Development webinars. The 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 Wednesday, May 15, on: *"Planning to Advance Transportation and Health Equity."*

Transportation Safety

The Ohio Traffic Safety Office is hosting the first annual Ohio Traffic Safety Summit in Columbus, May 20-21. This is 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. More information is available at <https://ohiotrafficsafetysummit.com/>.

Team Members participated in the following safety committee meetings:

- Franklin County Safe Communities Coalition
- Franklin County Traffic Fatality Review Meeting
- OARC Transportation Safety Planning Subcommittee
- Ohio Traffic Records Coordinating Committee Technical Council
- Ohio Strategic Highway Safety Plan Steering Committee
- Ohio Traffic Safety Council Pedestrian Safety Working Group

Technical Assistance Program

Team Members hosted a workshop with Franklin Township on April 5. 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.

Central Ohio Greenways (COG)

The COG Trail Towns Working Group met April 19 to discuss the best way to implement the COG Trail Town Framework and the COG Wayfinding Strategy.

The COG Trail Closure and Detours Steering Committee met April 25.

The COG Mapping Natural Assets Steering Committee met April 25 and will 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 met with stakeholders and drafted a recommended signage strategy. They also integrated Trail Towns,

Public Art, and Placemaking concepts into the wayfinding strategy. The final draft was submitted to MORPC for final review.

Central Ohio Blueways

The first meeting of the Central Ohio Blueways Steering Committee was May 8. The meeting focused on developing and refining a committee mission and vision to help guide the work of Central Ohio Blueways. Members also considered developing working groups to focus on Central Ohio Blueways components which are more pertinent to members' organizational interests. Working Groups are anticipated to include Water Trail Designation, Water Stewardship, and User Experience.

Team Members are finalizing updates to a new Central Ohio Blueways interactive map available by the end of May.

Regional Housing Strategy

Team Members are working 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.

Are you interested in a housing/growth workshop for your community's elected officials, staff, or community leaders? MORPC is accepting 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).

Sustainability Advisory Committee (SAC)

The next Sustainability Advisory Committee meeting is June 5.

Sustainable2050

The next Sustainable2050 meeting is May 9. 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 for consideration at the June 5 Sustainability Advisory Committee meeting.

Sustaining Scioto Board

The Sustaining Scioto Board met April 24. Apoorva Bajaj with Climavision gave a presentation on "Improved Real Time Rainfall Measurements Through Water Weather Radars in Ohio," highlighting their advanced weather radar capabilities to fill the gaps in precipitation and weather data. Board Members also discussed the first Regional Water Study Kickoff Webinar.

Energy & Air Quality

The next Energy & Air Quality Working Group meeting is May 22. The Working Group is looking for candidates to serve as Chair and Vice-Chair. Contact Brian Filiatraut, bfiliatraut@morpc.org, if interested in attending the next meeting or serving in a leadership position.

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.

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. Team Members investigated this. The claim appears to be based on two 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.

Air Quality Awareness Week, May 6-10, 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. Contact Mauro Diaz-Hernandez, mdiazhernandez@morpc.org, for a sample proclamation.

Neighborhood Air Monitoring Project/U.S. EPA Project

MORPC continues to move forward with the U.S. EPA funded air monitoring project working in partnership with Franklin County Public Health. Team Members are 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. MORPC began removing malfunctioning or older sensors from the community and refurbishing or replacing these as needed. Ankit Annapareddy from OSU Medical College was welcomed onto the team as a fellow for the next year focusing on community outreach and engagement.

Climate Pollution Reduction Grant (CPRG)

The CPRG Strategy Subcommittee met April 24 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 the subcommittee.

Regional Data Advisory Committee (RDAC)

RDAC Met April 2. Their focus this year is on the areas of Workforce & Job Quality; Diversity, Equity & Inclusion; Cyber Security; and Regional Data Coaches projects and initiatives.

- Data Day Working Group: The Data Day Working Group is planning for Data Day 2025. They are researching potential venues for an event of between 250 and 300 individuals, as well as looking into budgetary considerations.
- The Regional Information & Data Group (RIDG): The RIDG Steering Committee met April 9 to discuss plans for the next RIDG meeting.
- Central Ohio GIS User Group (COGUG): The next meeting is May 15.
- The Regional Data Coaching Working Group: The Working Group met March 28. There are two types of coaching group users proposed going forward: "Advisors" and "Members." The group created nine core subject matter areas and set up future priorities to evaluate platform options, define role of advisors, and recruit advisors.
- Workforce and Job Quality Working Group: The Working Group met April 18 to refine goals and determine next actions.
- DEI & Data Working Group: The group met April 26.
- Cyber Security Working Group: The group April 17 and began developing an impact statement and proposed near-term activities to achieve the desired impact.

Data & Research Activities

Development continues on the MORPC Insights platform, 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 is supported by data, visualizations, and expert commentary, and is eventually expected to feature content from trusted partners in addition to MORPC-produced content. Current efforts are focused on development of standards to ensure the content is reproducible, updateable, and scalable.

DRIVE INVESTMENT

Metropolitan Transportation Plan

Team Members shared draft projects with over 50 Central Ohio organizations, councils, trustees, and neighborhood commissions. The public comment period for the Metropolitan Transportation Plan (MTP) ended March 29. Staff reviewed comments received and incorporated them into the MTP as appropriate. Changes include adding/removing projects or changing how a project is displayed. The MTP web map will be updated to reflect projects included in the final plan.

Passenger Rail

The City of Fort Wayne issued an RFQ on April 5 for consultant services to assist with Corridor ID Program planning for the Chicago-Fort Wayne-Columbus-Pittsburgh corridor. Proposals were due May 3.

Comprehensive Economic Development Strategy (CEDS)

Team Members drafted bylaws for the Economic Development District Governing Board and are ready for leadership review.

Team Members submitted the close-out report to the Economic Development Administration (EDA) for the grant awarded in 2021. Notification on the 2024 EDA Partnership Planning grant is pending.

Federal Competitive Programs

MORPC was awarded \$2 million from the U.S. DOT Federal Highway Administration's Electric Vehicle Charger Reliability and Accessibility Accelerator Program focused on repairing or replacing broken or non-operational EV charging ports throughout the 15-county region.

MORPC submitted a joint grant application to the 2024 Safe Streets and Roads for All funding program on April 3. The application was for a collaborative research initiative titled, Crash Analytics and Injury Research (CAIR). If awarded, the 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 submitted an application to U.S. DOT's Prioritization Process Pilot Program for \$1.4 million to enhance the Metropolitan Planning Organization's MTP project evaluation process.

As lead applicant, MORPC 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 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.

The Central Ohio Transit Authority (COTA) received a \$1.2 million award from the U.S. Department of Transportation's Transit-Oriented Development Planning program. The 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 application development.

LinkUS Mobility Initiative

LinkUS partners continue to engage with regional partners to share information on the initiative. Partners identified additional corridors to be studied for high-capacity, rapid transit in the region and refined corridors to be advanced in the near-term 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 continue to meet to develop the regional TSI Capital Improvement Program and the Technical Coordinated Committee adopted TSI Policies to recommend to the Leadership Committee for final approval and adoption on May 7.

Mobility Management

The Central Ohio Mobility Manager Working Group met April 15 to complete a SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis of the Coordinated Plan for ODOT's Human Service Transportation Coordination Region 6. After approved by the Regional Mobility Plan Steering Committee the SWOT will be incorporated into the yearly Coordinated Plan Update.

Central Ohio Rural Planning Organization (CORPO)

The public comment period for CORPO Dedicated Funds State Fiscal Year (SFY) 2024-2025 was open until April 19. 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. The funding commitments will be incorporated into the CORPO Transportation Improvement Program for the appropriate fiscal year.

The public comment period for the CORPO Safety Action Plan was open until April 19. The CORPO Safety Action Plan identifies the most significant roadway safety concerns and establishes specific strategies and action items for implementation to address the identified roadway safety issues. The plan's goal is to develop a holistic, well-defined approach to prevent fatal and serious injury crashes in the seven CORPO counties.

Additionally, completion of the 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.

The CORPO Committee meets for their biannual meeting on May 6 at MORPC.

MORPC-Attributable Funding

MORPC is preparing the online attributable funding application to begin soliciting new applications and commitment updates in May. There is an applicant workshop on May 22.

Ohio Public Works Commission (OPWC)

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

Transportation Review Advisory Council (TRAC)

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

Clean Ohio Conservation Fund

The Clean Ohio Conservation Fund has approximately \$5 million available for FY 2025. Preliminary screeners are encouraged and due June 3. Final applications are due August 30. Projects located in Franklin County will be considered. For more information, contact Edwina Teye at (ETeye@morpc.org) or visit MORPC's Clean Ohio Conservation Fund [website](#).

Money Mondays

MORPC hosted the following Money Monday sessions:

- April 1 – Department of Justice Public Safety Funding
- April 15 – Using Digital Signage to Enhance Value to Your Community
- April 22 – Community Development Block Grant Program
- April 29 – Section 5310 Funding and Other Mobility Related Items

Upcoming sessions:

- May 6 – ODOT: Urban Paving Program
- May 13 – A.I. 2.0: Impact of A.I. and How it can be a Helpful Tool in Crafting a Grant Application
- May 20 – Council of Development and Finance Agencies

PAY IT FORWARD

Membership Services

MORPC welcomed the 88th member, the Village of Mount Sterling, on April 11. We're also welcoming the Village of Ashley in Delaware County and the Village of Alexandria in Licking County to join upcoming meetings and events to experience the value of a MORPC membership.

Team Members completed three member visits and attended six various State of the City/Village/Township/County events.

Summer Intern Program

Approximately 50 interns are participating in MORPC's Summer Internship Program starting May 14.

Events

MORPC hosted/held the following events:

- April 25 – Mobilizing Your Workforce Rural Forum, Marysville
- May 1 – Central Area Regional Planning Luncheon, Franklin County

Upcoming Events

- May 9 – Pre-Commission Luncheon featuring Colonel Andrew Powers, Noon-1:15 p.m., MORPC
- May 22 – Revitalization that Inspires Investment Rural Forum, Newark

Outreach

MORPC's Air Quality Awareness Program was featured in a presentation at ODOT's April 23 Transportation and Environment Sustainability Conference. Team Members also attended and supported Earth and Arbor Day celebrations in Bexley and Columbus.

Public Involvement & Engagement

MORPC attended an affordable housing resource fair in Milo Grogan on April 1 and 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 promoted the following requests for public input through social media and on our website:

- 2024-2050 Metropolitan Transportation Plan Public Comment Period
- City of Fort Wayne Midwest Connect RFQ
- Gohio Commute Make Your Miles Matter Challenge

BUILD VALUE FOR OUR MEMBERS

Community-Based Planning Assistance

Team Members are assembling information for a Planning Resources Library. If there is a specific topic or area of planning you think should be included, contact Jonathan Miller (jmiller@morpc.org).

The Community-Based Planning Assistance Program (CBPA) is available for community assistance requests. Members may learn more about, or request assistance from, the CBPA by visiting <https://www.morpc.org/community-based-planning-assistance/>. Contact Jonathan Miller at jmiller@morpc.org with any questions or to discuss potential ways that MORPC may assist.

Consultant Services Program

MORPC is 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 was 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. MORPC is accepting projects related to planning, zoning, and sustainability. If you are interested in 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 communities potential needs and ways that MORPC may be able to help.

MORPC in the News

Links to press releases and news article for the month are available at www.morpc.org/MORPCInTheNews

Finance

The annual financial audit is well under way by the Ohio Auditor of State. The AOS team will present their audit report at the June Executive Committee meeting.

Personnel Updates

The following new Team Members recently started at MORPC:

- Royce Chesser, Temporary Senior Accountant began April 2
- Steve Armstrong, Finance Director began April 16
- Katie McMahon, Summer Intern began April 16

MORPC is currently recruiting for open positions:

- Strategic Director of Technology
- Water Planning Intern
- Chief Regional Planning Officer
- Residential Services Customer Service Specialist
- Active Transportation & Safety Intern
- Programming Assistant/Associate Planner
- Programming Associate/Senior Planner

The requirements for the posted positions are available for review on the website at <http://www.morpc.org/careers/>.

RFP/RFQ Postings

The following RFP's/RFQ's were posted:

- HVAC Contractor for Residential Energy Programs
- Insulation Contractor for Residential Energy Programs

The full RFP/RFQs are available at <http://www.morpc.org/rfps-rfqs/>.



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.

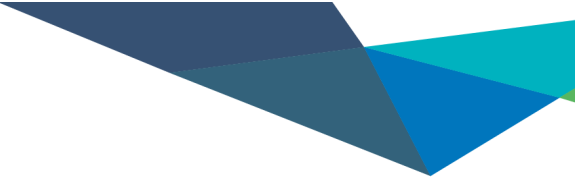
From January through April 2024 more than 50 presentations on the MTP were made to local governments and neighborhood associations throughout the region. An open house was held at MORPC on March 19, 2024. Prior to completion, the strategies, project listings, and the document were made available to members 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:

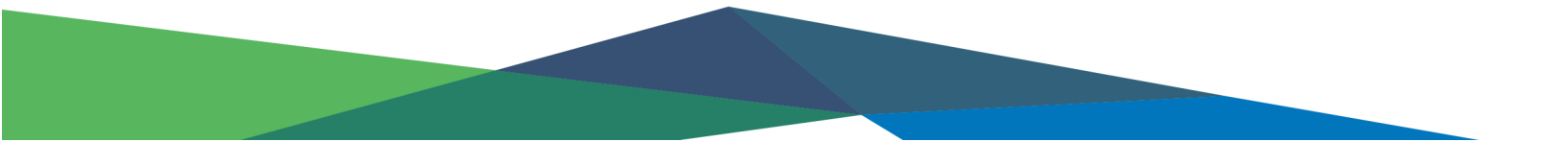
- Future Land Use
- Air Quality Conformity
- Environmental Justice Technical Analysis
- Environmental Mitigation
- Project Evaluation
- Public Participation

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

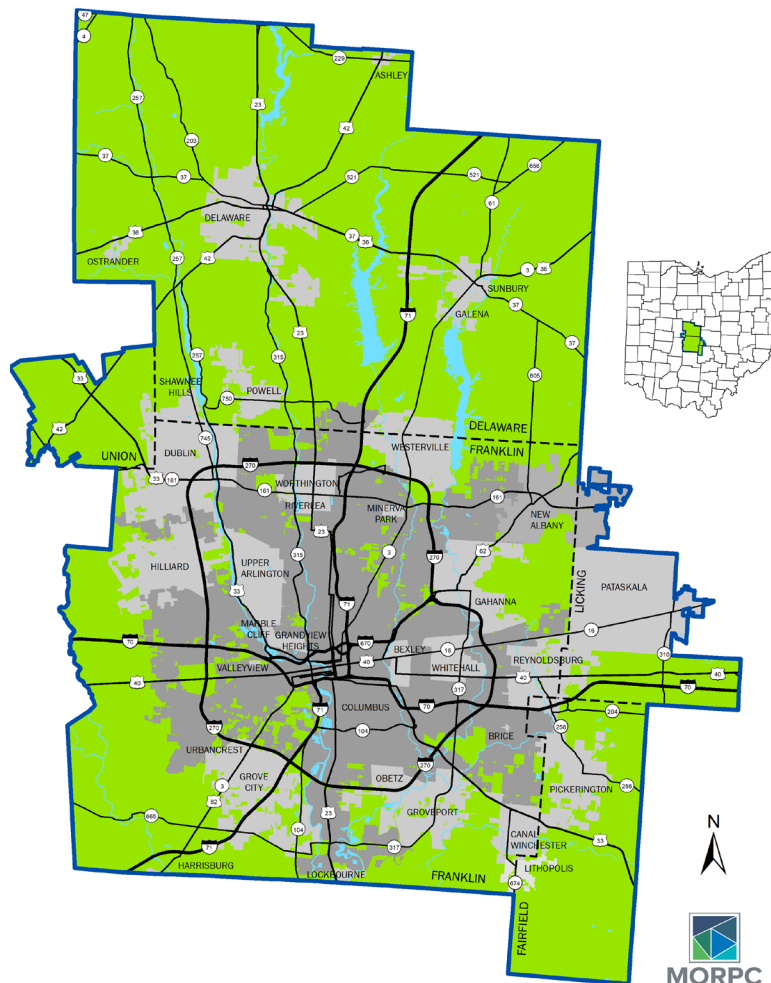
A safe, reliable, efficient, and accessible transportation system is essential to the economy and quality of life for those who visit, live, and work in the Central Ohio region. The 2024-2050 Metropolitan Transportation Plan (MTP) establishes a set of regional transportation goals and objectives, and 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:

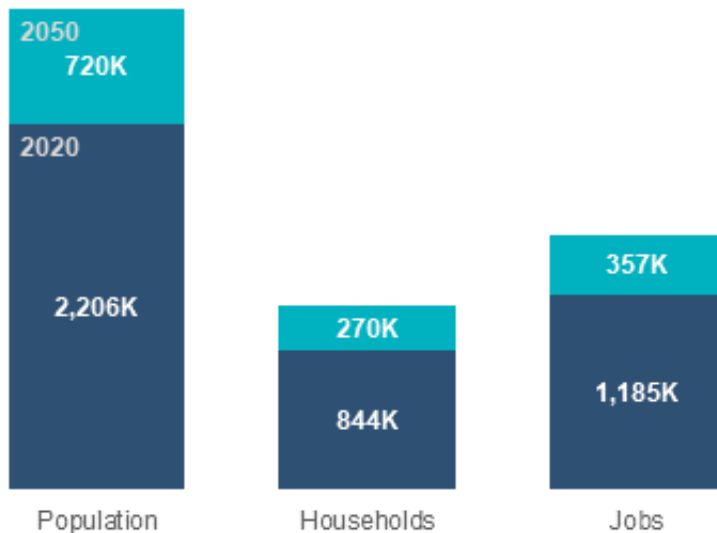


2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

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

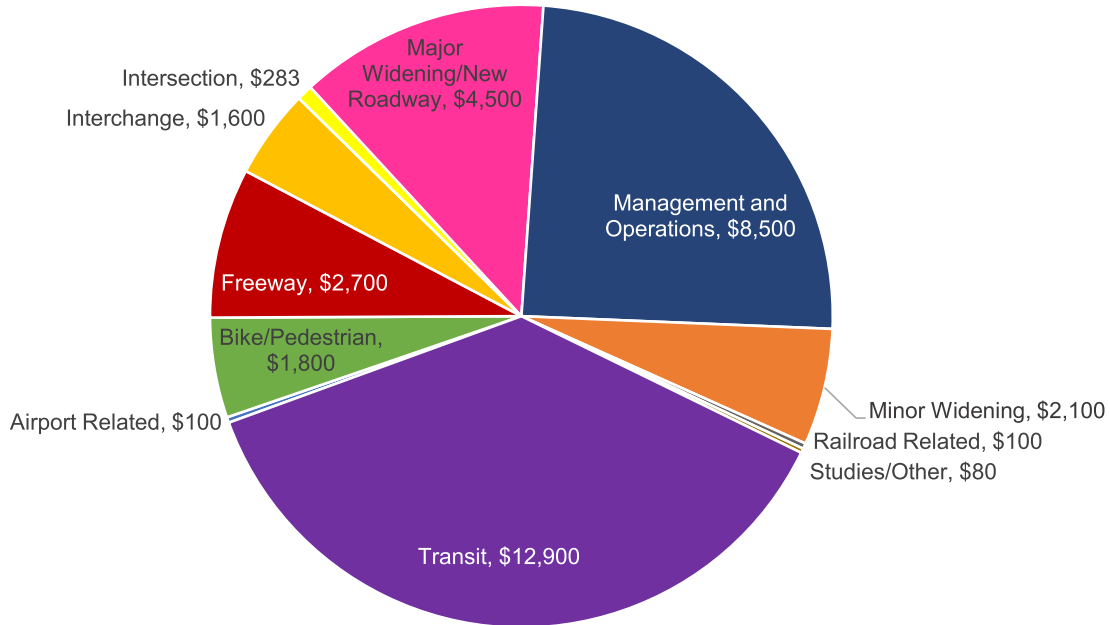
SYS 1: Collaborate to ensure localized and regional transportation systems needs are addressed in development decisions

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)

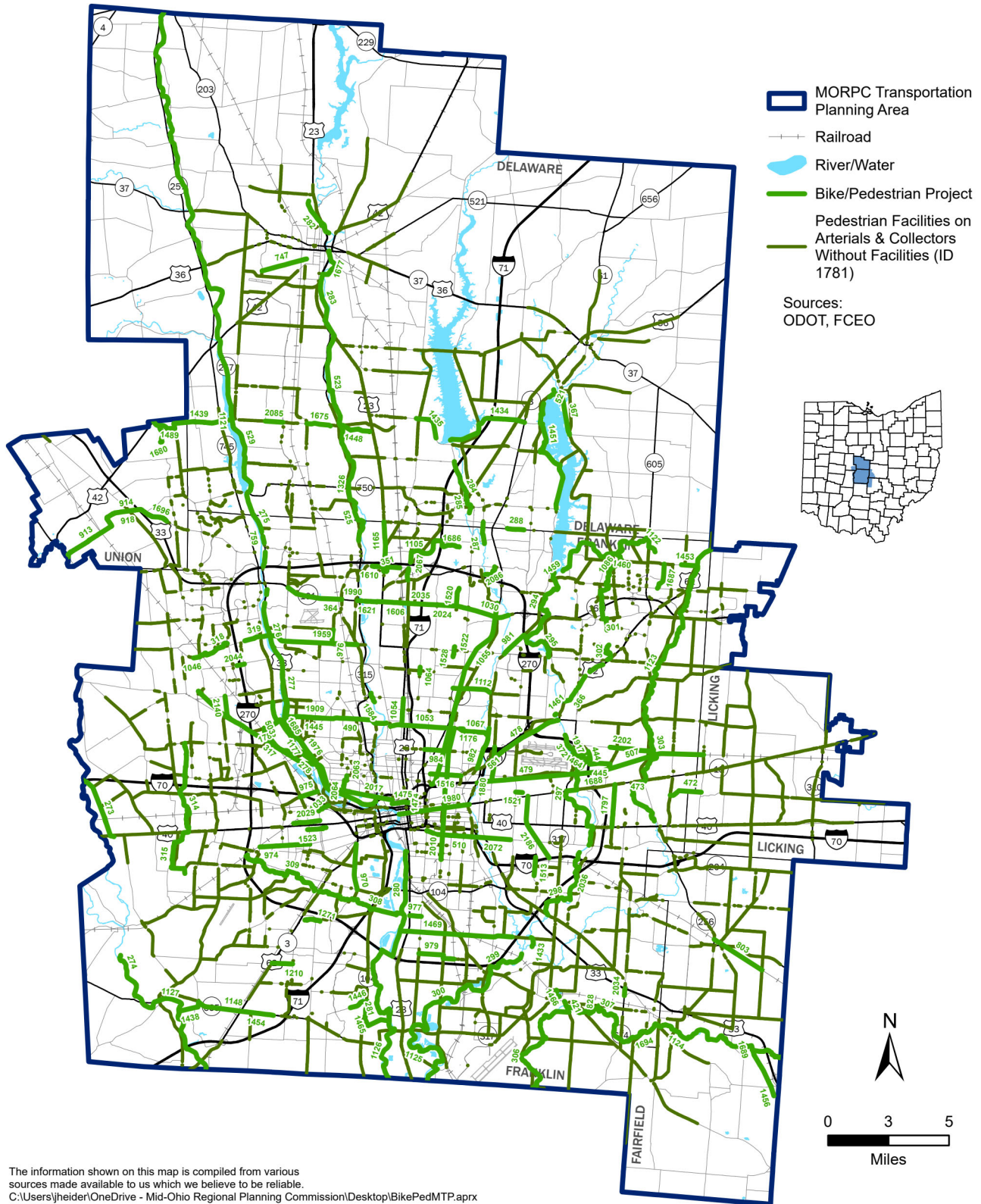


TOTAL: ~35 billion

THE MTP INCLUDES PROJECTS THAT:

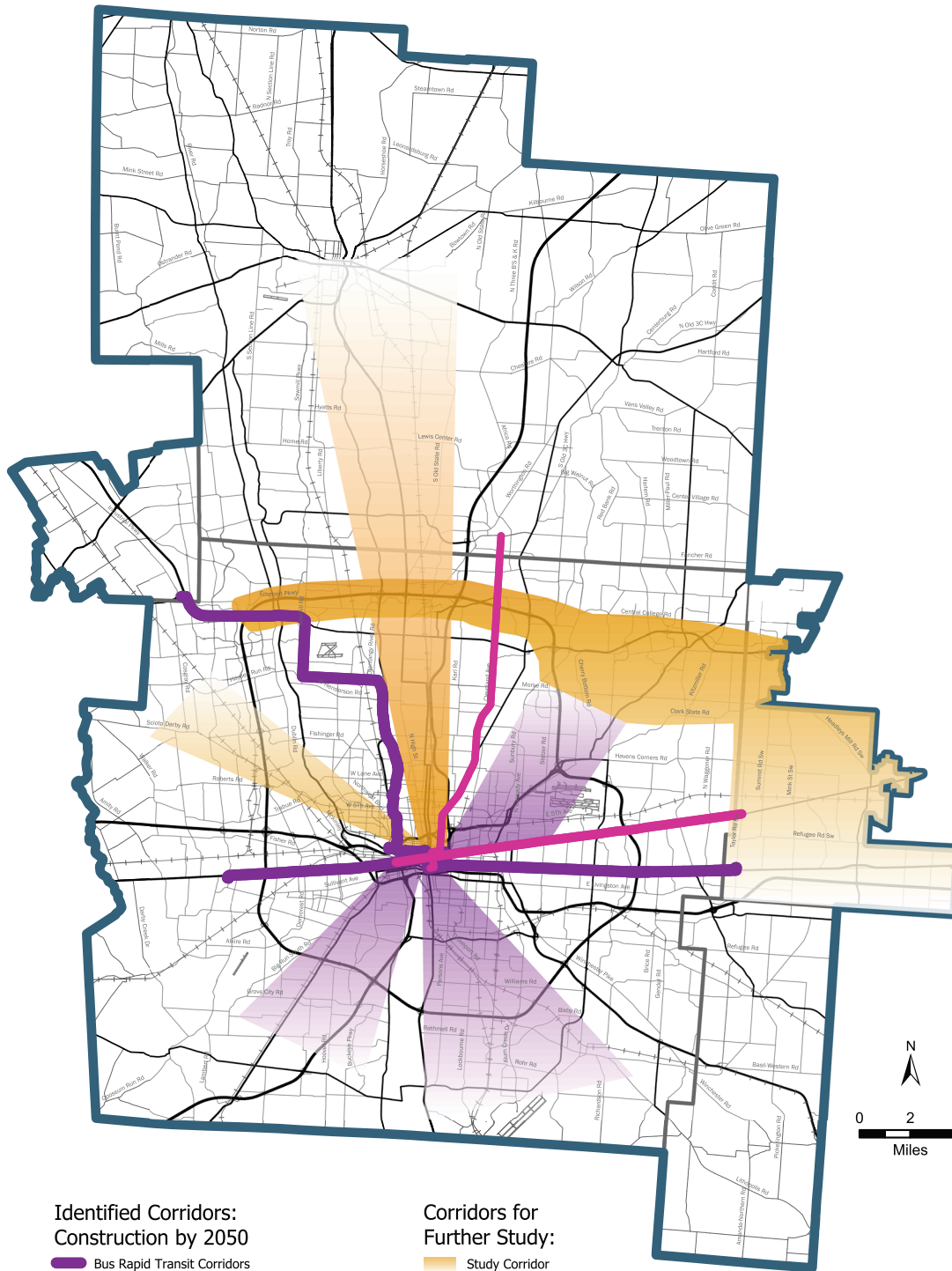
- Add five high-capacity transit projects covering 50 miles
- Maintain and expand COTA and DCT service (45% increase)
- Add 725 miles of stand-alone bike and/or pedestrian facilities
- Widen 48 miles of freeways
- Convert 17 miles of four-lane divided roadways to freeways
- Add 42 miles of lane management 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:**

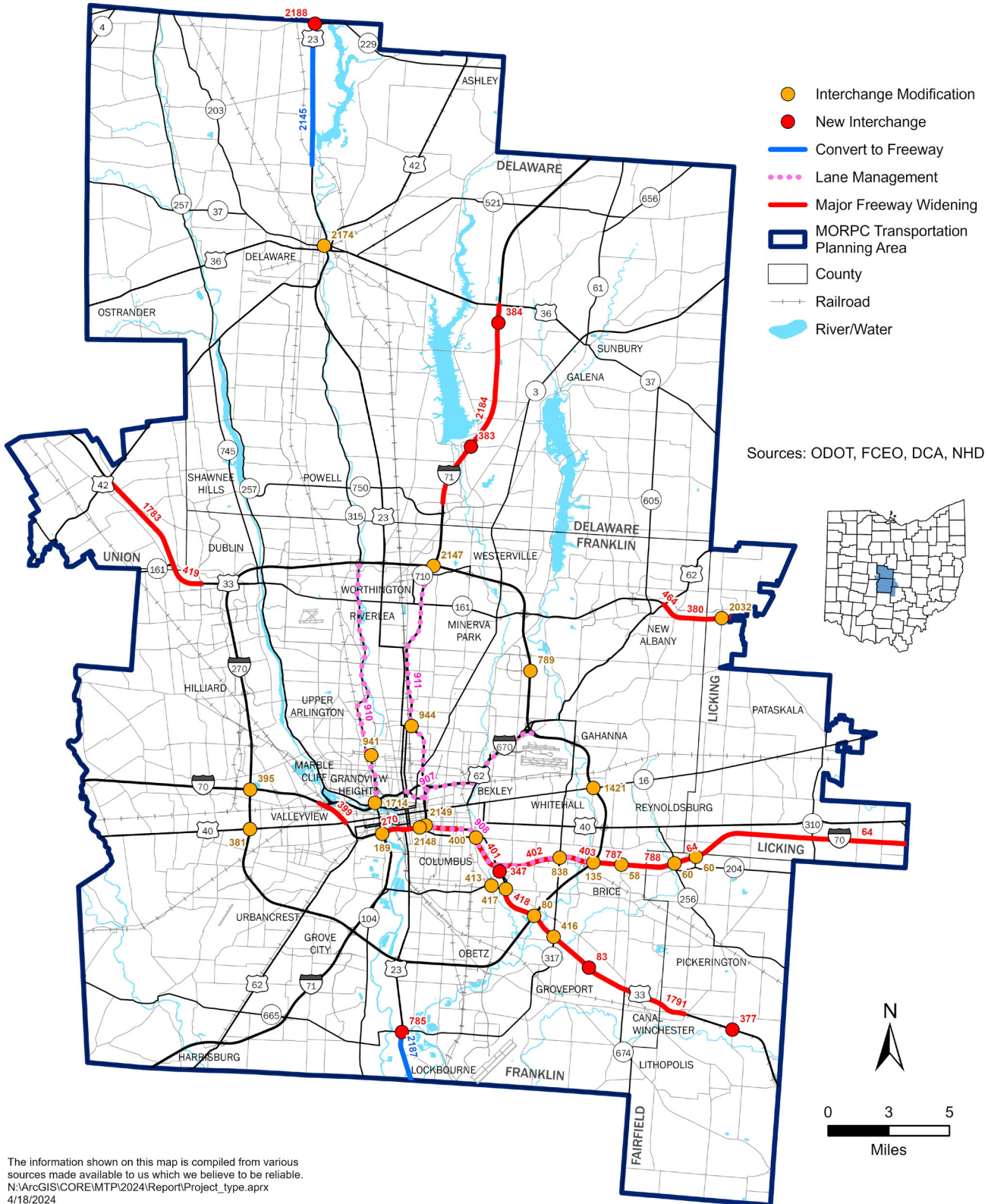
- Study Corridor

*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



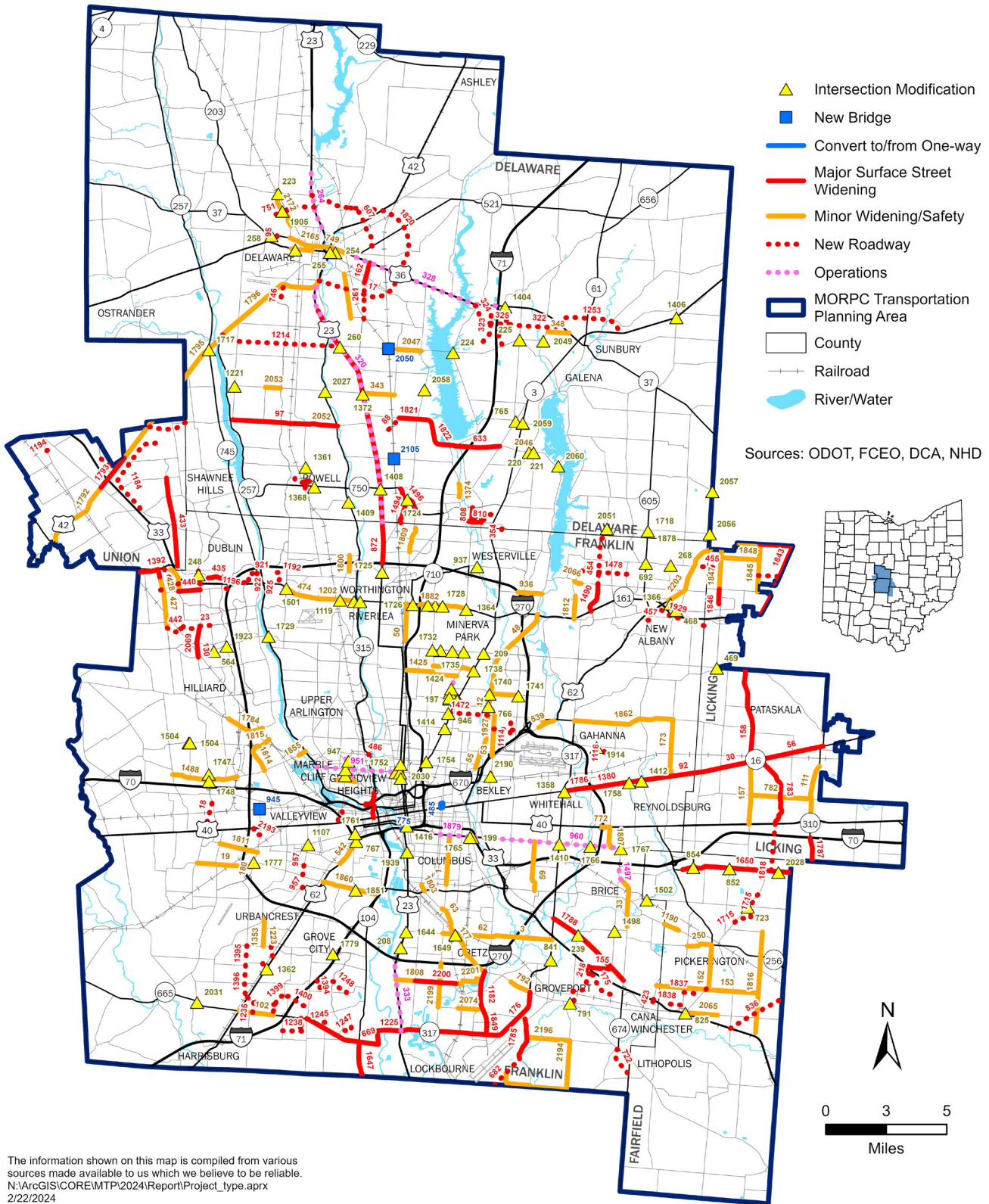
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2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



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2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



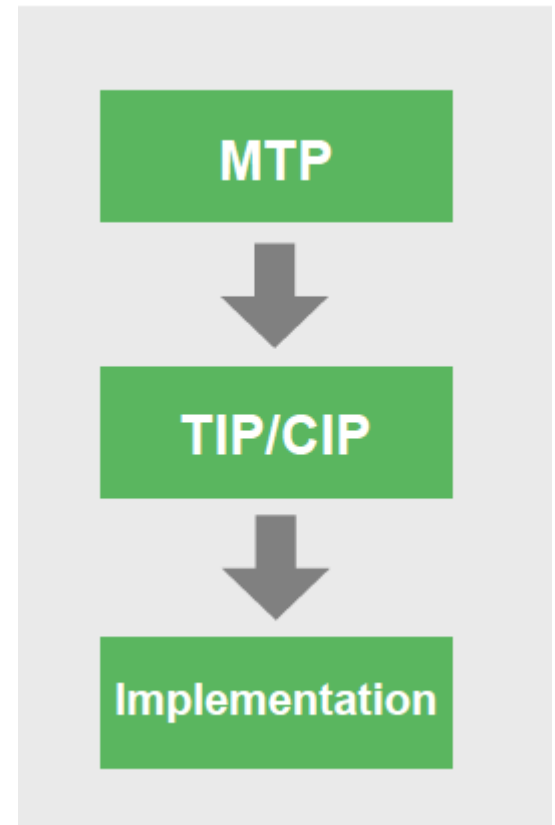
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2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

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
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-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 furthurs 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.

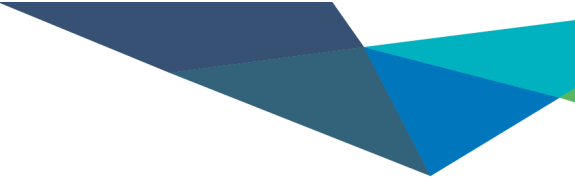
This *updated* MORPC Complete Streets Policy will apply to all projects selected for their first commitment of MORPC-attributable federal funding starting with the 2024-2025 application cycle. Projects approved for MORPC-attributable federal funding prior to 2024 are required to

William Murdock, AICP
Executive Director

Chris Amorose Grooms
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

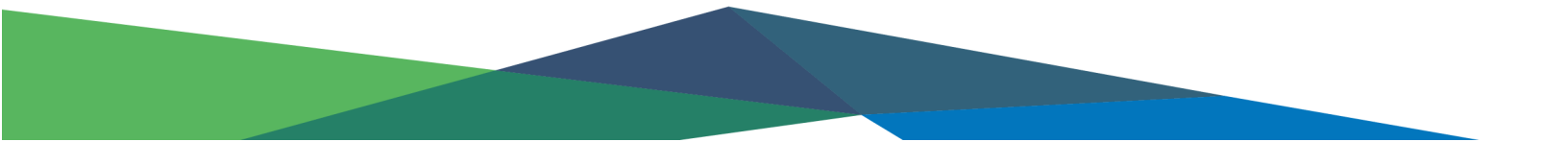


continue to comply with the *previous* update to the MORPC Complete Streets Policy, which was adopted in 2021. The intention is for the policy to be evaluated on a regular basis, in alignment with the review and update of the Policies for Managing MORPC-Attributable Funds. This will provide the opportunity 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 commenter, though these comments did not warrant additional changes to the *Policies*.

Major changes from the 2024 version include:

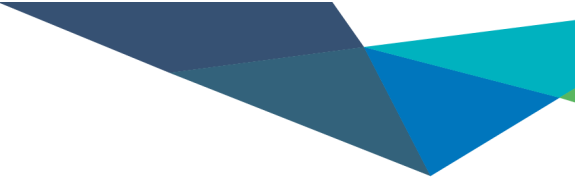
- Adjusting the schedule for the applications
- Revised funding target ranges with an increased emphasis on funding stand-alone bike and pedestrian projects
- Revision to crash criteria to emphasize vulnerable road user safety
- Remove travel delay as an evaluation criteria

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 Planning Commission Transportation Policy Committee Meeting Minutes

Date: April 11, 2024
Time: 2:15 p.m.
Location: MORPC Town Hall

Transportation Policy Committee Members Present in Person

LaGrieta Acheampong	Cindi Fitzpatrick	Eric Meyer
Chris Amorose Groomes	Brad Foster	Megan O'Callaghan
Lee Bodnar	Jeremiah Gracia	Ryan Rivers
Ron Bullard	Pam Hykes O'Grady	Thom Slack
Gary Burkholder	Laurie Jadwin	Joe Steager
Christina Drummond	James Jewell	Robyn Stewart
Kristen Easterday	Emily Keeler	Andy Volenik
Brad Ebersole	Ben Kessler	Andrew Williams
Dave Efland	Glenn Marzluf	Tim Wilson
Jennifer Fening	Rory McGuinness	

Transportation Policy Committee Members Attending Remotely

Herb Asher	Rebecca Hermann	Steve Mazer
Kristen Atha	Tom Homan	Dave Medley
Michael Bivens	Christine Houk	Pat Myers
Stacey Boumis	Carol Kauffman	Bernita Reese
Susan Brobst	Bill LaFayette	Alana Shockey
Ben Collins	Nate Lang	Brandon Standley
Shane Farnsworth	Joe Long	Nancy White
Jeff Gottke	Kris Long	Kenneth Wright

Commission Members Present in Person

Joe Antram	Franklin Christman
Jamie Brucker	Jeff Hall

Commission Members Attending Remotely

Ben Carpenter	Tom Johnson	Eric Phillips
Terry Emery	Mark Mauter	RC Wise
Sam Filkins	Brittany Misner	

MORPC Staff Present in Person

Parag Agrawal	Ralonda Hampton	Melissa Rapp
Mike Borger	Shawn Hufstedler	Padmini Roy-Dixon
Todd Bradley	Niel Jurist	Shari Saunders
Kerstin Carr	Eileen Leuby	Lei Sun
Dave Dixon	Kelsey Matson	Brandi Whetstone
Andrea Doolittle	Jonathan Miller	Robert Williams
Preston Frick	William Murdock	
Nick Gill	Kyle Probert	

MORPC Staff Attending Remotely

April Bumgardner	Lynn Kaufman
Brian Filiatraut	Karina Peggau

Guests Present in Person

Sheila Boehner, Kegler Brown Hill + Ritter	Cornell Robertson, Mannik Smith Group
David Clark, Clinton Township	Steve Tugend, Kegler Brown Hill + Ritter
Grace Byler, Morrow County	

Guests Attending Remotely

Mike Anderson
Cindi Cooper, City of Sunbury
Mendra Hupp, Perry County Commissioners

Andy Shifflett, Kegler Brown Hill + Ritter
Daniel Van Epps
Brent Welch, FCEO

Meeting Called to Order – Chris Amorose Groomes (City of Dublin), MORPC Chair

Chair Chris Amorose Groomes called the Transportation Policy Committee Meeting to order at 2:15 p.m.

Metropolitan Planning Organization (MPO) Report – Parag Agrawal, MORPC Chief Mobility & Infrastructure Officer & Senior Director of Programming

Parag Agrawal presented the [Metropolitan Planning Organization Report](#). Mr. Agrawal reported MORPC is working with various partners to draft the 2024-2050 Metropolitan Transportation Plan (MTP) which is a vision of transportation investments over the next 25 years. Nick Gill will give a brief presentation on the MTP later in today's meeting. Public engagement included the comment period which ended March 30, an online interactive map, a March 19 Open House, and visiting over 50 communities. MORPC received more than 500 comments. Approximately 40% of the comments were encouraging the expansion of bike, pedestrian, and transit. Over 50 comments were on incorporating Complete Streets when widening the roadways.

The SFY 2025 Planning Work Program (PWP) serves as the MPO budget and covers the various projects and tasks for the year. The \$8.5 million document includes \$4.76 million of federal highway funding, \$3.75 million for special planning studies, and \$1.3 million for ride sharing and air quality projects. A summary of the PWP was included in the meeting packet. It is up for adoption in May.

MORPC Team Members are working on two federal grant applications.

- Safe Streets and Roads for All (SS4A). Co-applicants are Ohio State, Honda, Franklin County Engineer's Office, and the City of Columbus. The grant application is called Crash Analysis and Injury Research (CAIR). The application requests \$2.1 million to analyze crash data in Central Ohio.
- Prioritization Process Pilot Program (P4). This is a new program of Federal Highway that encourages the MPO to rebrand and refine their prioritization process. The application requests \$1.2 million to enhance our prioritization process so we can include equity, sustainability, and workforce development.

2024-2050 Metropolitan Transportation Plan Update – Nick Gill, MORPC Transportation Study Director

Nick Gill presented the [2024-2050 Metropolitan Transportation Plan Update](#). The Metropolitan Transportation Plan (MTP) is the long-range transportation vision for the Metropolitan Planning Organization (MPO) and is updated every four years. It ensures the flow of federal funds for transportation projects into the region. To be eligible to receive federal transportation funding, projects must be included in the MTP. The plan addresses the anticipated population, household, and job growth. The adopted goals drive the vision; the measurable objectives determine what needs to be done to achieve the goals; and the strategies describe how we are going to meet the objectives. Over 600 individual projects totaling \$35 billion are identified in the MTP. The draft document is available on MORPC's [website](#). Team Members are incorporating comments received during public engagement into the draft MTP. The MTP will be presented for adoption at the May meeting. Mr. Gill recognized and thanked Team Members working on the MTP.

Transportation Policy Committee Consent Agenda

Emily Keeler made a motion to accept the Transportation Policy Committee Consent Agenda, second by Christina Drummond; motion passed.

The Transportation Policy Committee Meeting adjourned at 2:31 p.m.

Ben Kessler, Secretary
Mid-Ohio Regional Planning Commission



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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:

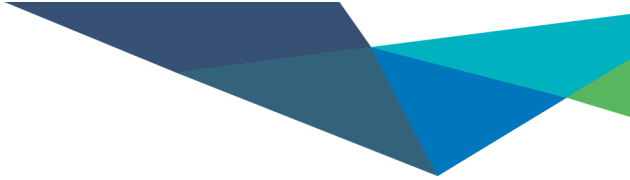
- 1) Formula-Funded Planning Program Projects (total budget of **\$4,412,431** for SFY 2025)
This includes work elements related to the core federally required planning activities. These touch on all areas including Management & Operations, Transit & Human Services Planning, Metropolitan Transportation 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 Activity was previously authorized. Budget estimated to remain at the end
\$139,079 remaining 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.

Resolution T-7-24

April 22, 2024

Page 2 of 2

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.



Date: April 11, 2024
Time: 1:30 p.m.
Location: MORPC Town Hall

Commission Members Present in Person

LaGrieta Acheampong	Jennifer Fening	Rory McGuiness
Chris Amorose Groomes	Cindi Fitzpatrick	Eric Meyer
Joe Antram	Brad Foster	Megan O'Callaghan
Lee Bodnar	Jeremiah Gracia	Ryan Rivers
Jamie Brucker	Jeff Hall	Joe Steager
Ron Bullard	Pam Hykes O'Grady	Robyn Stewart
Gary Burkholder	Laurie Jadwin	Andy Volenik
Franklin Christman	James Jewell	Andrew Williams
Christina Drummond	Emily Keeler	Tim Wilson
Brad Ebersole	Ben Kessler	
Dave Efland	Glenn Marzluf	

Commission Members Attending Remotely

Herb Asher	Rebecca Hermann	Dave Medley
Kristen Atha	Tom Homan	Brittany Misner
Michael Bivens	Christine Houk	Pat Myers
Stacey Boumis	Tom Johnson	Eric Phillips
Susan Brobst	Carol Kauffman	Bernita Reese
Ben Carpenter	Bill LaFayette	Alana Shockey
Ben Collins	Nate Lang	Brandon Standley
Terry Emery	Joe Long	Nancy White
Shane Farnsworth	Kris Long	RC Wise
Sam Filkins	Mark Mauter	Kenneth Wright
Jeff Gottke	Steve Mazer	

Transportation Policy Committee Members Present in Person

Kristen Easterday	Thom Slack
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MORPC Staff Present in Person

Parag Agrawal	Ralonda Hampton	Melissa Rapp
Mike Borger	Shawn Hufstедler	Padmini Roy-Dixon
Todd Bradley	Niel Jurist	Shari Saunders
Kerstin Carr	Eileen Leuby	Lei Sun
Dave Dixon	Kelsey Matson	Brandi Whetstone
Andrea Doolittle	Jonathan Miller	Robert Williams
Preston Frick	William Murdock	
Nick Gill	Kyle Probert	

MORPC Staff Attending Remotely

April Bumgardner	Lynn Kaufman
Brian Filiatraut	Karina Peggau

Guests Present in Person

Sheila Boehner, Kegler Brown Hill + Ritter	Cornell Robertson, Mannik Smith Group
David Clark, Clinton Township	Steve Tugend, Kegler Brown Hill + Ritter
Grace Byler, Morrow County	

Guests Attending Remotely

Mike Anderson	Andy Shifflett, Kegler Brown Hill + Ritter
Cindi Cooper, City of Sunbury	Daniel Van Epps
Mendra Hupp, Perry County Commissioners	Brent Welch, FCEO

Meeting Called to Order – Chris Amorose Groomes (City of Dublin), MORPC Chair

Chair Chris Amorose Groomes called the meeting to order at 1:32 p.m. followed by the Pledge of Allegiance.

Chair Amorose Groomes announced she is appointing Terry Emery, City Manager of Marysville, to chair a newly formed Central Ohio Passenger Rail Advisory Committee. She will name additional committee members in the next month and will report the names at the May Commission meeting.

Recognition of Guests and New Members – Eileen Leuby, MORPC Membership Services Officer

Eileen Leuby welcomed new Commission representatives and guests:

- Brad Foster, Franklin County Engineer
- David Clark, Clinton Township Trustee

Ms. Leuby announced this is Franklin Christman's last meeting before his retirement.

Executive Director's Report – William Murdock, MORPC Executive Director

William Murdock welcomed members and announced there is a link to the [Logan County/Indian Lake Tornado Relief Fund](#) in the member newsletter issued this morning.

Over 200 students applied for MORPC's Summer Intern Program. While we have matched many of them, there are still many available. Mr. Murdock encouraged members to consider this as an opportunity for your community to connect them to public service while helping your community. Last year we connected fifty students.

Mr. Murdock thanked those who attended this year's State of the Region. The event recording is available on [MORPC's YouTube Channel](#). The event celebrated great public servants like Franklin Christman, Lark Mallory, and the framework effort in Licking County. Contact MORPC if interested in connecting with keynote speaker Majora Carter. MORPC unveiled the early results from the Leaders Listen Survey with The Columbus Dispatch.

Approximately 2,000 people from MORPC's 15 counties responded to the Leaders Listen Survey that focused on housing and transportation. The survey confirmed the stress on low to moderate income families when they are looking for housing that they can afford. For those in the lower income levels, thirty to forty percent are cutting back on essentials to afford housing. MORPC is working on the final report.

The 15-county Regional Water Study with Ohio EPA kicked off April 1. A monthly conversation series with communities kicks off April 24.

MORPC is excited to get the Passenger Rail Committee started. We will move forward connecting to communities that expressed interest in the committee. MORPC partnered with the City of Fort Wayne to issue an RFQ for the Midwest Connect (Chicago-Columbus-Pittsburgh) route. Midwest Connect is one of the first ten out of 68 national grant applicants moving forward. The State of Ohio is working on the 3C&D RFP.

Last week, Congresswoman Beatty hosted U.S. Department of Transportation Deputy Secretary Polly Trottenberg, and community leaders from the LinkUS area to tour some of the routes and officially announce the \$42 million grant to support the West Broad Corridor. Mr. Murdock thanked those that provided letters of support for the grant application. MORPC continues to work with partners and COTA on the Transit Supportive Infrastructure (TSI). MORPC created a tool that we

are rolling out community by community. We are creating one-page lists of community projects specific to your community.

MORPC's Economic Development Director has been all over the region meeting with folks in economic development and community leaders to learn what gaps we can fill, what tools we are not using as a region, and what resources we can leverage. The Economic Development Team interviewed seven comparable Economic Development Districts (EDDs) across the country to gather insight and information. Based on the interviews, the Team recommends creating a new Comprehensive Economic Development (CEDS) Committee that will advise on our work. The CEDS will think regionally about how the EDD can advance all our communities and how it can leverage things MORPC is already doing. We are working with U.S. EDA to make sure we are structuring it appropriately. It will come through the Bylaws Committee later in the year.

The Member Benefit of the Month is the Council of Development Finance Agencies (CDFA). All MORPC members receive a free membership in the national association that provides training, access to resources and financing opportunities.

The Grant Opportunity of the Month is the Preservation and Reinvestment Initiative for Community Enhancement (PRICE). The grant allows communities to get assertive and creative with manufactured housing and how that can impact affordability issues.

Upcoming Events:

- "Mobilizing Your Workforce" Rural Series – April 25, 10 a.m., City of Marysville City Hall
- Beyond Dialogue: Implementing DEIB in Your Organization – April 30, 5 p.m., MORPC
- Regional Planning Update Lunch: Central Area – May 1, 12 p.m., Franklin County Office Tower, 16th Floor
- May Pre-Commission Luncheon – May 9, 12 p.m., MORPC, Featuring Colonel Andrew P. Powers
- 2024 Supplier Diversity & Procurement Summit – May 15, 9 a.m., Columbus Metropolitan Library
- "Raising the Fun Factor: Revitalization that Accelerates Value" Rural Series – May 22, 10 a.m., City of Newark-County Office

Proposed Resolution 06-24: "Accepting the Village of Mt. Sterling as a member of the Mid-Ohio Regional Planning Commission (MORPC)" – William Murdock, MORPC Executive Director

Joe Antram made a motion to approve Resolution 06-24, second by Franklin Christman; motion passed.

Regional Data Advisory Committee – Christina Drummond (City of Powell), Regional Data Advisory Committee Chair

Christina Drummond presented the [Regional Data Advisory Committee Report](#). Ms. Drummond announced two new members joined the committee last week; Rick Wagner, Deputy Director of Technology for the City of Columbus and Sam Filkins, Vice President of the Area Development Foundation representing Knox County.

Ms. Drummond gave an update on how the Regional Data Advisory Committee (RDAC) Working Groups are moving the 2023-2025 Regional Data Agenda forward.

The preliminary highlights of the Leaders Listen Survey focused on Housing were shared during the State of the Region. Ms. Drummond shared key findings of the survey:

- Approximately thirty-eight percent of residents in the 15-county Central Ohio area can find affordable housing.
- Over half of all respondents indicated they sacrificed or missed payments on necessities such as food, clothing, utilities, or auto-maintenance. Almost half of lower income residents reported sacrificing food, close to a third reported sacrifices in the areas of clothing, utilities, and automotive payments or maintenance. Middle income households, those earning *up to* just under \$100,000 annually are also showing significant signs of strain.
- Eighty-two percent of residents say LinkUS would be moderately to extremely beneficial to the community.

Look for an Actionable Insights report later this Spring.

Ms. Drummond thanked Kerstin Carr for all she has done. She is a wonderful sounding board, innovative collaborator, and source of support for the work of RDAC.

Regional Policy Roundtable – William Murdock, MORPC Executive Director

William Murdock presented the [Regional Policy Roundtable Update](#). Last week's visit from Congresswoman Beatty and U.S. DOT Deputy Secretary Polly Trottenberg was a major vote of confidence for what we are doing and leading nationally. During the visit we were able to advocate for other regional opportunities to build on the LinkUS efforts. The monthly Member Newsletter issued early today includes legislative updates. The next Regional Policy Roundtable Meeting is May 23. There are new MORPC information cards available that provide links to all to our online information, meetings, policy agenda, etc.

- **Legislative Update – Steve Tugend, Kegler Brown Hill + Ritter**
Steve Tugend gave the legislative update highlighting the following:
 - 2025 Community Project Funding
 - State of the State Address
 - Capital Budget and Strategic Community Investment Fund
 - Association of Defense Communities Conference

Sustainability Advisory Committee – Ben Kessler (City of Bexley), Sustainability Advisory Committee Chair

Ben Kessler presented the [Sustainability Advisory Committee Report](#). Ohio EPA and MORPC are hosting regular webinars for interested parties to learn more about the Regional Water Study and its progress. The first webinar is April 24.

MORPC and partners recently submitted a \$73.5 million grant application to the U.S. EPA Climate Pollution Reduction Grant program. The Growing Green program proposes a strategic blend of solar installations, smart LED street lighting, and electric bus rapid transit vehicles. MORPC appreciates the support from our members and partners in this process, receiving 50 letters of support identifying 250 potential public sector solar projects. Funding announcements are expected late summer or early fall.

In March, you may have seen headlines claiming that Columbus has the worst air quality of the major cities in the U.S., for a second year in a row. MORPC and Ohio EPA officials confirmed this claim is inaccurate and inconsistent with MORPC's annual reports and official data from Ohio EPA's monitors. While MORPC is not privy to the specific data and methods for the IQAir global report, we know from the available information that there are flaws.

Air Quality Awareness Week is May 6-10. Mayor Kessler encouraged members to consider adopting an Air Quality Awareness Week proclamation. Contact MORPC's Air Quality & Sustainability Coordinator Mauro Diaz-Hernandez for more information and a sample proclamation.

Earth Day is April 22. It was first celebrated in 1970, the year the U.S. Environmental Protection Agency was established. Celebrate Trails Day is April 27. Earth Day Columbus is hosting their annual celebration on April 27, 11 a.m.-8 p.m., at Genoa Park. MORPC Team Members will be present so please stop by. MORPC can help promote your Earth Day events on social media.

The next Sustainability Advisory Committee Meeting is June 5, 2:30 p.m. at MORPC.

Mayor Kessler recognized and thanked Kerstin Carr for her work and shared comments from the Sustainability Advisory Committee and her staff.

Transportation Policy Committee – Chris Amorose Grooms (City of Dublin), MORPC Chair
Chair Amorose Grooms called the Transportation Policy Committee Session to order at 2:15 p.m. The session adjourned at 2:31 p.m. Separate minutes are attached.

Chair Amorose Grooms asked Commissioner Joe Antram if he would like to speak about last month's tornado in Logan County. Commissioner Antram shared how he felt everyone's prayers, thoughts, and support. He appreciates the communities that sent law enforcement, tree services, dump trucks, cranes, etc. There was a great outpouring of support. They are working hard to recover. He appreciated the opportunity to say thank you.

Commission Consent Agenda

Andy Volenik made a motion to approve the Commission Consent Agenda, second by Emily Keeler; motion passed.

Other Business

William Murdock announced Kerstin Carr is leaving MORPC. Dr. Carr has been at MORPC 18 years and given so much to the region and has an incredible impact on MORPC. MORPC will miss her. Every year MORPC employees fund an intern for the local summer intern program. We are naming the scholarship in honor of Dr. Carr next year.

Dr. Carr shared how she was affiliated with MORPC before starting to work here. She worked with the Ride Solutions Program and AEP on her dissertation from 2004-2006. She started at MORPC to develop a regional safety program in 2006. Her work at MORPC included safety, active transportation, community development, and sustainability. She thanked the Commission for their support and engagement. Dr. Carr thanked Mr. Murdock for being supportive and empowering. She praised her Team for their passion for their work. It was a hard decision for her to leave. She is spending time with her daughter and family over the summer. She has a professional coaching certification and expects to continue coaching. She will continue to cheer on MORPC. Chair Amorose Grooms thanked Dr. Carr for her service and announced there is a reception for Dr. Carr immediately following today's meeting.

The meeting adjourned at 2:44 p.m.



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

FROM: Nick Gill, Transportation Study Director

DATE: April 29, 2024

SUBJECT: Proposed Resolution 07-24: **“Authorizing the executive director to file applications with, execute agreements with, and receive funds from the U.S. Department of Transportation and the Ohio Department of Transportation”**

Annually, MORPC submits an application to the Ohio Department of Transportation (ODOT) for planning funds to continue the metropolitan planning program, as currently defined by the Infrastructure Investment & Jobs Act, also known as the “Bipartisan Infrastructure Law.” Some of these funds are allocated to MORPC on a “formula” basis, and others are allocated at the discretion of MORPC and other agencies. The appropriate portions of the grants and the local shares are included in the agency budget for 2024.

For State Fiscal Year (SFY) 2025, which begins July 1, 2024, MORPC is requesting \$3,369,945 of new combined Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds, and \$421,243 of new ODOT matching funds. The MORPC local share for these grants is \$421,243. These are the “formula” funds supporting the base transportation planning.

Historically, MORPC has encouraged ridesharing and vanpools. In SFY 2025 MORPC will be using \$750,000 of MORPC Congestion Mitigation Air Quality (CMAQ) funds for the ridesharing program.

Other discretionary special projects include \$400,000 in MORPC STBG funds for Regional Supplemental Planning through work element 66565-3000 that includes seven activities:

1. Project Expedition SFY 2025 – Augment the efforts of the TIP project to ensure the timely completion of projects funded with MORPC-attributable funds.

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

2. Traffic Monitoring – Augment traffic counts received from local governments by taking traffic counts, including bike and pedestrian counts, at other key locations to maintain the regional model and for other purposes. Also, enhance availability of data on the MORPC website.
3. Data Products and Services – This includes soliciting services and data products that supplement work elements 60515-2000 and 60525-2000 (transportation data-related elements). It includes technical tools and services for promoting data sharing and availability and supporting the Regional Data Advisory Committee.
4. Assistance to Members – Provides planning data, travel demand forecasting, and transportation analysis assistance to members upon request for studies conducted by or for local governments.
5. Interregional Connections support – Resources for staff working on Interregional Connections.
6. Conduct resiliency research and planning to prepare the transportation system for a changing climate.
7. Coordinate with other regional activities such as the Regional Sustainability Agenda activities that further the 2024-2050 Metropolitan Transportation Plan (MTP) Goals.

As Central Ohio is designated a “maintenance” area for ozone and for fine particulate matter, MORPC will continue its planning and education efforts for air quality. \$575,000 of CMAQ funding will be used for work element 66735-1000 for SFY 2025.

In SFY 2015, a new special project work element was included to administer the Federal Transit Administration (FTA) Section 5310 funding for the Columbus urbanized area. MORPC, as the designated recipient, will receive an annual allocation from FTA for staff administration. From SFY 2024, approximately \$139,079 remains and will be carried forward into SFY 2025. The SFY 2025 funds will be \$173,250 and are included in work element 67415-3000.

MORPC has utilized FTA Section 5310 funding to provide Mobility Manager support throughout Central Ohio. This was continued in SFY 2024. From SFY 2024 approximately \$140,000 remains and will be carried forward into SFY 2025. MORPC received a special allocation in CY 2023 to also fund this activity. Approximately \$125,000 remains and will be carried forward into SFY 2025.

MORPC will continue the Technical Assistance Program to assist local governments focusing on active transportation planning as outlined in strategies in the 2024-2050 Metropolitan Transportation Plan through work element 66575-1000 in SFY 2025 using \$275,000 of STBG funds.

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 an award of \$1,032,000 in FHWA funding. This is being matched by \$258,000 from a variety of state, MORPC

and local funding. The activity, which is work element 66584-3000, will update the Central Ohio Transportation Safety Plan and conduct supplemental planning and demonstration activities that address key action items from the 2019 plan.

In total, including other special projects that began in previous MORPC Planning Work Programs and that were addressed in previous resolutions, transportation funded elements of MORPC have remaining funds totaling approximately \$9,129,760. A portion may be carried over into SFY 2026. The use of these funds is outlined in the SFY 2025 MORPC PWP that reflects comments from ODOT, FTA, and FHWA. Attached to Resolution 07-24 is a summary of the SFY 2025 MORPC PWP expected to be approved by the Transportation Policy Committee under Resolution T-6-24.

The Central Ohio Rural Planning Organization (CORPO) was created as a Regional Transportation Planning Organization (RTPO) and is staffed by MORPC. ODOT federal and state funds totaling \$200,935, plus \$22,326 of new local matching funds are being requested to continue the CORPO. A PWP for CORPO has also been developed with the work elements included as an attachment to Resolution 07-24.

Resolution 07-24 authorizes the executive director to submit and execute any required grant applications and related agreements, including the biennial agreements with ODOT for the MORPC and CORPO transportation planning areas. The resolution also ensures MORPC's compliance with the civil rights statutes required for receipt of federal funds.

NTG

Attachment: Resolution 07-24

RESOLUTION 07-24

“Authorizing the executive director to file applications with, execute agreements with, and receive funds from the U.S. Department of Transportation and the Ohio Department of Transportation”

WHEREAS, the Secretary of the U.S. Department of Transportation (U.S. DOT) is authorized to make grants for transportation planning funds consistent with the Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law”; and

WHEREAS, these funds are administered in Ohio by the Ohio Department of Transportation (ODOT); and

WHEREAS, the contracts for financial assistance will impose certain obligations upon the Mid-Ohio Regional Planning Commission (MORPC), including the provision of the local share of project costs; and

WHEREAS, the transportation planning process is also required to be in compliance with the Clean Air Act Amendments of 1990 (CAAA); and

WHEREAS, it is required by the U.S. DOT, that in connection with filing applications for assistance, MORPC gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. DOT requirements thereunder; and

WHEREAS, MORPC has established procedures for the Disadvantaged Business Enterprise (DBE) program, and it is the goal of MORPC, within the requirements of U.S. DOT and ODOT, that DBEs be utilized to the maximum extent feasible when procuring equipment, supplies, and services; and

WHEREAS, to do some of the projects in the State Fiscal Year 2025 MORPC Planning Work Program (PWP) and the Central Ohio Rural Planning Organization (CORPO) PWP, it will be necessary to secure matching funds from other agencies and to subcontract work or make purchases per the estimated amounts shown in the attachments; now therefore

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

- Section 1. That the executive director is authorized to file applications with and execute grant agreements on behalf of MORPC with U.S. DOT and ODOT, to aid in financing technical studies and other transportation-related activities.
- Section 2. That the executive director is authorized to enter into a continuing agreement with ODOT to implement 23 U.S.C. §134 and 49 U.S.C. §1607, as may be amended, in the Columbus metropolitan planning area, including designation of MORPC as the metropolitan planning organization responsible for conducting the continuing, cooperative, and comprehensive urban transportation planning process.

- Section 3. That the executive director is authorized to enter into a continuing agreement with ODOT to conduct transportation planning for the CORPO, including designation of MORPC as the Regional Transportation Planning Organization (RTPO) for conducting the continuing, cooperative, and comprehensive transportation planning process.
- Section 4. That the executive director is authorized to enter into ongoing agreements of cooperation with the counties, incorporated municipalities, and other entities and special districts within the areas for carrying forward the transportation planning process consistent with IIJA and CAAA.
- Section 5. That the executive director is authorized to execute and file with such application an assurance, or any other document required by the U.S. DOT, effectuating the purposes of Title VI of the Civil Rights Act of 1964, including amendments.
- Section 6. That the executive director is authorized to furnish such additional information as U.S. DOT or ODOT may require in connection with the application for the PWP.
- Section 7. That the executive director is authorized to set forth and execute affirmative disadvantaged business policies in connection with the project's procurement needs.
- Section 8. That the following estimated funding be requested from ODOT:
- a. \$3,369,945 of new combined FHWA PL and FTA Section 5303 funding (plus \$421,243 of new MORPC and ODOT matching funds each).
 - b. \$200,935 in ODOT federal and state funds plus \$22,326 of new local matching funds to continue the Central Ohio Rural Planning Organization.
 - c. \$750,000 of MORPC CMAQ funds to support MORPC vanpool and rideshare matching program.
 - d. \$575,000 in MORPC CMAQ funds for air quality awareness program.
 - e. \$400,000 in MORPC STBG funds for seven activities in Regional Supplemental Planning.
 - f. \$275,000 in MORPC STBG funds for the Technical Assistance Program.
 - g. \$1,032,000 in FHWA funding (plus \$167,700 of local/MORPC and \$90,300 of ODOT matching funds) for Safe Streets For All Action Plan and Demonstration Activities.
 - h. \$173,250 in FTA Section 5310 funding for program administration.

- Section 9. That previously approved projects and activities, with remaining budgets totaling approximately \$1,454,079 in various federal, ODOT, and local funds, be authorized to continue.
- Section 10. That the executive director is hereby authorized to enter into any agreements with these or other funding agencies and with any subcontractors or vendors necessary to undertake any of the activities identified in the State Fiscal Year 2025 PWP for amounts that have been included in the approved budget of the agency.
- Section 11. That the executive director is authorized, if required, to approve one or more extensions of time for performance of services for any of the agreements described in this resolution and to receive funds or issue change orders not to exceed 25 percent of the original total of the agreement amounts without further authorization from this Commission.
- Section 12. 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 13. 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

Effective date: May 9, 2024
Submitted by: Nick Gill, Transportation Study Director
Prepared by: Transportation Staff
Authority: Ohio Revised Code Section 713.21 For
Action Date: May 9, 2024

Attachment A: List of Activities to be Subcontracted
Attachment B: Summary of State Fiscal Year 2025 MORPC Planning Work Program
Attachment C: State Fiscal Year 2025 CORPO Planning Work Program Work Elements

List of Activities to be Subcontracted:

1. Gohio Commute marketing/advertising/vanpool subsidies/ride-matching software – Approximately \$45,000 is budgeted for miscellaneous printing, marketing, and advertising to multiple vendors, \$100,000 for vanpool subsidies to various vanpool providers, and \$10,000 for ride-matching software for MORPC's portion. Other MPOs are also participating in a shared services arrangement.
2. Air Quality Awareness marketing/advertising – During SFY 2025, approximately \$20,000 is budgeted for air quality-related printing, travel, outreach, marketing, and advertising to multiple vendors. An additional \$90,000 is budgeted for ozone and particulate forecasting services.
3. Up to \$40,000 is subcontracted for traffic counting services.
4. Continuation of Intel Long Range Planning Support consultant of up to \$875,000.
5. Safe Streets For All Safety Action Plan consultant and contracted activities of up to \$1,100,000.

All other funds received and contracts to be let were or will be addressed by other resolutions if required.

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

CORPO FY 2025 PLANNING WORK PROGRAM WORK ELEMENTS

No. 60195-3000

601 - Short Range Planning

Short-range planning services help members make progress on the objectives established in the CORPO Transportation Plan (CTP). The IIJA encourages areas to be innovative in the way they manage and operate the system to ensure people and goods move efficiently, safely, and in the most secure way possible. CORPO will support the management and operation of the transportation system by reporting on its conditions and identifying resources to meet established performance measures.

The IIJA continued a core Highway Safety Improvement Program (HSIP) that is structured and funded to make significant progress in reducing highway fatalities. This law requires state Departments of Transportation (DOTs) to implement a State Highway Safety Plan (SHSP) and to address safety issues in their regions. CORPO’s safety planning work will help the state meet this requirement.

Active transportation planning ensures that non-motorized transportation facilities are constructed as part of a multi-modal transportation system and that performance measures are in place to guide engineering, education, and enforcement practices that enhance their usage and the safety of non- motorists.

Product: Method	Agencies	Schedule
Condition report of highway system and funding: Assess current condition of highway system by collecting pavement condition summaries from ODOT and local agencies. Assist members in Identifying resources needed to bring it to an acceptable standard and in applying for funding. Coordinate effort with the ODOT Asset Management System	<i>CORPO/Local Governments</i>	<i>As needed for TIP and CTP</i>
Safety planning and safety funding applications: Encourage members to address safety concerns through engineering and enforcement measures. Assist them with their applications for safety funding. Conduct special studies and projects related to transportation safety such as intersection modifications as requested by members or ODOT.	<i>CORPO/ODOT/Local Governments/Others</i>	<i>Ongoing</i>
Active transportation planning: Assist local agencies and entities in planning for and implementing active transportation infrastructure that includes both bike and pedestrian facilities. Assist members with trail planning development and complete streets.	<i>CORPO/ODOT/Local Governments</i>	<i>Ongoing</i>
Transit Planning: Coordinate with both public and private transit and mobility providers on public transit and human services planning. Assist members with related grant applications (5310, 5307, OTP2, etc.), planning documents, and meeting planning.	<i>CORPO / MORPC/ Local governments and Transit Agencies</i>	<i>Ongoing</i>

Budget:

Total Work Element \$40,000 \$32,000 FHWA, \$4,000 ODOT, \$4,000 MORPC

PID#: 118375

602 - Transportation Improvement Program

Transportation Improvement Program (TIP) and Implementation

This element is to prepare and continue to maintain an updated Transportation Improvement Program (TIP) through this element. CORPO will identify federal, state, and other resources to make local improvements and coordinate them with traditional federal resources.

This element also involves the monitoring and coordination of progress for projects in the TIP, including the projects awarded funds through CORPO's Dedicated Funds Program. As needed amendments to the TIP are completed. Periodic reports concerning the status of federal funds are made to the CORPO committees. CORPO also participates in public involvement opportunities conducted as part of the development of regionally significant transportation improvements including transit projects.

Product: Method	Agencies	Schedule
Transportation Improvement Program: Coordinate with ODOT Districts 5 and 6, MORPC, transit providers and local agencies on project information for the 2026-2029 TIP. Coordinate with ODOT Central Office on TIP updates and amendment schedules. Monitor projects awarded funds through CORPO's Dedicated Funds program.	<i>CORPO</i>	<i>Ongoing</i>
Collaboration on project delivery and financing options for projects: As needed, work with local jurisdictions to identify project funding mechanisms and coordinate them with the use of federal, state and other locally available resources, including coordination with OPWC's SCIP-/LTIP-funded projects. Assist with special funding opportunities such as CORPO Dedicated Funds, Transit related funding, and Discretionary funding opportunities. Work with public and private partners to bring projects that are extremely time-sensitive online as quickly as possible.	<i>CORPO & Local Agencies</i>	<i>Ongoing</i>

Budget:

Total Work Element \$75,000 \$60,000 FHWA, \$7,500 ODOT, \$7,500 MORPC
 PID#: 118375

605 – Continuing Planning – Surveillance

Data and Analysis

Many transportation programs and projects require GIS and database analytical methods. This element includes using information and tools to analyze data and develop and prepare final products associated with the various projects and programs of the Regional Transportation Planning Organization. In addition, CORPO intends to function as a resource for requests for information regarding transportation, demographic, development, and various other community needs.

Product: Method	Agencies	Schedule
Provide GIS and technical assistance to members: Coordinate with the modeling team to be responsive to new data needs associated with the travel demand model. Prepare land use forecasts for traffic studies. Provide demographic and economic data for studies as needed.	<i>CORPO</i>	<i>As Needed</i>
Transform raw data into useful information, suggest conclusions, and support decision-making: Create data visualizations to make finding and retrieving information easy for users for transportation planning purposes: Produce data-driven reports for a quick view of facts and figures about communities and the region.	<i>CORPO/MORPC</i>	<i>As Needed</i>
Respond to and document requests: Answer questions from government, residents, academia and businesses for transportation and demographic data.	<i>CORPO/MORPC</i>	<i>As Needed</i>

Budget:

Total Work Element \$38,609 \$30,887 FHWA, \$3,861 ODOT, \$3,861 MORPC

PID#: 118375

610 – Transportation Plan

Long Range Multimodal Transportation Planning

This work element is the creation and maintenance of the Long-Range Rural Transportation Plan and related activities. The plan examines the region's transportation needs at least 20 years into the future and proposes a multimodal network to meet the region's needs. Work includes maintenance activities for the current 2018-2040 long-range rural transportation plan completed in 2018, and also development activities for the 2023-2050 transportation plan. This activity also includes coordination with local governments and other transportation agencies, participating in special long-range planning efforts, monitoring, and reporting on federal and state transportation legislation, regulations, and policies, and integrating transportation into other regional planning efforts.

<u>Product: Method</u>	<u>Agencies</u>	<u>Schedule</u>
The 2023-2050 Long- Range Transportation Plan: Monitor and amend as needed.	<i>CORPO</i>	<i>As Needed</i>
North Pickaway County TID Transportation Plan: provide data, information, and coordination with Pickaway County TID to assist with plan development.	<i>CORPO/Pickaway County</i>	<i>October 2024</i>
Coordinate with ODOT planning activities: Coordinate with special studies and projects that are in the early steps of development. Coordinate with ODOT on implementing strategies in State Transportation and Development Analysis, Route 23 Connect, A045, Walk.Bike.Ohio and Transport Ohio within CORPO.	<i>CORPO/MORPC</i>	<i>As Needed</i>
Complete other long-range system studies: Use regional data and resources and technical expertise in highway, thoroughfare, transit, pedestrian, access management, freight, and bikeway planning to analyze specific long-range transportation needs to assist members.	<i>CORPO/Local Governments</i>	<i>Ongoing</i>

Budget:

Total Work Element \$69,653 \$55,722 FHWA, \$6,965 ODOT, \$6,965 MORPC

PID#: 118375

665 – Special Studies

Supplemental Planning

This work element includes additional planning activities that will supplement the core RTPO work elements, and currently includes one activity.

In 2022, CORPO applied to USDOT’s Safe Streets and Roads for All Discretionary program for planning funds to complete a Safety Action Plan for the seven-county CORPO planning area. In January 2023, CORPO received notification of award of these funds to develop the plan.

Product: Method	Agencies	Schedule
CORPO Safety Action Plan: Develop a safety action plan for the seven-county CORPO planning area in accordance with the funding program guidelines and requirements.	CORPO	November 2024

Budget:

Total Work Element \$250,000 \$200,000 FHWA, \$0 ODOT, \$50,000 MORPC

As of the end of SFY 24 approximately \$34,000 is expected to carry over into SFY 25