



NOTICE OF A MEETING

CORPO COMMITTEE

Hosted by: THE MID-OHIO REGIONAL PLANNING COMMISSION (MORPC)

In-Person Meeting
111 Liberty Street
Suite 100
Columbus, OH 43215

May 5, 2025
2:00 – 3:30 P.M.

AGENDA

1. **Welcome and Introductions** – CORPO Senior Planner, Mary Turner
2. **Approval of November 2024 Meeting Minutes** (*Enclosed*)
3. **CORPO Administrative Items**
 - a. FY 2026 Planning Work Program - Maria Schaper, MORPC
 - i. *Resolution 1-25 "Adopting the FY 2026 Planning Work Program"*
 - b. CORPO Committee Bylaws, Memorandums of Understanding, & Committee Appointments – Parag Agrawal, MORPC
 - i. *Resolution 2-25 "Adopting the CORPO Committee Bylaws"*
 - c. County Subcommittee Meetings Update - Mary Turner, CORPO
4. **Transportation Improvement Program (TIP), Project Funding & Implementation**
 - a. 2026-2029 CORPO TIP – Tom Graham, MORPC
 - i. *Resolution 3-25 "Adopting the 2026-2029 CORPO TIP"*
 - b. CORPO Dedicated Funds Budget Increase Requests – Mary Turner, CORPO
 - i. *Resolution 4-25 "Approving Funding Increase Requests for the SFY 2024-2025 CORPO Dedicated Funds Program"*

Jeff Stauch
Chair

Brian Ball
Vice Chair



- c. CORPO Dedicated Funds SFY 2026-2027 Program – Mary Turner, CORPO
 - i. *Resolution 5-25 “Adopting the Policies for Managing CORPO Dedicated Funds for SFY 2026 - 2027”*

5. Long-Range Planning – Mary Turner, CORPO

- a. Functional Classification Review Process

6. Short Range Planning, Active Transportation, Safety, Transit & Data and Analysis-

- a. Safe Streets and Road for All, Planning and Demonstration Grant Application- Maria Schaper, MORPC

7. CORPO Member / Stakeholder Roundtable Discussion

- a. Knox County
- b. Madison County
- c. Marion County
- d. Morrow
- e. Pickaway County
- f. Union County
- g. Fairfield County

8. Other Business

- a. Virtual Meeting Policy – Maria Schaper, MORPC
- b. Funding Opportunities & Applications- Mary, Turner, CORPO
- c. Member Services Update & Events – Mary Turner, CORPO

9. Adjourn

PLEASE NOTIFY MARY TURNER at 614.233.4138 OR MTURNER@MORPC.ORG TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

Jeff Stauch
Chair

Brian Ball
Vice Chair

Current CORPO Committee Roster & Alternates

County	County Appointed Representative, County Subcommittee Appointee	<i>Designees (Aka alternates)</i>
Fairfield		
		<i>Rick Szabrak</i>
	Ira Weiss	
Knox		
	Cameron Keaton	<i>Jeff Gottke (Leaving Knox Area Development Foundation)</i>
	Brian Ball, Vice Chair	
Madison		
	Bryan Dhume	
	David Kell	
Marion		
	Brad Irons	
		<i>Gus Comstock (Leaving Marion CANDO)</i>
Morrow		
	Bart Dennison	
	Jamie Brucker	
Pickaway		
	Chris Mullins	
	Anthony Neff	
Union		
	Tom McCarthy (New representative)	
	Jeff Stauch, Chair	<i>Bill Narducci</i>



Central Ohio Rural Planning Organization Committee Meeting

Date: **Monday, November 4, 2024**
Time: **2:00 p.m.**
Location: **MORPC**

Meeting Attendance

Stauch, Jeff (Vice Chair)
Wise, R.C.
Duvall, Chuck
Maricocchi, Paul
Keaton, Cameron
Neff, Anthony
Weiss, Ira

Shetler, Jeff
Jeffers, Paul
Halverson, Macy
Murdock, William
Agrawal, Parag
Schaper, Maria
Oldroyd, Shelby

Smith, Sam
Rice, Sam
Turner, Mary
Boyer, Ben (*Virtual*)

I. Welcome & Introductions

- Vice Chair Stauch called the meeting to order at 2:00 p.m. There was a quorum present.

II. Approval of May 2024 Meeting Minutes

- Vice Chair Stauch asked for a motion to approve the May 2024 Meeting Minutes. Mr. Weiss moved; Mr. Keaton seconded; and the motion passed.

III. CORPO Administrative Items

Nomination and Election of Officers

- Ms. Schaper shared that this meeting will be the last meeting for the Committee Chair, Mark Forrest, who was unfortunately unable to attend.
- Vice Chair Stauch opened the floor to nominations for the Chair and Vice Chair positions. MORPC staff typically serves the role of Secretary for the Committee.
- Mr. Keaton motioned to nominate Jeff Stauch for the Chair position and Brian Ball for the Vice Chair position. Vice Chair Stauch closed the floor for nominations and called a vote on the nomination of Jeff Stauch as Chair and Brian Ball as Vice Chair. The motion passed.

Bylaws, Memorandums of Understanding, & Committee Appointments

- Ms. Schaper shared that staff have been reviewing the MOU's and Bylaws for the CORPO Committee to see if the Bylaws reflect current practices and where there is unclear language or confusion about who serves as Committee members. Ms. Schaper shared that a copy of the redlined Bylaws was provided for the Committee members today, but no action is required at this time. This will need to be reviewed by the MORPC Bylaws Committee, but the intent was to share Staff's initial recommendations with the Committee to preview today. Ms. Schaper shared that she doesn't know when the MORPC Bylaws Committee will meet next, but they will need to meet to review these proposed changes as well as Bylaws for the newly created Comprehensive Economic Development (CEDs) Committee soon.

- Ms. Schaper next shared that, similarly to the Bylaws, CORPO are also reviewing the CORPO County Memorandums of Understanding (MOUs). These were agreements that were carried out when CORPO was created, to outline what the role of the organizations involved was and what services CORPO would be providing. The main intent in updating the MOUs is to ensure consistency with ODOT's updated Regional Transportation Planning Organization Administration Manual. Also, in addition to MOUs with County Commissioners and County Engineers, staff would like to include local municipalities and transit agencies, so there is an understanding that we're all working together on the transportation planning process in the region. These MOUs will also be reviewed by the Bylaws Committee. Ms. Schaper stated that staff would start the process of getting new signatures on the updated MOUs once the new Bylaws are in place.
- Mr. Keaton asked about the several different names given to the CORPO Committee in the current set of Bylaws. Ms. Schaper stated that this was something staff hopes to resolve with the Bylaws update.
- Ms. Turner shared that the last part of this review, following the Bylaws update and the new MOUs, is to update Committee appointments and fill vacancies. Ms. Turner shared a current roster to underscore the vacancies that several counties have in their appointments to the CORPO Committee. Ms. Turner said that hopefully through this process, there can be clarity next year on positions and a complete roster for the CORPO Committee. Mr. Keaton stated that the Knox County Commissioner currently appointed, Teresa Bemiller, is retiring. Ms. Turner stated that the current Chair, Commissioner Mark Forrest of Madison County, is also retiring, thus this update will be timely for several vacancies. Ms. Schaper shared that more specifically, this is one of the changes that are being proposed to the Bylaws. Currently, the Bylaws suggest that a County Commissioner be appointed to the CORPO Committee for each County, and staff suggest this be changed to allow County Commissioners to appoint someone else to the CORPO Committee so there isn't a need to appoint someone new every election cycle. Ms. Turner added that currently, the Bylaws also ask that appointees to the Committee receive a biannual appointment from the County Commissioners, but staff are proposing this be changed so that members are appointed by their County Commissioners and serve until there is a vacancy, at which point staff would go back to the County Commissioners for a new appointment. Mr. Keaton asked if this would be something that would require a resolution from their County Commissioners? Ms. Schaper answered that a resolution may not be necessary, but some sort of written appointment would be needed. Chair Stauch stated that this would be like what is done for OPWC and asked if staff would be reaching out to individual counties once this process is complete? Ms. Schaper stated that that was correct. Ms. Turner added that this may take some time as staff will be looking to execute MOUs with all local jurisdictions and transit agencies in addition to counties.
- **FY 2024 Planning Work Program Completion Report**
- Ms. Schaper recapped that every year, MORPC completes a planning work program for CORPO, outlining what will be done with the planning dollars that CORPO receives from ODOT. Ms. Schaper said that the FY 2024 program was about a \$400K program including several of the typical work elements as well as some of the award from the Safe Streets and Roads grant that CORPO received to complete the Safety Action Plan. Following the completion of the fiscal year,

CORPO is required to submit a completion report to ODOT on the progress made toward the planned work program. Ms. Schaper said that a copy of the completion report submitted to ODOT is included in the meeting packet and was submitted to ODOT on September 30th. No comments from ODOT were received, which means the report is as expected and complete. No action is required on this matter. Staff will develop the FY 2025 Planning Work Program and share with the Committee at their May 2025 meeting.

- **County Subcommittee Meetings Update**
- Ms. Turner shared a quick recap of the county subcommittee meetings that were held in the last two weeks of September in each of the seven CORPO counties. Ms. Turner said that the subcommittee meetings also served as the rural consultation meetings to kick-off the development of the 2026-2029 Transportation Improvement Program. From the subcommittee meetings, CORPO heard feedback on what corrections were needed to the draft TIP project lists, feedback on the draft TRAC project priorities, and about potential projects for CORPO Dedicated Funds or that communities may need assistance in finding funding sources for.
- **Newsletter**
- Ms. Turner stated that the last CORPO Administrative Item on the agenda was that the CORPO quarterly fall newsletter was sent on this past Friday. If anyone did not receive it that would like to, they should reach out and let Ms. Turner know.

IV. Long-Range Planning

- **CORPO 2023-2050 Transportation Plan**
- Ms. Turner recapped at the subcommittee meetings; she said that they were close to completing the static documents for each county that serve as appendices to the 2023-2050 Transportation Plan. Ms. Turner said the documents should be completed soon and CORPO had also discussed internally with their Data & Mapping teams about creating an online map of the long-range plan projects and data to be a resource for the counties. Ms. Schaper added that they hope this can be added on the same platform as the CORPO Safety Action Plan dashboard so this information and data can all be in one place for ease of use.

V. Transportation Improvement Program (TIP), Project Funding & Implementation

- **2026-2029 Transportation Improvement Program Development**
- Ms. Turner said that the TIP or STIP is a 4-year program that identifies projects scheduled for some phase of implementation during that period. Projects that are included have secured federal or state funding and are regionally significant. The TIP is updated every two years and it's a collaborative effort between ODOT, CORPO, and rural officials. Ms. Turner recapped that the development of the 2026-2029 TIP kicked off with rural consultation meetings during the September subcommittee meetings. Currently, CORPO is on the next step, developing the first draft of the document, using input received during the rural consultation period from the counties on needed corrections. Ms. Turner said the first draft of the document would be submitted to ODOT in January 2025. Ms. Turner added that communities and counties can still submit corrections, questions, and

comments, ideally those would be submitted before the public comment period on the draft TIP is held next March- April.

- **CORPO Dedicated Funds Update**

- Ms. Turner shared an update on the CORPO Dedicated Funds program. She stated that for those who attended the September subcommittee meetings, there were no new encumbrances for the projects, so this report is the same as was shared at those meetings. Ms. Turner added that for the Village of Gambier project, the project was slightly changing. The project originally was going to be a safety study in one area, but ODOT suggested that the Village combine their CORPO Dedicated Funds effort with their application for TAP funding. So, the Village will use safety funds to complete a safety study for a larger area, then hopefully use CORPO Dedicated Funds for design and preliminary engineering for the larger area and then be able to use TAP and safety funds to implement or construct the study outcomes. Mr. Wise stated he came to the CORPO Committee meeting to find out if there were any more updates for the project. Mr. Boyer (virtually) stated that the information was correct, and he was also waiting to hear from the ODOT Office of Safety for more information about this project. Mr. Boyer stated that it wasn't a question of whether TAP would fund the study, it was just a question of how much funding they would be providing. Ms. Turner said that CORPO staff were made aware that the Knox Area Transit project has an award through FTA for \$6 million dollars for their transit facility as well. Unfortunately, the project isn't allowed to exceed more than \$6 million in federal funding towards their project, so if CORPO proceeded with funding their project with dedicated funds, which are a suballocation of STBG federal funds, CORPO would be off setting some of their FTA award. Ms. Turner stated she had been working with Bethany Celmar, the project sponsor for Knox Area Transit, to find out if there was a different activity that could potentially be brought to the CORPO Committee to consider funding, but they don't have anything at this time. Ms. Turner said ultimately, based on where CORPO is in this funding cycle, the funds awarded to that project will be rolled forward into the next funding cycle. Ms. Schaper stated that when we were awarded these funds at the beginning of the year, there was concern that we wouldn't be able to add federal funds to this project. Ms. Schaper stated that we generally look for CORPO funds to offset local dollars instead of federal funds, so in adopting the resolution for the awards, the resolution stated that unused funds would go back into the pot of available funding. She added that if other projects have cost exceedances, it's possible that these funds are available for that. Mr. Duvall asked if it would be possible to increase the funding to 100% on a project that received an award. Ms. Schaper said no, a match is required. Ms. Turner added that if the funds were used for a project that went over cost, we would likely bring it in front of the CORPO Committee next May for proposal. Mr. Keaton asked what 'DD' stood for in relation to a project phase. Ms. Schaper clarified that it was 'detailed design.' Ms. Turner also shared that this project was one that was likely to go over cost and could be brought in front of the Committee at their next meeting to be considered for more funds. Mr. Keaton also asked about the Edgewood Road Reconstruction project stating that he knew it was on the ballot for a vote in the City of Mount Vernon. Ms. Turner responded that CORPO coordinate with the project sponsors so if there's something that prohibits the project from moving forward, it would be like the situation with Knox Area Transit. They would have to

return the award, and in this case, they haven't encumbered any funds yet, so their award would just be returned. Ms. Turner stated that the remaining amount of funds in 2022-2023, about \$19,000, would likely be returned and unused as the Village of Richwood wraps up construction on their project.

- **RTPO Impact Report**
- Ms. Turner stated that the six RTPOs across the state collaborate biannually to share this report with the legislature. The report is intended to highlight successes and unfunded needs to secure more funding for RTPOs in the next transportation budget. Ms. Turner clarified that the CORPO Dedicated Funds program is funded through the state legislature so they're advocating for more funds for this program. Ms. Turner stated that this report is available on the CORPO webpage so communities can share it if they're having any conversations with legislators. Ms. Turner shared a quick overview of the information in the report. Chair Stauch asked if the re-up for CORPO Dedicated Funds was something in the state budget. Ms. Turner responded that yes, it's a part of the state's biennial budget, so next spring we may be preparing for the next cycle of the program but not have a final answer yet on the funds that will be available.

VI. Short-Range Planning; Active Transportation & Safety; Transit; Data & Analysis

- **CORPO Safety Action Plan Dashboard & Next Steps**
- Mr. Smith shared that he wanted to start by highlighting the central intent of the plan which was the target to reduce fatal and serious injury crashes in the CORPO region by 2% annually over the plan horizon. Mr. Smith noted that the plan was adopted in May 2024 and is available online. Since adopting the plan, staff have developed an online dashboard, including an overview of the plan, interactive crash data dashboard, interactive web map, and other related resources.
- Mr. Smith shared that most Committee members had seen the dashboard, but a few changes had been made since the subcommittee meetings that he wanted to share. The changes made were filters added for the data- functional classification and local jurisdictions. ADT information requested by members is available through ODOT TIMS. Mr. Smith then opened the webpage and explained the information available in the interactive webpage.
- Mr. Smith ended his presentation by sharing next steps including letting the Committee know the dashboard is available on the CORPO webpage and the team can support any questions or safety applications. In the future, this dashboard will be used to track progress toward reducing fatal and serious injury crashes.
- Chair Stauch asked if any RTPOs were doing something like the safety planning CORPO had done. He then shared that he thought this tool would be useful in showing the return on investment of safety projects. Ms. Schaper shared that she wasn't aware of what other RTPOs had done, but ultimately they were planning for this Safety Action Plan to make member communities eligible to apply for implementation dollars through the Safe Streets and Roads for All grant program. Ms. Schaper also shared that the Safe Streets and Roads for all implementation grants are very competitive, but this tool can be helpful for applying for other safety funding programs as well.

- Mr. Smith said that the crash dashboard page can help identify specific sites, then the crash map has more information about roadway and area characteristics, and then the full plan and resource tabs help to identify and acquire funding.
- Ms. Schaper reiterated that the team is available to assist with navigating and using the webpage to develop projects and funding applications.
- Ms. Turner stated that the crash map tab includes layers for ODOT's HSIP program and also shows the projects included in the long-range transportation plan, which can be helpful in seeking CORPO Dedicated Funds as well. She also mentioned that the City of Circleville is also completing a Safety Action Plan.
- Mr. Smith shared that a guide was created to ensure that the interactive webpage is updated periodically.
- Mr. Wise asked where the crash data comes from and how we know if it's complete. Mr. Smith responded that the data comes from ODOT.
- Mr. Neff asked if the data was just as current as TIMS. Mr. Smith said yes, but the data is added annually by the most recent five-year period.

VII. Member Updates and Discussion

• Roundtable

- Ms. Turner asked if anyone had updates to share.
- Mr. Weiss of Fairfield County did not have any updates to share.
- Mr. Keaton of Knox County said he did not have any updates to add.
- Mr. Wise said that the roundabout they received funds for is having a ribbon cutting at 1 pm on the 18th for the shared used path and they're appreciative of what was done.
- Mr. Paul Maricocchi, ODOT District 6, shared that ODOT currently has an opening special funding solicitation for bicycle and pedestrian projects. Mr. Ben Boyer, ODOT District 5, said he also emailed out the funding opportunity to District 5.
- Mr. Chuck Duvall of Madison County shared that the project they received dedicated funds for will likely go to bid for construction in late August. Mr. Duvall asked Mr. Maricocchi what a typical project for the funding opportunity he mentioned might be. Mr. Maricocchi said anything bike or pedestrian that doesn't need to acquire right-of-way since they need to spend the funds quickly. Mr. Keaton asked if there were caps on the funding. Mr. Boyer said the funding is 100 percent project cost if you're in an area smaller than 100,000. Mr. Boyer said the best projects will be ones that can be done quickly. Mr. Keaton asked if this money could be a match for TAP, and Mr. Boyer responded that it cannot because both are federal. Mr. Boyer said it would be worth trying to see if this funding source is a better fit to turn an existing project around more quickly.
- Mr. Stauch said that Union County has a lot going on and share updates about construction projects occurring. Mr. Stauch said they received positive feedback from a roundabout project. Mr. Duvall said their test roundabout did not work out because of farm equipment. Mr. Neff said their roundabout project did work for the farm equipment it was tested with.

VIII. Other Business

• Functional Classification Review

- Ms. Turner shared information about what the functional classification review is and an overview of the schedule the review will be completed on.
- Ms. Schaper said that if there are facilities that are experiencing high volumes of traffic that are outside an urban area and are a minor collector or lower, they're not eligible for federal aid. So, they're not eligible for CORPO Dedicated Funds of many of the other funding programs discussed. As you're thinking about locations in your county, think of locations that would benefit from being federal aid eligible. There will be other network considerations that weigh in but think of locations to start with. CORPO staff will be working to schedule time to review each county's network.
- Mr. Wise asked if there was a certain ADT that was a trigger. Ms. Schaper said yes, there are ranges. Staff intend to create maps based on our data and look at where classifications should fall based on that. Ms. Schaper added that in addition to ADT other considerations are the purpose of the facility, context, and the network.
- Mr. Duvall asked if this was based on current ADT or projections. Ms. Schaper said that largely this is based on current ADT, but if it is a facility that is in enough of a high-growth area there is an argument that can be made. Ms. Turner added that there is also a process for out-of-cycle requests if it's not captured with this review. Ms. Schaper said we do this region wide every ten years following the census, but yes, there is an opportunity to re-look at classifications as needed.
- Mr. Wise asked if there hasn't been a traffic count done in a while, can we ask for that to be completed. Ms. Schaper said yes, we can investigate that. Mr. Keaton asked if ODOT had to count all the roads every two years. Chair Stauch said he didn't think ODOT did them all, but they did their own. Ms. Schaper stated she thought it was every two years. She added that MORPC has a consultant for traffic counts if there are counts that haven't been taken in a few years or there's locations that were missing.
- Mr. Keaton said he was very interested in this because the longest road in the county, Sycamore Road, is not federal aid eligible. He said it has a ton of vehicles on it. Mr. Keaton asked if there needed to be public meetings to change a road classification. Ms. Turner said no, not that she was aware of. She said that the steps were to complete this review by August and then it will go to the ODOT Functional Classification Review Committee, and then they will be submitted to FHWA. Ms. Schaper said that you will need to keep in mind that as a roadway becomes federal aid eligible and you want to use federal funds to complete a project, there's certain specifications that will need to be met and public review may come in at that point.
- Ms. Turner mentioned that she'll send the slides out, but the ODOT story map tool is a good reference to look at as well.
- **Funding Opportunities & Applications**
 - Ms. Turner shared information about open funding opportunities available through ODOT and federal programs.
 - Ms. Schaper added that the City of Lancaster and MORPC put in applications to the RAISE program and were awarded "project of merit," status so both will be able to apply for a separate next solicitation for the RAISE program. Ms. Turner and Ms. Schaper reiterated that the region has a good track record for RAISE currently so if there's an opportunity to collaborate on another application, let them know.

- **Upcoming Events**

- Ms. Turner shared information about upcoming events including Trails and Active Transportation Collaboration quadrant meetings, the Southeast Area Luncheon. Mr. Keaton asked if it mattered if Knox County had applied for a RAISE grant for trail to Mohican State Park down to the Bridge of Dreams in Knox County, but portions of that trail were outside the area of the regional vision. Ms. Turner responded that no, it did not matter, especially because a portion of that trail was intended to meet the Ohio to Erie trail as well? Mr. Keaton said yes, it was a branch of that trail to Mohican. They had applied twice, but didn't receive funding. Ms. Schaper said these meetings are about collaboration and identifying champions so the more involved, the better. Mr. Smith reiterated Ms. Schaper's points.

- **Executive Director comments**

- Mr. Murdock, MORPC Executive Director, asked if he could share some comments. He wanted to share his thanks for the Committee and the work that they do and share the appreciation of the Commission for the work that CORPO does. He mentioned that this morning, the Government Affairs team were discussing the RAISE grant and what it means for the region. Mr. Murdock also shared that since the last meeting, Ms. Schaper has been promoted to the Transportation Research Director.

IX. Adjourn

- Chair Stauch adjourned the meeting at 3:29 p.m.

Mary Turner
CORPO Committee

Memorandum

TO: Central Ohio Rural Planning Organization Committee

FROM: Maria Schaper, Transportation Director
Central Ohio Rural Planning Organization

DATE: 05/1/2025

SUBJECT: Resolution 1-25 Adopting the Central Ohio Rural Planning Organization (CORPO) SFY 2026 Planning Work Program (PWP)

The Planning Work Program (PWP) documents CORPO's transportation planning program scope of work, products, and budgets which utilize federal and state planning funds. They are prepared annually and submitted to ODOT for approval. The State Fiscal Year (SFY) 2026 PWP for Regional Transportation Planning Organizations (RTPO) are due to ODOT by May 9, 2025. Resolution 1-25 approves the SFY 2026 CORPO Planning Work Program to receive federal and state planning funds.

During the spring of 2025 CORPO Subcommittee meetings, the SFY 2026 PWP was discussed, including the December memo from ODOT initiating the development of the SFY 2026 PWP. Staff presented the work items in the SFY 2026 PWP and discussed more specific planning activities to be included in the SFY 2026 PWP. A draft of the PWP was provided to ODOT for comments. ODOT responded with minor comments that did not result in any changes to the document.

The SFY 2026 Planning Work Program has been developed to reflect recent CORPO meeting discussions and other member communication and to address the needs and advance the goals of CORPO members.

Attachment: Resolution 1-25 Adopting the Central Ohio Rural Planning Organization (CORPO) FY2026 Planning Work Program (PWP)

Jeff Stauch
Chair

Brian Ball
Vice Chair

RESOLUTION 1-25

A RESOLUTION TO ADOPT THE CENTRAL OHIO RURAL PLANNING ORGANIZATION'S (CORPO) FY 2026 PLANNING WORK PROGRAM (PWP).

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

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

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

WHEREAS, it is the role of the Central Ohio Rural Planning Organization (CORPO) to help encourage, facilitate, and provide a forum for this cooperation so as to help spend regional transportation funds most effectively; and

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

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

BE IT RESOLVED BY THE CENTRAL OHIO RURAL PLANNING ORGANIZATION COMMITTEE:

Section 1. That it hereby approves the attached CORPO Planning Work Program for Fiscal Year 2026 as a document to receive federal and state planning funds.

Section 2. That this resolution be forwarded to ODOT as evidence of acceptance of this program by CORPO.

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

Jeff Stauch, Chair
CENTRAL OHIO RURAL PLANNING COMMISISON

Date

Prepared by: CORPO Staff

Attachment: CORPO FY 2026 Planning Work Program (main document only – no
appendices)

PLANNING WORK PROGRAM FISCAL YEAR 2026

PROSPECTUS
WORK ELEMENTS
APPENDICES

Prepared by



CENTRAL OHIO RURAL PLANNING ORGANIZATION

111 Liberty Street, Suite 100

Columbus, Ohio 43215

Final to be approved by the

CORPO Committee

May 2026

The preparation of this document was financed with planning monies from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Ohio Department of Transportation (ODOT).

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APPENDIX E: TITLE IV PROGRAM – ODOT COMPLIANCE REVIEW RESPONSE

PROSPECTUS FOR SFY 2026

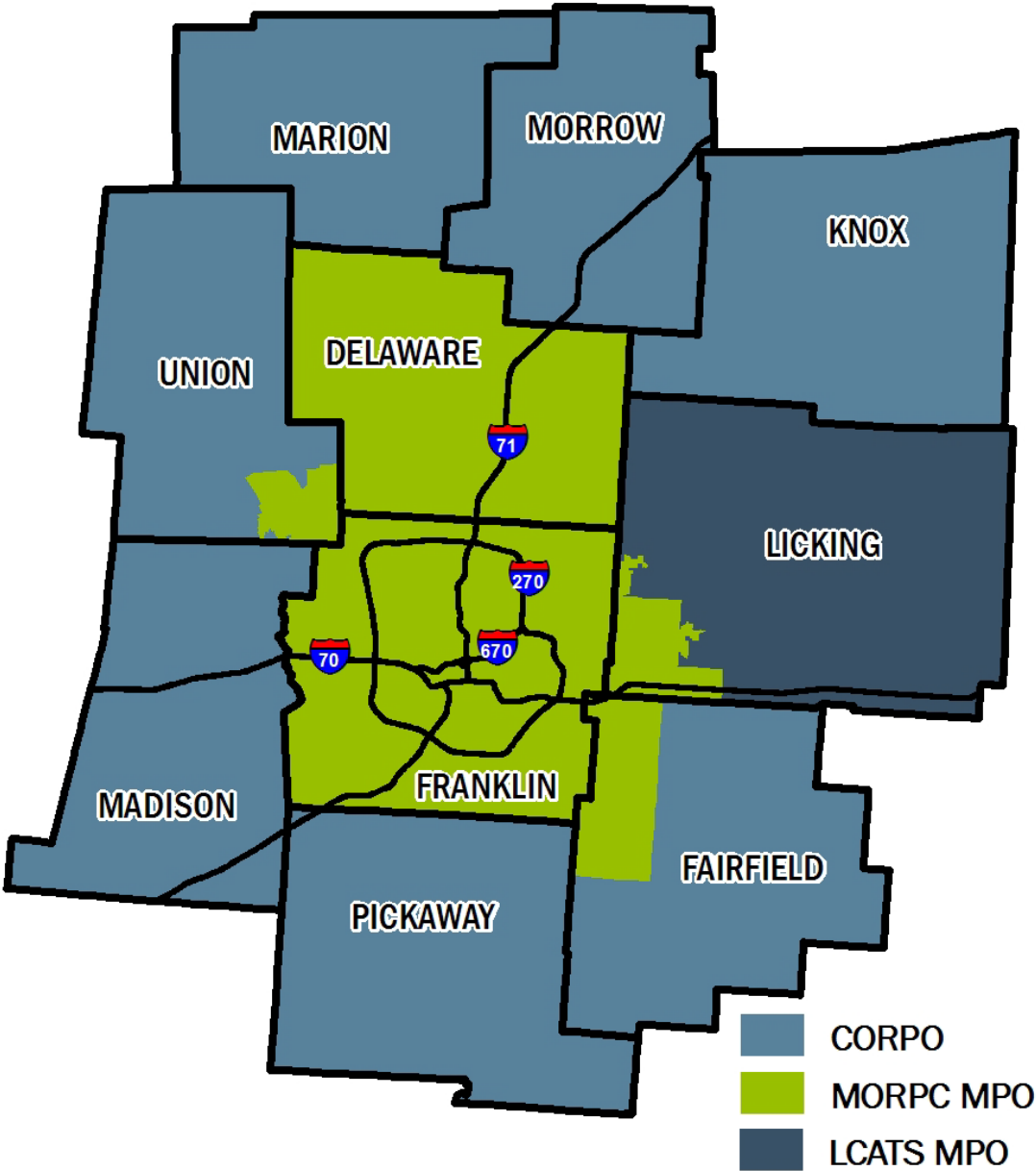
DESCRIPTION OF CORPO

In summer of 2019, the Ohio Department of Transportation (ODOT) formally designated the Central Ohio Rural Planning Organization (CORPO) as Ohio's sixth Regional Transportation Planning Organization (RTPO). CORPO continues to build upon the coordinated transportation planning activities completed over the last three years. Since the summer of 2016, the CORPO Committee and its member counties have successfully developed a Long-Range Transportation Plan (CTP) with a list of prioritized projects, numerous committee meetings, the development of special projects and grant related work, and developed a Transportation Improvement Program (TIP) in coordination with ODOT's Statewide TIP.

CORPO is a committee within the Mid-Ohio Regional Planning Commission (MORPC), a public planning agency operating under state and federal law and governed by an independent commission composed of appointed officials from member jurisdictions. CORPO conducts the "3-C" (continuing, cooperative and comprehensive) transportation planning activities for its member counties which includes Fairfield, Knox, Madison, Marion, Morrow, Pickaway, and Union. MORPC provides the staff for CORPO.

CORPO's focus for Fiscal Year 2026 will be working with members to complete the following objectives:

- Short-range planning activities such as focused area studies, transit & mobility, safety studies, and active transportation.
- Data & Analyses as needed to support short and long-range planning activities.
- Maintain the 2026 – 2029 CORPO Transportation Improvement Program: Facilitate amendments as needed.
- Implementation and monitoring of projects awarded funding through CORPO's Dedicated Funds program.
- Implementation and monitoring of the 2023-2050 CORPO Transportation Plan: Amend as needed
- Implementation and monitoring of the 2024 CORPO Safety Action Plan.
- Assist members with additional long-range planning activities.



THE 3-C PLANNING PROCESS

COORDINATED PLANNING

Numerous public and private agencies and citizens representing varied interests participate in the transportation planning process. CORPO must integrate the work and views of each participant into the planning process. In some cases, formal agreements may be executed between CORPO and major participant agencies. Described below are the primary responsibilities of the major participants.

Ohio Department of Transportation (ODOT)

ODOT is the major implementing agency for transportation projects in Ohio and the CORPO region. Districts 5 and 6 cover the CORPO planning area. ODOT assigns staff liaisons to CORPO and other RTPOs and MPOs to oversee their planning and programming activities and to ensure compliance with applicable state and federal regulations. ODOT provides oversight, approval, and technical assistance for the travel demand modeling processes. ODOT also has a significant role in the planning studies that are done prior to major transportation investments.

Federal Highway Administration (FHWA)/Federal Transit Administration (FTA)

FHWA and FTA are the major funding agencies for highway and transit planning activities, respectively. Close coordination is maintained among FHWA, FTA, ODOT, MORPC and CORPO.

Local Governments in CORPO Member Counties

To varying degrees, local governments participate in technical activities, development of the rural transportation plan, the transportation improvement program, and major development issues associated with transportation. Representatives of these jurisdictions can communicate with ODOT and FHWA through CORPO.

Ohio Rail Development Commission, Public Utilities Commission of Ohio

These entities may participate in the rail-related technical activities of the transportation program to coordinate their plans and programs with those under development by CORPO.

AGREEMENTS

CORPO (via MORPC) has used intergovernmental reviews to obtain comments from interested parties and to provide information and recommendations concerning proposed projects. The complexity of coordination done necessitates defined roles and responsibilities for the various participants. The following agreements have been established to guide MORPC's interactions with other major players in transportation planning:

MORPC/ODOT Contract – This contract between MORPC and ODOT identifies the statement of work and authorizes regional transportation planning organization processes.

Two-Party RTPO Agreements – Seven counties have signed agreements to participate in CORPO, which is hosted by MORPC. These counties are Fairfield, Knox, Madison, Marion, Morrow, Pickaway, and Union.

Planning Work Program – This document (also referred to as a Unified Planning Work Program) is an annual statement to FHWA, FTA and ODOT of CORPO's use of planning funds for member counties.

CONTINUING PLANNING

Transportation planning is an ongoing process. CORPO's main transportation planning activities will be completed and updated on a repeated cycle. The long-range transportation plan will be completed or updated at least every five years, and a Transportation Improvement Program (TIP) will be developed on a two-year cycle.

As soon as one of these documents is completed, work begins on the next one in a continuing cycle.

One standing subcommittee for each county provides ongoing assistance and advice on transportation planning matters to CORPO.

COMPREHENSIVE PLANNING

Rural transportation planning is intended to examine and integrate a variety of issues related to transportation. One of CORPO's roles is to better understand these issues and their inter-relationships and to try to avoid or reduce potential negative consequences of transportation plans and decisions.

Older Adults and People with Disabilities Special Planning

CORPO maintains a list of public transit-human services transportation coordination plans for its member counties. CORPO may offer assistance with the Coordinated Plan development in the future.

Air Quality, Climate Change and Energy

On April 15, 2004, the U.S. EPA designated Delaware, Fairfield, Franklin, Knox, Licking, and Madison counties in Central Ohio as being in basic non-attainment of the 8-hour NAAQS (National Ambient Air Quality Standard) for ozone. These counties were re-designated to attainment on June 12, 2009. The U.S. EPA promulgated a new 8-hour ozone standard in 2008 and on July 20, 2012, the 6-county region was re-designated marginal non-attainment. On December 21, 2016, U.S. EPA approved of re-designating the Columbus area to attainment of the 2008 ozone. In 2015, the U.S. EPA promulgated a new primary and secondary ozone NAAQS. The U.S. EPA designated the region of Delaware, Fairfield, Franklin, and Licking counties for non-attainment under the 2015 NAAQS. In 2019 The Ohio EPA submitted a re-designation request to U.S. EPA. The re-designation to attainment with approved MVEB via Federal Register notices on July 3, 2019, and August 21, 2019. MORPC, ODOT, and LCATS play a role in the interagency consultation process regarding future changes.

On April 14, 2005, the U.S. EPA designated Delaware, Fairfield, Franklin, and Licking and a portion of Coshocton counties as non-attainment of the PM 2.5 standard. On November 7, 2013, these areas were re-designated as in attainment for the PM 2.5 standard. A new annual PM 2.5 standard was promulgated by U.S. EPA in 2012. Regional attainment statuses were established in 2014, and Central Ohio was in attainment.

Development Patterns

As of 2021 there were approximately 493,000 people and over 183,900 jobs within the seven CORPO counties. The year 2050 forecasts for this same area project over 626,000 people and nearly 231,000 jobs. Note that portions of Union County and Fairfield County are in the MORPC MPO area, and the county totals include those areas.

Planning for this anticipated growth, the land use forecast developed for the CORPO 2023-2050 Transportation Plan incorporated trends analyses of Census and building permit data as well as local and area planning activities.

Transportation Funding

Many transportation improvements are identified as being needed throughout the area, but steady funding is insufficient to address all the needs. Although the *CORPO Dedicated Funds Program* (ODOT RTPO Capital Program) has made dollars available to CORPO members, these funds may not be sufficient for many major improvements. CORPO takes multiple approaches in working with local and regional partners to identify funding solutions, starting with helping to raise awareness of the transportation needs in the region and the lack of funds. Another is exploring alternative techniques and/or revenue sources for financing local transportation improvements, along with innovative uses of the local and federal shares of project funding. With competing priorities for federal funding, highlighting the needs across all modes continues to be important. Additionally, CORPO coordinates and facilitates collaboration to compete for discretionary grant opportunities and bring more federal transportation dollars to our region.

Planning Data Technology

Planning data technology includes equipment and systems for collecting, analyzing, and reporting data necessary for transportation planning, predicting travel demand, and providing information for policy development. Data includes demographic, land use, environmental, economic, and physical conditions of the transportation system. CORPO will continue to use tools such as Geographic Information System (GIS) technology to share information, as well as

perform analyses. This will make it easier for its member counties to share data with them. This collaborative data collection and sharing process not only produces better data but also allows communities to provide more current and accurate information. This system also allows the potential for expanding the collection of other attributes associated with transportation infrastructure.

MORPC maintains a state-of-the-art activity-based travel demand model that covers the Columbus and Newark urbanized areas and portions of the CORPO area. In addition, the statewide model is used in areas not covered by the MORPC area model. These are used as the basis for Transportation Plan and Transportation Improvement Program development. It also can be used for small- and large-scale special studies and ODOT's development of certified traffic for its project development needs. Throughout FY 26 we will be expanding the regional travel demand model to cover all CORPO counties.

Transit

CORPO may play a role in seeking funds for new transit services and in addition, CORPO may have a role in helping to coordinate transit services. In addition to traditional transit activities, public transit-human services transportation coordination plans have been developed for Franklin, Delaware, Licking, Fairfield, Madison, and Pickaway and Union counties. CORPO may continue to play a role in updating and implementing these plans.

Also, CORPO, through the transportation planning process, intends to work with transit providers in the counties to identify inter-county transportation needs and coordinate strategies.

Freight

Intermodal freight is continually touted as the fastest growing market for the freight industry and a critical component of the Central Ohio economy. Currently, over 1 in 20 private sector jobs in Central Ohio are attributed to the freight industry. As growth in warehousing and distribution centers and other freight generating development occurs in many CORPO communities, challenges exist to maintain the region's competitive advantage. Addressing the bottlenecks that threaten the efficiency and productivity of this sector of the economy, new rail structures, special consideration of truck traffic needs, and coordination with air cargo facilities are all needed to ensure that the region continues to play an important role in national and international goods movement.

CORPO and other stakeholders are currently involved in several important regional projects to address these challenges.

Intelligent Transportation Systems (ITS)

To foster transportation system integration and agency cooperation, ITS is incorporated into CORPO planning through coordination with the MORPC Central Ohio ITS architecture and the state ITS architecture.

The US 33 Smart Mobility corridor project in Union County from Dublin to the Transportation Research Center in East Liberty created a testing area for Connected Vehicle (CV) and Autonomous Vehicle (AV) technology, including all traffic signals in Marysville having vehicle-to-infrastructure (V2I) technology to test these applications in a small city environment.

Safety

Safety is a critical aspect in transportation planning. As a recipient of USDOT's 2023 Safe Streets for All discretionary funding, CORPO developed a comprehensive safety action plan in SFY 2024. Building upon information included in the safety action plan, CORPO assists its members in addressing high-crash locations and corridors. Crash data will continue to be analyzed to identify safety needs. CORPO is working with stakeholders and member governments to implement strategies and action items identified in the CORPO 2024 Safety Action Plan.

CATEGORY 600: TRANSPORTATION

Key Issues

The CORPO Prospectus identifies the following key issues in transportation planning:

- Special planning for the elderly and people with disabilities
- Consideration of existing private transportation services and their role in public transportation
- Asset Management
- Air Quality, Climate Change and Energy
- Water Quality/Greenways
- Development Patterns
- Transportation Funding
- Access Management
- Corridor Studies and Thoroughfare Plans
- Planning Data Technology
- Data Collection and Sharing
- Transit
- Freight
- Intelligent Transportation Systems
- Safety
- Active Transportation Systems
- Utilities and Broadband Deployment
- Equity

Goals & Objectives

Goals and objectives for the 2023-2050 Long-Range Transportation Plan were adopted in June 2022. These goals and objectives guided the development of the 2023-2050 Long-Range Transportation Plan, which was adopted in November 2023.

- Preserve and Maintain the Existing Transportation System in a State of Good Repair
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize the miles of bike and pedestrian paths in acceptable condition
- A Safe Transportation System for All Users
 - Minimize crashes including pedestrian and bicycle related crashes
 - Improve user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others
- Accessibility and Mobility Options for all Users
 - Increase mobility options to improve accessibility for all population groups
 - Expand bicycle and pedestrian networks
- An Integrated, Connected and Coordinated Transportation System
 - Better connect CORPO Communities with each other
 - Provide transportation facilities that enhance the transition between rural, urban, and other adjacent areas
 - Improve and expand modal connection locations
 - Increase outreach, coordination and collaboration among local governments, area residents, businesses, and other community groups and organizations

- A Transportation System that Supports a Collaborative and Focused Approach to Achieve Economic Vitality
 - Improve strategic freight related facilities (e.g., highway, rail, intermodal, etc.)
 - Increase access to employment areas and sites
 - Develop multipurpose corridors (e.g., utilities, water, broadband, fiber, etc.)
- Preserve and Enhance Environmental Resources and Sustainability through the Transportation System
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with land use, environmental and sustainability plans

The status and proposed future actions for the work expressed in these key issues and goals are outlined in the following work element descriptions.

WORK ELEMENTS

601 - Short Range Planning

No. 60196-3000

PID: 122452

Short-range planning services help members make progress on the objectives established in the CORPO Transportation Plan (CTP). The IJA 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 IJA 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 condition summaries from ODOT and local agencies. Assist members in identifying resources to meet and monitor established performance measures 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 funding applications: Encourage members to address safety concerns through engineering and enforcement measures. Assist members with their applications for safety funding.	<i>CORPO, ODOT, Local Governments/Others</i>	<i>Ongoing</i>
Safety planning: Conduct and support local special studies and projects related to transportation safety such as intersection modifications as requested by members or ODOT. Specific tasks will reflect the transportation planning needs of CORPO and its members.	<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	FHWA-SPR	ODOT	MORPC
\$86,200	\$68,960	\$8,620	\$8,620

Transportation Improvement Program (TIP) and Implementation

PID: 118375

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 amendments to 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.	CORPO	Ongoing
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 our public and private partners to bring projects that are extremely time-sensitive online as quickly as possible.	CORPO & Local Agencies	Ongoing

Budget

Total Work Element	FHWA-SPR	ODOT	MORPC
\$57,400	\$45,920	\$5,740	\$5,740

Data and Analysis

PID: 118375

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.	CORPO	As Needed
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.	CORPO/MORPC	As Needed
Respond to and document requests: Answer questions from government, residents, academia and businesses for transportation and demographic data.	CORPO/MORPC	As Needed

Budget

Total Work Element	FHWA-SPR	ODOT	MORPC
\$44,300	\$35,440	\$4,430	\$4,430

Long Range Multimodal Transportation Planning

PID: 118375

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 2023-2050 long-range rural transportation plan completed in 2023. 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.

Product: Method	Agencies	Schedule
The 2023-2050 Long- Range Transportation Plan: Monitor and amend as needed.	CORPO	As Needed
Functional classification and National Highway System review.	CORPO/Local Governments/ODOT	August 2025
Coordinate with ODOT planning activities: Coordinate with special studies and projects that are in the early stages of development. Coordinate with ODOT on implementing strategies in State Transportation and Development Analysis, Route 23 Connect, A050, Walk.Bike.Ohio and Transport Ohio within CORPO.	CORPO/MORPC	As Needed
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.	CORPO/Local Governments	Ongoing

Budget

Total Work Element	FHWA-SPR	ODOT	MORPC
\$73,103	\$58,482	\$7,310	\$7,310



corpo

Memorandum

TO: Central Ohio Rural Planning Organization

FROM: Mary Turner, CORPO Senior Planner

DATE: May 1, 2025

SUBJECT: Proposed Resolution 2 – 25 “Amending the CORPO Committee Bylaws”

Resolution 2 – 25 proposes amendments to the CORPO Committee Bylaws for adoption by the CORPO Committee. This memo outlines sections of the current CORPO Committee Bylaws proposed for revisions to better reflect current practices, resolve unclear language, and improve committee procedures moving forward.

The MORPC Bylaws Committee reviewed the proposed changes to the CORPO Committee Bylaws at their March 25, 2025. The MORPC Bylaws Committee provided feedback which has been incorporated into the proposed amendment to the CORPO Committee Bylaws. After the CORPO Committee adopts the amended CORPO Committee Bylaws, the Bylaws will be shared with the MORPC Commission for review and incorporation into the Commission Bylaws.

This memo also provides a recommendation for updating the CORPO county memorandums of understanding (MOU) and re-appointing members to the CORPO Committee. Simultaneously and in conjunction with the Bylaws revisions, we would like to initiate the MOU updates with each of the seven counties.

Attachment 1 included with this memo details the redline changes to the previous CORPO Committee Bylaws. The CORPO Committee Bylaws proposed for adoption are included with Resolution 2 – 25.

Bylaws in Effect

The proposed revisions to the Bylaws discussed in this memo refer to the bylaws that are included within the MORPC Commission Bylaws.

The following sections outline which segments of the CORPO bylaws are proposed revision and describe the reasoning.

Bylaws Sections Proposed for Revision

F. Membership Representation- The CORPO Bylaws indicate that members of the CORPO Committee should be re-appointed bi-annually by their appointing authority. In practice, there is no procedure to review or ensure that bi-annual appointments to the CORPO Committee are occurring in each county. As a result, many counties, staff, and commissioners, are unsure of

Mark Forrest
Chair

Jeff Stauch
Vice Chair

what their roles are on the CORPO Committee or unsure of who can attend to represent their counties' interests.

Based on this, there is a need to revisit the process of appointing members to the CORPO Committee. The proposed solution is to be consistent with the Commission Articles of Agreement, stating that members to the committee serve at the pleasure of their appointing body and any vacancies should be filled by the same appointing authority that appointed the subject member originally.

Additionally, the Bylaws indicate that any Committee member may send a designee, or alternate, in their place to Committee meetings. The Bylaws should be revised to provide a formalized process for recognizing designees, or alternates, and providing them with the ability to vote.

G. Officers- The Bylaws provide for the three typical officers for the CORPO Committee- chair, vice chair, and secretary- all of which are from the members of the CORPO Committee. Per the Bylaws, the role of the secretary is to certify the minutes. In practice, CORPO Staff acts as the secretary, preparing the minutes for the Committee, and then the minutes are signed or certified by the Chair after approval by the Committee. It is suggested that this section be amended to reflect this practice and align with the practices of other MORPC committees, excluding the Commission and the Transportation Policy Committee.

H. Meetings- The Bylaws currently state that the Committee will meet at least once annually with additional meetings called by the Chair. In practice, the Committee meets biannually in May and November. The language should be revised to reflect the meeting practices of the Committee.

Memorandums of Understanding & Updating County Appointments

Simultaneously with reviewing and revising the CORPO Bylaws, the county Memorandums of Understanding and county appointments to the CORPO Committee should be reviewed and renewed.

The Memorandums of Understanding (MOUs) were executed with each county following the designation of CORPO as an RTPO in 2016 and were slated to be reviewed after five years, at which point they were to be replaced or terminated, as was required by ODOT at that time. As the MOUs with each county are expired per the language included in the documents, they should be revisited and renewed as well. In revisiting the MOU documents, they can be revised to one-time agreements with no expiration, consistent with the ODOT's updated 2022 RTPO Administration Manual.

When in the process of renewing the MOUs with each county, a form and resolution template should also be provided for each county to re-appoint or appoint new members to the CORPO Committee. After members have been re-appointed or appointed new members, this will provide a starting point to track members and alternates accurately for each county. This process should be consistent with how county representatives are appointed to the Commission and should not be more difficult than that process.

Mark Forrest
Chair

Jeff Stauch
Vice Chair

To further reinforce the need to re-appoint Committee members, the following chart lists the members appointed to the CORPO Committee that still hold their positions as staff or elected officials and the current holes in appointments to the Committee.

Current CORPO Committee Roster & Alternates

County	County Appointed Representative, County Subcommittee Appointee	<i>Designees (Aka alternates)</i>
Fairfield		
		<i>Rick Szabrak</i>
	Ira Weiss	
Knox		
	Cameron Keaton	<i>Jeff Gottke (Leaving Knox Area Development Foundation)</i>
	Teresa Bemiller (<i>No longer a County Commissioner</i>)	
	Brian Ball, Vice Chair	
Madison		
	Mark Forrest, Chair (<i>No longer a County Commissioner</i>)	
	Bryan Dhume	
	David Kell	
Marion		
	Brad Irons	
		<i>Gus Comstock (Leaving Marion CANDO)</i>
Morrow		
	Bart Dennison	
	Jamie Brucker	
Pickaway		
	Chris Mullins	
	Anthony Neff	
Union		
	Tom McCarthy (<i>New representative per 3/17/25 email communication</i>)	
	Jeff Stauch, Chair	<i>Bill Narducci</i>

Mark Forrest
Chair

Jeff Stauch
Vice Chair

CENTRAL OHIO RURAL TRANSPORTATION PLANNING COMMITTEE
BYLAWS

A. NAME

The name of this committee shall be the Central Ohio Rural Transportation Planning COMMITTEE for the Mid-Ohio Regional Planning Commission.

B. ORIGIN

The COMMITTEE is provided for the federally and state sponsored “Regional Transportation Planning Organization” (RTPO) and is administered by an ODOT approved Planning Work Program (PWP) at the Mid-Ohio Regional Planning Commission.

C. PURPOSE

The COMMITTEE is designated as the RTPO for Fairfield, Knox, Madison, Marion, Morrow, Pickaway, and Union counties surrounding the Columbus metropolitan planning area in the Mid-Ohio Regional Planning Commission’s area of interest and designated by a COMMISSION agreement with the Ohio Department of Transportation. The COMMITTEE is the forum for cooperative decision-making that will be taking the required approval actions as the RTPO. The State of Ohio has designated the RTPO area, per USC § 135(m), as amended, to enhance the planning, coordination, and implementation of statewide strategic long-range transportation plans and transportation improvement programs, with an emphasis on addressing the needs of non-metropolitan areas of the State.

D. MEMBERSHIP AGREEMENT

~~In order to~~ to be a member of the Central Ohio RTPO, each County Board of Commissioners must execute a Memorandum of Understanding and resolution declaring membership in the COMMITTEE and the creation of a COUNTY SUBCOMMITTEE. All terms of Central Ohio RTPO Membership are managed by the Memorandum of Understanding

E. QUORUM

A quorum shall be defined as at least one representative from at least two thirds of the member counties in the RTPO. ~~When there is a quorum, a~~ An affirmative vote of the majority of the members present ~~quorum~~ is necessary for any action taken.

F. MEMBERSHIP REPRESENTATION

Fourteen representatives on the COMMITTEE shall consist of two members ~~local elected officials~~ from each COUNTY ~~SUBCOMMITTEE~~ selected by the County Board of Commissioners for their respective county.

Seven additional representatives on the COMMITTEE shall consist of one member from each COUNTY SUBCOMMITTEE selected by the members of the COUNTY SUBCOMMITTEE ~~from their respective COUNTY, that are selected by the County Boards of Commissioners. Each member representative may identify a designee to attend COMMITTEE meetings on their behalf with full member representation privilege.~~

Members of the COMMITTEE shall serve at the pleasure of their appointing authority. A vacancy on the COMMITTEE shall be filled by the appointing authority that appointed such Member in the first instance.

Alternates may be used when COMMITTEE members will be unable to attend. COMMITTEE members shall notify the Secretary at the beginning of each calendar year of any alternates that may attend on their

behalf with full member representation privileges.

Additional ex-officio representatives shall include appropriate State and Federal transportation officials. ~~The members must be appointed biannually by their appointing authority. A list of required and suggested members may be found in line item (J) of this document.~~

G. OFFICERS

The officers of the COMMITTEE shall be selected from the COMMITTEE membership annually and announced at the first official meeting of the COMMITTEE. The committee shall select the following officers: a Chairperson to preside over meetings and to certify all minutes of COMMITTEE business meetings and, a Vice-Chairperson to act on the Chairperson's behalf in his or her absence. CORPO staff will serve as the Secretary. , and a Secretary to certify all minutes of COMMITTEE business meetings.

H. MEETINGS

The COMMITTEE will meet at a minimum once annually. Biannual meetings are recommended. Additional meetings may be called by the Chairperson or Vice-Chairperson, fulfilling the Chair's duties, or by any three (3) members of the COMMITTEE.

I. NOTICE

Notice of meetings shall be mailed and/or electronically mailed at least one week in advance of the meeting date, whenever practical.

J. COUNTY SUBCOMMITTEES

The COMMITTEE is advised by COUNTY SUBCOMMITTEES. One COUNTY SUBCOMMITTEE represents each county.

Required and suggested representation on the County Subcommittee shall be determined as follows:

1. Required: One ~~members of the County Board of Commissioners~~of the two COMMITTEE members appointed by the County Commissioners in accordance with F. above
2. Required: The County Engineer
3. Required: A representative of the chief executive officer of the City with the largest number of people, as determined by the decennial census of the United States, residing within the boundaries of the county and not within a metropolitan planning organization., as determined by the decennial census of the United States.
4. Required: Full members of the COMMISSION located wholly or partially within the boundaries of subcommittee county.
5. Representation of other municipalities and townships that are located wholly or partially within the boundaries of the county.
6. Representation of any local or regional planning commission that is serving the county wholly or partially.
7. Representation of agencies that provide transportation services to the county wholly or partially, including:
 - a) Transit Agencies
 - b) Vehicle for Hire Companies
 - c) Providers serving individuals with disabilities

- d) Providers serving seniors
 - e) Providers serving at-risk populations
- 8. Representation of the Ohio Department of Transportation District Office and/or the County Garage.
- 9. Representation of business and general citizenry.
- 10. Any other representative that the Board of County Commissioners invites to participate.

“Adopting the CORPO Committee Bylaws”

WHEREAS, the Central Ohio Rural Planning Organization (CORPO) is designated as the regional transportation planning organization (RTPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with local officials for Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union counties; and

WHEREAS, it is the desire of CORPO to make efficient and effective use of its resources while maintaining compliance with all federal, state, and local laws and regulations applicable to it; and

WHEREAS, CORPO staff have prepared proposed changes to the Bylaws adopted by the Mid-Ohio Regional Planning Commission by Resolution 18-16; and

WHEREAS, the CORPO Committee reviewed and discussed the proposed changes to the CORPO Bylaws at their November 2024 meeting; and

WHEREAS, the MORPC Bylaws Committee has reviewed and discussed the changes to the CORPO Bylaws proposed by the CORPO Committee; and

WHEREAS, the CORPO staff and CORPO Committee proposed changes to align with the practices in the Ohio Department of Transportation’s (ODOT) Regional Transportation Planning Organization (RTPO) Manual, better reflect current Committee practices, improve committee procedures, and resolve unclear language; now therefore

BE IT RESOLVED BY THE CENTRAL OHIO RURAL PLANNING ORGANIZATION COMMITTEE:

- Section 1. That the CORPO Committee adopts the CORPO Committee Bylaws shown in Attachment 1.
- Section 2. That CORPO requests that the Mid-Ohio Regional Planning Commission incorporate the adopted Bylaws into the MORPC Bylaws.
- Section 3. That the CORPO 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.

Jeff Stauch, Chair

CENTRAL OHIO RURAL PLANNING ORGANIZATION

Date

Resolution 2-25

Page 2

Prepared by: CORPO Staff

Attachment: Central Ohio Rural Transportation Planning Committee Bylaws

**CENTRAL OHIO RURAL TRANSPORTATION PLANNING COMMITTEE
BYLAWS**

A. NAME

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D. MEMBERSHIP AGREEMENT

To be a member of the Central Ohio RTPO, each County Board of Commissioners must execute a Memorandum of Understanding and resolution declaring membership in the COMMITTEE and the creation of a COUNTY SUBCOMMITTEE. All terms of Central Ohio RTPO Membership are managed by the Memorandum of Understanding

E. QUORUM

A quorum shall be defined as at least one representative from at least two thirds of the member counties in the RTPO. When there is a quorum, an affirmative vote of the majority of the members present is necessary for any action taken.

F. MEMBERSHIP REPRESENTATION

Fourteen representatives on the COMMITTEE shall consist of two members from each COUNTY selected by the County Board of Commissioners for their respective county.

Seven additional representatives on the COMMITTEE shall consist of one member from each COUNTY SUBCOMMITTEE selected by the members of the COUNTY SUBCOMMITTEE from their respective COUNTY. .
.s

Members of the COMMITTEE shall serve at the pleasure of their appointing authority. A vacancy on the COMMITTEE shall be filled by the appointing authority that appointed such Member in the first instance.

Alternates may be used when COMMITTEE members will be unable to attend. COMMITTEE members shall notify the Secretary at the beginning of each calendar year of any alternates that may attend on their behalf with full member representation privileges.

Additional ex-officio representatives shall include appropriate State and Federal transportation officials.

G. OFFICERS

The officers of the COMMITTEE shall be selected from the COMMITTEE membership annually and announced at the first official meeting of the COMMITTEE. The committee shall select the following officers: a Chairperson to preside over meetings and to certify all minutes of COMMITTEE business meetings and a Vice-Chairperson to act on the Chairperson's behalf in his or her absence. CORPO staff will serve as the Secretary. .

H. MEETINGS

The COMMITTEE will meet at a minimum once annually. Biannual meetings are recommended. Additional meetings may be called by the Chairperson or Vice-Chairperson, fulfilling the Chair's duties, or by any three (3) members of the COMMITTEE.

I. NOTICE

Notice of meetings shall be mailed and/or electronically mailed at least one week in advance of the meeting date, whenever practical.

J. COUNTY SUBCOMMITTEES

The COMMITTEE is advised by COUNTY SUBCOMMITTEES. One COUNTY SUBCOMMITTEE represents each county.

Required and suggested representation on the County Subcommittee shall be determined as follows:

1. Required: One of the two COMMITTEE members appointed by the County Commissioners in accordance with F. above
2. Required: The County Engineer
3. Required: A representative of the chief executive officer of the City with the largest number of people, as determined by the decennial census of the United States, residing within the boundaries of the county and not within a metropolitan planning organization.
4. Required: Full members of the COMMISSION located wholly or partially within the boundaries of subcommittee county.
5. Representation of other municipalities and townships that are located wholly or partially within the boundaries of the county.
6. Representation of any local or regional planning commission that is serving the county wholly or partially.
7. Representation of agencies that provide transportation services to the county wholly or partially, including:
 - a) Transit Agencies
 - b) Vehicle for Hire Companies
 - c) Providers serving individuals with disabilities
 - d) Providers serving seniors
 - e) Providers serving at-risk populations
8. Representation of the Ohio Department of Transportation District Office and/or the County Garage.

9. Representation of business and general citizenry.
10. Any other representative that the Board of County Commissioners invites to participate.



Memorandum

TO: Central Ohio Rural Planning Organization

FROM: Mary Turner, CORPO Senior Planner

DATE: May 1, 2025

SUBJECT: Proposed Resolution 3 - 25 "Adopting the 2026 – 2029 CORPO TIP"

Resolution 3 - 25 proposes the 2026 – 2029 CORPO Transportation Improvement Program (TIP) for adoption by the CORPO Committee.

The TIP is the four-year program of projects and strategies implementing the near-term priorities in the CORPO Transportation Plan. The TIP includes a listing of the projects and programs occurring in the next four years, as well as the specific funding sources committed to each of them. All projects receiving federal funds are included in the TIP.

Coordination to develop the 2026 – 2029 CORPO TIP began in September 2024 with rural consultation meetings held in coordination with ODOT Districts 5 and 6 in each of the seven counties. In March, CORPO and MORPC announced the availability of the Final Draft TIP and discussed the draft at the March county subcommittee meetings. A public comment period was held from March 11 to April 11, 2025 and a public open house was held during the comment period on April 2, 2024. An [interactive online map of projects](#) was developed to provide an opportunity to view and comment on projects as well. No significant comments were received.

The final draft 2026 – 2029 CORPO TIP is available on the [CORPO TIP webpage](#).

The 2026 – 2029 CORPO TIP includes a schedule of more than \$378 million that will be used for 160 highway projects and more than \$50 million for transit projects over the next four years in the seven CORPO counties. It includes projects proposed for funding from July 2025 through June 2029.

CORPO's 2026 – 2029 Final Draft TIP was submitted to the Ohio Department of Transportation (ODOT) to incorporate as a component of the Statewide Transportation Improvement Program (TIP) on May 1. To remain coordinated with the statewide process and CORPO's meeting schedules, the CORPO Committee is being asked to adopt the TIP after the final TIP is required to be submitted to ODOT. If the CORPO Committee modifies the TIP or fails to adopt it, this will be coordinated with ODOT.

Jeff Stauch
Chair

Brian Ball
Vice Chair

“Adopting the 2026 – 2029 CORPO Transportation Improvement Program”

WHEREAS, the Central Ohio Rural Planning Organization (CORPO) is designated as the regional transportation planning organization (RTPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with local officials for Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union counties; and

WHEREAS, CORPO developed the 2023 – 2050 CORPO Transportation Plan adopted in November 2023,

WHEREAS, CORPO has prepared a Transportation Improvement Program for State Fiscal Years 2026 through 2029 dated May 1, 2025, and available at <https://www.morpc.org/programs-services/corpo-tip/>; and

WHEREAS, the projects included in the Transportation Improvement Program are consistent with the 2023 – 2050 Transportation Plan; and

WHEREAS, in compliance with the U.S. Department of Transportation’s Title VI regulations, solicitation of citizens’ comments on the TIP was made by following CORPO’s adopted Public Involvement Process including review by the CORPO Committee, County Subcommittees, advertisements in regional news outlets, an open house meeting, and an online interactive project map; and

WHEREAS, the financial plan for the TIP demonstrates that it can be implemented and that it is consistent with funding reasonably expected to be available; and

WHEREAS, the TIP does not become effective until approval is received from the federal and state authorities; now therefore

BE IT RESOLVED BY THE CENTRAL OHIO RURAL PLANNING ORGANIZATION COMMITTEE:

- Section 1. That it adopts the Transportation Improvement Program for State Fiscal Years 2026 – 2029, as provided on the Mid-Ohio Regional Planning Commission website at www.morpc.org/programs-services/corpo-tip/ and recommends that its members incorporate these improvements into their improvement programming for their governmental units.
- Section 2. That it confirms the conformity between the Transportation Improvement Program and the State Transportation Improvement Program.
- Section 3. That the CORPO 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.

Resolution 3-25

Page 2

Jeff Stauch, Chair

CENTRAL OHIO RURAL PLANNING ORGANIZATION

Date

Prepared by: CORPO Staff



Memorandum

TO: CORPO Committee

FROM: Mary Turner, CORPO Senior Planner

DATE: May 1, 2025

SUBJECT: Proposed Resolution 4 – 25 “Approving Funding Increase Requests for the SFY 2024 – 2025 CORPO Dedicated Funds Program”

Resolution 4 – 25 proposes budget increases for two projects that received CORPO Dedicated Funds and requested additional funding for their projects in March. This memo details the following updates on the CORPO Dedicated Funds program:

- Two projects returned or are unable to use their CORPO Dedicated Funds awards
- Two projects that received CORPO Dedicated funds request budget increases

Projects Returning Awards

The following two projects that were awarded CORPO Dedicated Funds returned their funding awards:

- City of Mount Vernon, Edgewood Road Improvement- \$800,000 awarded
- Knox Area Transit, KAT Transit Facility- \$500,000 awarded

The City of Mount Vernon, Edgewood Road Improvement project was canceled so their funding award was returned. Exhibit A is a letter from Mayor Matt Starr of the City of Mount Vernon detailing the cancellation of the project and the return of funds.

The Knox Area Transit, KAT Transit Facility project is receiving \$6 million in funding from the Federal Transit Administration (FTA) for their project. After speaking with ODOT Office of Transit, it came to light that the KAT Transit Facility project has a cap on federal funding the project can receive at \$6 million. Because of this cap on federal funding, the CORPO Dedicated Funds award, which are also federal funds, cannot be added to the project.

The table on the following page details the balance of the SFY 2024-2025 CORPO Dedicated Funds Program with the returned rewards.

Jeff Stauch
Chair

Brian Ball
Vice Chair



Available Funds	
2024/2025 Total Funds	\$ 2,194,396.14
2024/2025 Total Awarded Funds	\$ 2,181,314.28
2024/2025 Remaining Unawarded	\$ 13,081.86
<i>Canceled awards</i>	\$ 1,300,000.00
2024/2025 New Unawarded Balance	\$ 1,313,081.86

Project Requesting Budget Increases

The following two projects are requesting changes to their budgets for increased awards:

- Village of Plain City, Plain City Uptown Intersection Modification
- Madison County Engineer, MAD-CR0004- 09.07 over Opossum Run, Bridge Replacement

According to the [Policies for Managing CORPO Dedicated Funds](#), a project sponsor can submit a request to make significant changes to the budget, and staff will present the requests to the CORPO Committee to consider in aggregate.

Letters from the Village of Plain City and the Madison County Engineer detailing their increased project budgets and requesting additional funds are included as Attachments 1 and 2. The CORPO Funds Selection Committee discussed these requests at their April 30, 2025 meeting.

With two projects unable to proceed and returning their awards to the balance of CORPO Dedicated Funds, there is enough remaining balance to accommodate both budget increase requests. **Staff recommend approving both requests for additional funds.** The table below depicts the balance of SFY 2024-2025 funds with awarding the increased requests.

Project Title	Award/Original	Adjustments	Award/New
Plain City Uptown Intersection Modification	\$ 42,000.00	\$ 28,436.00	\$ 70,436.00
KNO CR 63A 0.00	\$ 800,000.00	\$ (800,000.00)	\$ -
MAD CR 4 9.07	\$ 287,688.28	\$ 171,867.78	\$ 459,556.06
Gambier Trail Connection	\$ 99,200.00		\$ 99,200.00
KAT Transit Facility	\$ 500,000.00	\$ (500,000.00)	\$ -
FAI CR 33/MR 70505 4.93/1.09	\$ 252,426.00		\$ 252,426.00
UNI-SR31-0.77	\$ 200,000.00		\$ 200,000.00
Totals	\$2,181,314.28	\$(1,059,903.24)	\$ 1,121,411.04

Jeff Stauch
Chair

Brian Ball
Vice Chair



CORPO Dedicated Funds Program Update

The table on the following page depicting the status of projects that received awards from the SFY 2024-2025 CORPO Dedicated Funding round.

Jeff Stauch
Chair

Brian Ball
Vice Chair

Project Title	Sponsoring Agency	Project Description	Award/Original	Adjustments	Encumbered	Outstanding	Updates
MAD SR 161/Chillicothe St	Village of Plain City	Reconfigure the intersection of 161/Chillicothe Street in the Village of Plain City to a traditional four-way intersection.	\$ 42,000.00		\$ 42,000.00	\$ -	PE quote returned at \$89,345. Project sponsor will be requesting additional funds from the CORPO Committee at May meeting. - \$42K encumbered 4/22/25
KNO CR 63A 0.00	City of Mount Vernon	Reconstruction of Edgewood Road from Gambier Road (US-229) to US-36. Roadway improvements are to include widening, drainage, and multimodal improvements.	\$ 800,000.00	\$ (800,000.00)	\$ -	\$ -	Project cancelled
MAD CR 4 9.07	Madison County Engineer	□ Bridge Replacement on CR 4 (Big Plain Circleville Road) over Opossum Creek	\$ 287,688.28		\$ -	\$ 287,688.28	Re-bidding the project April 29. The project sponsor will be requesting additional funds from the CORPO Committee in May in order to be able to complete the project.
KNO SR 308 00.00	Village of Gambier	Multimodal safety improvements in the Village of Gambier.	\$ 99,200.00		\$ -	\$ 99,200.00	Project is currently moving forward, but starting off with a Village Ped Safety Study which will be funded by ODOT through a Safety Task Order (at 100%). CORPO design funds will be pushed to to FY26.
	Knox Area Transit		\$ 500,000.00	\$ (500,000.00)	\$ -	\$ -	Funding award unable to be used
FAI CR 33/MR 70505 4.93/1.09	City of Lancaster	□ Improvement of pedestrian facilities along Memorial Drive (CR 33A) and Pierce Avenue (MR 70505) in City of Lancaster.	\$ 252,426.00		\$ 229,513.60	\$ 22,912.40	Preliminary R/W review is underway
UNI-SR31-0.77	City of Marysville	□ SR31 widening from Elwood Ave to US33 eastbound ramp intersection, including traffic signal upgrades and pedestrian improvements.	\$ 200,000.00		\$ 200,000.00	\$ -	Anticipated construction end date was 2024.
Totals			\$ 2,181,314.28	\$ (1,300,000.00)	\$ 471,513.60	\$ 409,800.68	

Jeff Stauch
Chair

Brian Ball
Vice Chair

“Approving Funding Increase Requests for the SFY 2024 – 2025 CORPO Dedicated Funds Program”

WHEREAS, the Central Ohio Rural Planning Organization (CORPO) is designated as the regional transportation planning organization (RTPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with local officials for Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union counties; and

WHEREAS, CORPO adopted its long-range CORPO 2023 – 2050 Transportation Plan in November 2023,

WHEREAS, CORPO, to advance the strategies and projects included in the CTP, is responsible for allocating certain federal transportation funds that are dedicated to it; and

WHEREAS, the CORPO Committee adopted Resolution 6-23, “Re-Adopting Policies for Managing CORPO-Dedicated Funds,” to fairly allocate these funds in conformance with federal and state laws and regulations; and

WHEREAS, the CORPO Committee adopted Resolution 3-24, “Adoption of CORPO-Dedicated Funds Commitments,” establishing a program of projects awarded funds for the State Fiscal Year 2024 – 2025 CORPO Dedicated Funds program; and

WHEREAS, two projects returned awards received in the 2024 – 2025 CORPO-Dedicated Funds program resulting in a surplus of funds in the program; and

WHEREAS, per the adopted Policies for Managing CORPO-Dedicated Funds, project sponsors may submit requests to make significant changes to project timelines and budgets to be considered by the CORPO Committee; and

WHEREAS, the Village of Plain City submitted a request for additional funds for their Plain City Uptown Intersection Modification project in March, and the Madison County Engineer submitted a request for additional funds for their MAD-CR0004-09.07 over Opossum Run, Bridge Replacement project in March; and

WHEREAS, the CORPO-Dedicated Funds Selection Committee at its meeting on April 30, 2025 reached agreement upon the change requests for the program of funding commitments shown in Attachment 1; and

WHEREAS, the CORPO Committee has recommended approval of all change requests for projects awarded through the CORPO-Dedicated Funds program; now therefore

BE IT RESOLVED BY THE CENTRAL OHIO RURAL PLANNING ORGANIZATION COMMITTEE:

- Section 1. That it commits to allocating additional CORPO dedicated federal funding to the change requests described in Attachment 1.
- Section 2. That this resolution will be transmitted to ODOT and all local agencies listed as sponsoring agencies in the attachments for appropriate action including ODOT

Page 2 reflecting the change requests in Ellis and inclusion of the projects and funding in the State Transportation Improvement Program (STIP).

Section 3. That it emphasizes the importance of the project sponsors maintaining the project schedule and remaining within the current cost estimates, as there is no guarantee that additional CORPO-dedicated funding or other statewide funding will be available should costs increase the projects be delayed.

Section 4. That it maintains that should a project sponsor decide not to proceed with a project, or a funding commitment is unable to be utilized, then the commitment will be cancelled, and the funds are returned to the balance of uncommitted funds available for a future solicitation round per the Policies for Managing CORPO-Dedicated Funds.

Section 5. That the CORPO 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.

Jeff Stauch, Chair

CENTRAL OHIO RURAL PLANNING ORGANIZATION

Date

Prepared by: CORPO Staff

Attachment 1:

1. Funding Increases for CORPO-Dedicated Funding for SFY 2024 and 2025

Table 1. Funding Increases for CORPO Dedicated Funding for SFY 2024 and 2025

Sponsoring Agency	Project Title	Award Original	Adjustments	Award New
Madison County Engineer	MAD-CR0004-09.07 over Opossum Run, Bridge Replacement	\$ 287,688.28	\$ 171,867.78	\$459,556.06
Village of Plain City	Plain City Uptown Intersection Modification	\$ 42,000	\$ 28,436.00	\$70,436.00



Memorandum

TO: Central Ohio Rural Planning Organization

FROM: Mary Turner, CORPO Senior Planner

DATE: May 1, 2025

SUBJECT: Proposed Resolution 5 - 25 "Adopting Policies for Managing CORPO-Dedicated Funds for SFY 2026 - 2027"

Resolution 5 - 25 proposes the CORPO Dedicated Funds Policy Document (attached) for adoption for the administration of soliciting, evaluating, and allocating the Dedicated Funds program SFY 2026 and 2027.

Through the biennial state transportation budget, the Ohio Department of Transportation (ODOT) has dedicated a portion of funds to the state's Regional Transportation Planning Organizations (RTPOs) in the RTPO capital program. The funds allocated in this transportation budget were lower than in previous years and two more RTPOs have formed across the state, so it is expected that CORPO will have less funding for this cycle of dedicated funds than the previous cycle.

CORPO's Dedicated Funds program depends upon the continuation of federal funding programs and ODOT's policy. Each RTPO is charged with dedicating funds to the projects and activities sponsored by local public transportation agencies located within its RTPO.

The CORPO Dedicated Funds Policy Document details the proposed administration of this program. CORPO staff developed the policy document based on the goals and objectives established in CORPO's long-range transportation plan. CORPO staff developed proposed updates to the policy document to improve the application, evaluations, and procedures for maintaining funding commitments and change requests. The CORPO Funds Selection Committee reviewed and discussed proposed changes to the policy document from past cycles. The policy document outlines the process including the eligibility, the application process, scoring, and how funding decisions will be made.

The CORPO Dedicated Funds Policy Document is available on the [CORPO webpage](#). Table 1 on the following page details the schedule for the solicitation, evaluation, and awarding of projects for the SFY 2026 – 2027 program.

Jeff Stauch
Chair

Brian Ball
Vice Chair



Central Ohio
Rural Planning
Organization

Table 1. Policies for Managing Dedicated Funds Schedule for SFY 2026-2027 CORPO Dedicated Funds Application Solicitation

Date	Milestone
5-5-2025	CORPO Adopts CORPO Dedicated-Funds Policy
7-7-2025	Two-year funding cycle application period opens
7-9-2025	CORPO hosts an Applicant Workshop from 2:30 p.m. to 3:30 p.m.
8-8-2025	Applications must be completed online by 5 p.m.
8-15-2025	Staff notifies sponsors of any errors and omissions on the application.
8-29-2025	CORPO Staff emails CORPO Funds Selection Committee an overview of applications received, and the results of the application evaluations
9-4-2025	CORPO Funds Selection Committee meets to make recommendations for the public comment period
9-8-2025	Staff publishes draft list of selected projects and opens public comment period.
10-10-2025	Close of public comment period
11-3-2025	CORPO Funds Selection Committee makes final recommendations of fund awards to CORPO Committee
11-3-2025	CORPO Committee meets to approve funding commitments.

Jeff Stauch
Chair

Brian Ball
Vice Chair

RESOLUTION 5-25

“Adopting Policies for Managing CORPO-Dedicated Funds”

WHEREAS, the Committee of the Central Ohio Rural Planning Organization is designated as the Rural Transportation Planning Organization (RTPO) for Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union Counties; and

WHEREAS, the Ohio Department of Transportation (ODOT), first in 2021, initiated a program which sub-allocates part of its Surface Transportation Block Grant Program (STBG) funding to CORPO and other RTPOs; and

WHEREAS, the SFY 2026 – 2027 state budget continues this program with funding allocated to RTPOs; and

WHEREAS, the RTPO is responsible for allocating these federal transportation funds that are attributed to it; and

WHEREAS, the County-level Subcommittees and the CORPO Funds Selection Committee during their March and April 2025 meetings discussed updating the policy; and

WHEREAS, CORPO staff updated Policies for Managing CORPO-Dedicated Funds; now therefore

BE IT RESOLVED BY THE CENTRAL OHIO RURAL PLANNING ORGANIZATION COMMITTEE:

- Section 1. That the CORPO Committee adopts the Policies for Managing CORPO-Dedicated Funds (attached).
- Section 2. That it directs staff to conduct a solicitation and selection of projects in accordance with this Policy.
- Section 3. That the Policy be evaluated and updated as necessary after the completion of upcoming solicitation and selection cycle.
- Section 4. That the CORPO 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.

Jeff Stauch, Chair
CENTRAL OHIO RURAL PLANNING ORGANIZATION

Date



Policies for Managing CORPO-Dedicated Funds

May 2025

Central Ohio Rural Planning Organization
111 Liberty Street, Suite 100 · Columbus, Ohio 43215
T 614.228.2663 F 614.621.2401
TDD 1.800.886.2663
www.morpc.org/corpo

The Policies for Managing CORPO-Dedicated Funds was prepared by the Central Ohio Rural Planning Organization (CORPO), 111 Liberty St., Suite 100, Columbus, OH 43215, 614-233-4138, with funding from the Federal Highway Administration, Ohio Department of Transportation, and Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union counties. The contents of this report reflect the views of the CORPO Committee, which is solely responsible for the information presented herein.

In accordance with requirements of the U.S. Department of Transportation, CORPO, a committee of the Mid-Ohio Regional Planning Commission (MORPC) does not discriminate on the basis of age, race, color, national origin, gender, sexual orientation, familial status, ancestry, military status, religion or disability in programs, services or in employment. Information on non-discrimination and related CORPO policies and procedures is available at www.morpc.org/corpo

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1. Introduction

The federal transportation program in the United States was authorized in 2015 by the Fixing America's Surface Transportation Act, or FAST Act. Of the many funding programs that this law reauthorized, CORPO utilizes the Surface Transportation Block Grant (STBG) program. Through the biennial state transportation budget, the Ohio Department of Transportation (ODOT) has dedicated a portion of these funds to the state's regional planning organizations (RTPOs), including the Central Ohio Rural Planning Organization (CORPO). CORPO's program depends upon the continuation of federal funding programs and ODOT's policy. Each RTPO is charged with dedicating the funds to projects and activities sponsored by local public transportation agencies located within the RTPO. Through this policy document, CORPO has established a competitive evaluation process to determine which of the requests will be granted.

2. Process Milestones and Schedule

The basic process of awarding funds to projects consists of:

- CORPO soliciting for project applications.
- CORPO staff evaluating information from applicants based on established criteria.
- A CORPO Funds Selection Committee, made up of CORPO Committee members and any project sponsor applying for funding reviewing the staff evaluations and making recommendations for awards.
- A public involvement process on the funding recommendations
- The CORPO Committee adopts awards based on CORPO Funds Selection Committee and public comments.

The following table provides the timeline for this cycle.

Below is the schedule for the 2025 application and selection process:

Date	Milestone
5-5-2025	CORPO Adopts CORPO Dedicated-Funds Policy
7-7-2025	Two-year funding cycle application period opens
7-9-2025	CORPO hosts an Applicant Workshop from 2:30 p.m. to 3:30 p.m.
8-8-2025	Applications must be completed online by 5 p.m.
8-15-2025	Staff notifies sponsors of any errors and omissions on the application.
8-29-2025	CORPO Staff emails CORPO Funds Selection Committee an overview of applications received, and the results of the application evaluations
9-4-2025	CORPO Funds Selection Committee meets to make recommendations for the public comment period
9-8-2025	Staff publishes draft list of selected projects and opens public comment period.
10-10-2025	Close of public comment period
11-3-2025	CORPO Funds Selection Committee makes final recommendations of fund awards to CORPO Committee
11-3-2025	CORPO Committee meets to approve funding commitments.

3. Eligibility and Requirements

3.1 Eligible Sponsors

The application sponsor must be a public agency within a County that is a dues paying CORPO member or is a MORPC dues paying member within any CORPO county and is legally eligible to enter a contract with ODOT. Citizen groups, other private organizations, public school districts, or government agencies ineligible to contract with ODOT may indirectly sponsor an application by coordinating with a sponsoring agency. The sponsoring agency assumes responsibility for executing the project. The sponsoring agency must own the proposed project facility and/or must own the property on which the proposed project will be located upon completion of the project.

The sponsoring agency's legislative body (e.g., city council) must approve a resolution or legislation committing the agency to maintain the facility, equipment, or other activity proposed in the application.

3.2 Eligible Roadways: The Federal-Aid System

The federal-aid status of a roadway is largely determined by its functional classification. These classifications are determined by each state's department of transportation (in conjunction with RTPOs such as CORPO and local officials) based on criteria established by the Federal Highway Administration (FHWA). Roads functionally classified as local streets are not part of the federal-aid highway system and are not normally eligible for federal transportation funds. Roads functionally classified as Minor Collectors that are located outside of the Urbanized Area also are not normally eligible for federal transportation funds. Minor Collectors within the Urbanized Area and all Major Collectors, Arterials, Freeways/Expressways, and Interstates are eligible for federal transportation funds. Note that although roads not on the federal-aid highway system are typically ineligible for federal funding, bridge, sidewalk, and multi-use path projects on local roads are typically eligible.

3.3 Eligible Activities: The CORPO Transportation Plan (CTP)

To be eligible for funding, the proposed activity must be identified on the CORPO Transportation Plan (CTP). The project must be outside the Metropolitan Planning organization (MPO) boundary. The CTP identifies many individual roadway and bikeway projects as well as line items for other activity and project types. The proposed activity does not have to exactly match the CTP project listing but should be consistent with it. Some activities, such as transit, pedestrian facilities, maintenance, intermodal access, and studies, are strategies identified within the CTP. If a project or activity applying for funding is not specifically listed in the CTP or clearly fall within a line item, the sponsor must provide justification as to how it is included in the CTP.

3.4 Eligible Costs

3.4.1 *Non-Federal Matching Requirements*

This program limits funding to 80 percent of eligible costs and requires a 20 percent match. Matching funds must be provided in cash, as in-kind contributions are not permitted.

3.4.2 *Prior Federal Authorization*

The STBG funds utilized in the CORPO dedicated funds are not grants. They operate on a reimbursement basis as work progresses. Costs for any activity that occurs prior to authorization of the project phase by the Federal Highway Administration (FHWA) are not eligible for reimbursement. The sponsoring agency will be responsible for those costs. In some cases, actions taken by the applicant that are inconsistent with the project development process (e.g., acquiring right-of-way before environmental clearance or through inappropriate means) can jeopardize the use of federal funds on the project.

3.5 Eligible Activities

The U.S. Department of Transportation has established eligibility requirements for the STBG, which are summarized below. Contact CORPO staff if you have a question on the eligibility of a proposed activity.

3.5.1 *STBG Eligibility Guidance*

The STBG funding program is generally flexible. Meaning, any capital project or program eligible for federal highway or transit funding is eligible for STBG funds. STBG funds may be used for design & construction, expansion, reconstruction, preliminary engineering, right of way or preservation projects on any federal-aid roadway (See Sec. 3.1) or a bridge on any public road, transit capital projects, bicycle, and pedestrian projects, and intracity and intercity bus terminals and facilities.

Guidance on eligibility for STBG funds is available on the [FHWA website here](#).

CORPO prefers sponsors of construction projects to undertake preliminary development and detailed design activities without use of CORPO-dedicated funds because it shows the sponsor's commitment to their project. It also avoids spending the additional time needed to procure engineering services when federal funds are used. CORPO may commit funds for preliminary engineering.

If CORPO-dedicated funds are used for PE, the consultant must be selected through a quality-based selection process. ODOT must ensure that consultant selection complies with applicable USDOT requirements, whether FTA or FHWA. Consultants working on projects with a commitment of CORPO-dedicated funds for any phase must be pre-qualified by ODOT.

3.6 Guidance for Applicants

Applicants should consider the following points before applying:

Scrutinize the cost versus benefit when applying for federal funds. The program requirements can be demanding, and what is believed to be a small, inexpensive project can spiral quickly into a

complicated and expensive one.

- Federally funded projects are subjected to many requirements, including the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act, and other state regulations and standards.
- When developing a project schedule, keep in mind that the project will be subject to all the ODOT Project Development Process (PDP). Many steps will take much longer than if they were performed in-house. Even the least complicated projects do not happen overnight. Remember that ODOT has thousands of projects being developed at any given time. ODOT cannot expedite one applicant's project at the expense of other projects.
- Before hiring a consultant, review the experience of the personnel assigned to the project have with federally funded projects. How many have they successfully advanced through the system? When, where, and what type of project(s)? Consultants working on projects with a commitment of CORPO-dedicated funds for any phase must be pre-qualified by ODOT.

4 Application Process for New Funding Commitments

There is a two-step process to apply for new funding commitments – an Applicant Workshop and Application. The process begins with an announcement of solicitation of applications and a workshop for potential applicants.

4.1 Applicant Workshop

To prepare applicants for the upcoming application process, CORPO staff will host an applicant workshop following an announcement of solicitation of applications. The workshop will provide an overview of timelines, eligibility, activity categories, and the application, evaluation, and selection processes, in addition to other information relevant to applicants. Additionally, staff will explain data sources derived or used by CORPO as part of project evaluation.

4.2 Application

Applications will be submitted through a digital form (submitted electronically) and are due based on the table on page 4. The application will include an authorized signature, a supporting resolution, a cost estimate (certified by a professional engineer, architect, or other appropriate professional discipline), and the information needed to evaluate the application using the criteria in Section 5. Applicants should use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to [ODOT's Office of Estimating website](#) for guidance:

Applicants will be asked to provide the following information as applicable to provide an understanding of the project or activity:

- Project Title
- Project Scope
- Project Type
- Sponsoring Local Public Agency
- ODOT PID (if assigned)
- CORPO Transportation Plan (CTP) Project ID or Status
- NEPA acknowledgement
- Applicant contact information
- Project Limits (From – To)
- Project Length
- Schedule information including at minimum:
 - Right-of-way authorization date
 - Award contract date
 - Date funds are needed (if not a construction activity)
- Source, amount, and percent of phase subtotal for
 - Preliminary engineering
 - Right-of-way
 - Construction
 - Total
 - Other costs

CORPO staff will review the applications for eligibility and completeness and will confirm the receipt of applications. The sponsors will be contacted if there is incomplete information and be provided with the opportunity to provide the additional information. If a sponsor submits more than one application, the sponsor will provide a priority ranking of the applications.

In addition to the items already listed, applicants will provide a schedule that is realistic and recognizes the processing and review times needed by ODOT and other state and federal agencies in the project development process.

Applicants will be asked in the application to acknowledge that all projects are subject to NEPA.

5 Evaluation and Selection Process

Because of the expected demand for CORPO-dedicated federal funds, the CORPO Committee developed criteria and a process to identify the best candidates for funding. The criteria reflect the CORPO 2023-2050 Transportation Plan (CTP) goals and objectives.

The following generally describes the evaluation and selection process:

- a. Staff shall apply the scoring criteria to applications for new funding commitments.
- b. Staff shall submit the collected information about each application and the scores for each application to the CORPO Funds Selection Committee for review and comment.
- c. The CORPO Funds Selection Committee shall select applications to recommend for new funding commitments.
- d. The recommended program of funding commitments shall be provided to CORPO's members, and the public for review and comment.
- e. At the conclusion of public involvement, the applications, schedules, and costs will be endorsed through the CORPO Committee process and incorporated into the STIP.

5.1 Evaluation Criteria and Scoring Process

As part of the continuing CORPO Transportation Planning process, CORPO will be completing and adopting the 2023-2050 CORPO Transportation Plan (CTP) in November 2023. The following six goals and objectives were established for the CTP:

- **Preserve** and maintain the existing transportation system in a state of good repair.
 - Minimize the number of bridges structurally deficient or functionally obsolete.
 - Maximize the miles of pavement in acceptable condition.
 - Maximize the miles of bike and pedestrian paths in acceptable condition
- A **safe** transportation system for all users.
 - Minimize crashes including pedestrian and bicycle related crashes.
 - Improve user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others.
- **Accessibility** and mobility options for all users.
 - Better Connect CORPO communities with each other
 - Provide transportation facilities that enhance the transition between rural, urban, and other adjacent areas.
 - Improve and expand modal connection locations
 - Increase outreach, coordination and collaboration among local governments, area residents, businesses, and other community groups and organizations.
- An **Integrated**, connected and coordinated transportation system.
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies, and organizations.
 - Improve connections between regions by utilizing various modes of transportation,

- including passenger rail.
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes.
- A transportation system that promotes a **collaborative** and focused approach to support **economic** vitality.
 - Improve strategic freight related facilities (e.g., highway, rail, intermodal, etc.).
 - Increase access to employment areas and sites
 - Develop multipurpose corridors
- Preserve and enhance **environmental** resources and sustainability through the transportation system.
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking).
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans.

The criteria for evaluating applications for new funding commitments are used to measure how well they advance the six goals and measurable objectives identified for the 2023-2050 CTP. These criteria help ensure consistency between the CTP goals and the funding commitments that result from this process. The criteria for evaluating applications follow and consist of qualitative information based on the information in the application as well as quantitative data.

Applications will be scored for each goal on a scale of 1 to 10. The score will be established subjectively based on overall consideration of the CORPO-derived goals and objectives assigned to each of the goals. Although there is no specific weighting of each criterion, there are weights applied to each of the goals.

The application will be scored for each goal and its related objectives, relative to the other applications' data and statements for the goal. If the information associated with a particular goal does not provide a meaningful distinction between two applications, they will receive the same score for that goal. For minor differences, the scores between two applications will be close to each other. For applications that are clearly separated based on the goals and objectives score, the applications' total scores will be significantly different. Included with the goal score will be a brief rationale for the score that highlights the most significant contributing factors.

CORPO staff will compile the data for each goal and objective. Then, staff will develop the preliminary rationale to document how each scoring measure impacted each application score. The CORPO Funds Selection Committee will then review the scores and rationales and make modifications as necessary to reach agreement.

5.2 Activity Categories

CORPO promotes a multi-modal transportation system and the need to provide funding for different types of transportation projects and activities. The following some of these different categories of projects.

- **System Preservation** – This category includes projects that are solely replacement or maintenance of existing roadway infrastructure without resulting in operational changes to motor vehicle traffic.

- **Roadway Capacity/Operational Changes** – Projects that increase the motor-vehicle capacity of the regional transportation system or result in operational changes comprise this category.
- **Bike and Pedestrian** – This category includes any activity that primarily benefits bicycle and pedestrian transportation.
- **Transit** – This category includes any activity that primarily benefits public transportation.
- **Other** – If the funding request does not fit into any of the above categories, it falls into this category.

These different project types have address different needs and have different benefits that make it difficult to compare against each other using a single set of evaluation and scoring criteria. Realizing this, the scoring resulting from applying the criteria described in section 5.4 should be viewed as a tool in comparing distinctly different project types.

5.3 Agency Prioritization of Multiple Applications

An agency which submits multiple funding applications may request, during the scoring and evaluation period, that the score for any project submitted by that agency be reduced and the project demoted in the list of highest scoring projects to score lower than a higher priority project by the same agency. The request shall be made in writing.

5.4 Scoring Criteria Goals and Objectives

The applications will be scored against the metrics below which were developed to closely relate to the CTP objectives listed previously.

Goals	Scoring Criteria	Possible Score
Preserve	Preserve and maintain the existing transportation system in a state of good repair. <i>Decreases number of bridges structurally deficient or functionally obsolete</i> <i>Increases percent of pavement or bike/pedestrian paths in acceptable condition</i>	10
Safe	A safe transportation system for all users. <i>Reduces risk of serious injury or fatal crashes</i> <i>Promotes Safe Driving Behaviors</i>	10
Accessibility	Accessibility and mobility options for all users. <i>Improves Mobility for All Modes</i> <i>Expands Multi-Modal Infrastructure</i>	10
Integrated	An integrated , connected and coordinated transportation system. <i>Increases Outreach to Advocacy Groups</i> <i>Increases Regional Modal Connectivity</i> <i>Foster Local Community Collaboration</i>	10
Collaborative	A transportation system that promotes a collaborative and focused approach to support economic vitality. <i>Improves Strategic Freight Facilities</i> <i>Develops Multi-Purpose Corridors</i> <i>Increases access to employment areas</i>	10
Environmental	Preserve and enhance environmental resources and sustainability through the transportation system. <i>Increases Use of Non-Single Occupant Vehicles</i> <i>Provide transportation facilities consistent with local land use, environmental and sustainability plans.</i>	10

Once the goal scores are completed, they will be multiplied by the corresponding weight in the table below. The overall score for an application will be the sum of all of the weighted scores divided by 10, resulting in an overall score between 0 and 100.

Goal	Weight
Preserve	25
Safety	25
Accessibility	10
Integrated	10
Collaborative	20
Environmental	10

5.5 Prioritizing and Recommending Applications for Funding

Staff shall consider CORPO Funds Selection Committee comments on the application scores. Once the overall score is established, the applications are ranked by this score. Due to the wide range of eligible activities as described in section 5.2 that may apply for funding, the CORPO Funds Selection Committee will review the ranking and adjust the preliminary goal scores if necessary to reflect factors that the committee feels is not adequately accounting for in the application of the criteria scoring.

These adjustments will be documented. Applications with higher scores will generally be selected before applications with lower scores. If the CORPO Funds Selection Committee funds lower scoring project over higher scoring ones, the rationale for not funding the higher scoring one will be documented. Once the CORPO Funds Selection Committee reaches agreement upon a program of funding commitments to recommend, CORPO staff would then use this recommendation, the application schedules, and funding availability by SFY to develop a draft program of funding commitments.

The CORPO Funds Selection Committee will not reject portions of an application for funding. If a significant portion of an application appears to be inconsistent with CORPO's goals and objectives, the project will be downrated and therefore be less likely to be funded.

This program would then be provided for a 30-day agency and public comment period. CORPO staff and the CORPO Funds Selection Committee would review any comments received and adjust, if necessary, before final action by the CORPO Committee.

6 Project Development Requirements

6.1 Federal and State Requirements

Federal law requires that federally funded projects conform to NEPA and the National Historic Preservation Act. To comply with these laws, projects must have an environmental review to assess and/or mitigate effects on social, economic, and environmental factors. Similarly, work involving sensitive historic structures or archaeological sites must conform to the U.S. Secretary of the Interior's standards and guidelines for archaeology and historic preservation.

If federal funds are used in the preliminary engineering phase, the consultant must be selected through a quality-based selection process. Consultants working on projects with a commitment of CORPO-dedicated funds for any phase must be pre-qualified by ODOT.

Any right-of-way or property acquisition must conform to the Uniform Relocation Assistance and Real Property Acquisition Act, as amended.

Engineering and architectural designs for all facilities must conform to current regulations resulting from the Americans with Disabilities Act (ADA).

To ensure these and other requirements are met, all activities using federal transportation funds must follow either ODOT's Project Development Process (PDP) or Local Public Agency (LPA) process. ODOT maintains a website with [PDP information](#). Projects normally advance through the "traditional" process where ODOT oversees and reviews environmental studies, right-of-way and construction plan preparation, bidding, and construction. With ODOT and CORPO concurrence, sponsors may elect to advance their projects through ODOT's LPA process (also called the "local-let" process) that allows the LPA more control of the project. The LPA process does not exempt the project from any NEPA, public involvement, or other requirements. Only applicants who have proficiently advanced their projects through ODOT's PDP in the past will be eligible for LPA consideration.

ODOT allows LPAs to administer construction projects on the LPA's system using federal funds if the LPA has completed all of the required LPA eLearning Qualification Modules, the LPA can prove it has properly licensed and experienced employees, all of the required written processes and policies are in place, and the LPA has enough internal support to complete the project properly.

For more information on Ohio's LPA Qualification Process, please review chapter one of the [Locally Administered Transportation Projects Manual](#) or contact the [District LPA Manager](#).

7 Maintaining Funding Commitments

It is the sponsor's responsibility, with ODOT and CORPO support, to develop the project on schedule to allow the funds to be authorized.

7.1 Project Monitoring

To assist in more timely delivery of CORPO-funded projects and to make the status of these projects more widely known, CORPO will closely monitor the status of projects. Steps CORPO will take to monitor will include:

- Maintain a list with contact information of project managers for the sponsor, ODOT and primary consultant.
- Maintain a list of milestone dates for the project, including at a minimum the milestones included in the application.
- Contact the sponsor, ODOT and consultant project managers at least monthly for status updates, which will be compiled into a report.
- Attend quarterly meetings and other project meetings. Sponsor attendance at quarterly project status meetings scheduled by ODOT will be mandatory unless the sponsor, ODOT, and CORPO agree to cancel the meeting.
- Report on the status of all projects at each CORPO Committee meeting. Managers of projects falling behind schedule may be requested to report on the project to the CORPO Committee.

7.2 Commitment Update

If a sponsor, after receiving a commitment, does not authorize the use of the funds by the time of the next CORPO Dedicated Funds application cycle, sponsors will be asked to submit a status update on unused funds.

If sponsors submit a request to make significant changes to the timeline or budget, staff will present the requests to the CORPO COMMITTEE, which may consider the requests in aggregate and/or individually. The CORPO COMMITTEE has recommended approval of all change requests.

If a project sponsor decides not to proceed with a project or not to fulfill the requirements of the funding commitment, the commitment is cancelled, and the funds are returned to the balance of uncommitted funds available for other uses. The sponsor is not permitted to transfer the funds to another unrelated project or activity.

7.3 Participation in ODOT Projects

CORPO funding is focused on supporting local agency needs. CORPO does not intend to participate in funding for facilities that are ODOT's responsibility. However, CORPO will consider funding participation. In these cases, a local agency or multiple local agencies must be the applicant and follow the application process.

Appendix A: Project Application Form

The CORPO Dedicated Funds application process will utilize an online form. The following pages reflect the CORPO Dedicated Funds Application form. All submissions must be completed via the online system. Additional details about the online system will be provided when project solicitation begins and during the applicant workshop.

CORPO FY 2026 - 2027 Dedicated Funding Program Application

Welcome Message

DUE: Must be submitted by 5:00 p.m., August 8, 2025.

Open-Ended Questions: If you feel you must submit additional information please do so as an attachment. An attachment upload option is provided as the last step of the application and should only be done once you are sure you are ready to submit the application.

Save and Resume: You will be able to save a partially completed application by capturing and saving a unique link or you may also choose to have this link emailed. When you are ready to revisit the application, you will simply click or paste the unique application link into a browser, and the application will reload with any fields that had already been filled in. If you make any changes to the application, make sure you re-save and resend or capture the application link.

File Attachments: On the final page of the application, you are provided with sections to upload an attachment with any additional information and the application signature page. This is the final step of the application process.

It is important to understand that you should not attach any files until you are ready to submit your application. The Save and Resume Later option does not support file attachments.

In addition, the total size of the attachment combined cannot exceed 25mb. If you have any issues with uploading your attachment, please contact CORPO at corpo@morpc.org

Please make sure your application is finalized before submitting.

Required Fields: An asterisk (*) after a field label indicates a required field. Any required fields that are not populated will be highlighted in red upon submission.

Click the Start button below to begin.

AGENCY INFORMATION					
Sponsoring Agency					
Street Address					
City		State		ZIP	
Contact Person					
Contact's Title					
Contact's Email Address					
Contact's Phone #					
<input type="checkbox"/> The sponsor acknowledges that they are familiar with NEPA and understands that it applies to all projects that will					

PROJECT INFORMATION	
Project Title	
Primary Project Type	Bridge Maintenance Bridge/Bridge Deck Replacement Preventive Maintenance Reconstruction Resurfacing Intersection Modification Minor Widening (add turn lane(s)) Traffic Signals Interchange Modification Add through lane(s) Bicycle Lanes Multi-Use Path (Bicycle/Pedestrian) Sidewalk Installation/Modification Streetscape Improvement Transit Capital Expansion (Vehicle Addition) Transit Service Expansion Transit Capital Maintenance Planning Activity Program Administration Travel Demand Management Other
Primary Project Type – Other	Note: Only appears if “Other” is chosen for the Primary Project Type.
Facility Name	
ODOT PID	
CORPO CTP ID or description of how the project is included in the CORPO Transportation Plan	
Project Limits (from-to)	
Project Length	
Project Scope	

PROJECT COST INFORMATION

Please identify cost information:

A professional engineer, architect, or other appropriate professional discipline must certify the cost estimate.

Use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance:

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Estimating/Pages/default.aspx>

Estimate costs in year of expenditure dollars.

METHODS FOR ENTERING AMOUNTS

The following sections are set up to make automatic calculations in two ways, depending on what information is known.

1. If requesting the percentage of the cost for the sub-phase, choose the Percent method, enter the sub-phase total and the percent for each of the funding sources. The form will calculate the amounts based on the sub-phase total and the percent entered.
2. If requesting a certain dollar amount, choose the Dollar Amount method, enter the dollar amounts for each funding source. The form will calculate the percentages and total phase cost.
3. If cost estimate types below do not apply to the project please select "Not Applicable" and proceed to the next question.

Important: If you choose a method and enter amounts into the fields but then need to change the method type, you should first remove the information you entered as it will not be automatically removed for you.

Preliminary Engineering

CORPO expects project sponsors to undertake preliminary engineering (PE) on construction projects without the use of CORPO-dedicated funds.

PE – Environmental/Preliminary Development: Enter costs to prepare the environmental document and develop the project through Stage 1 design plans.

PE – Detailed Design: Enter the costs beyond stage 1 to finish the development of the project.

Preliminary Engineering	Environmental		
	Sub-Phase Total		
	%	CORPO Federal	% \$0
		Local Match to CORPO Federal	% \$0
	%	Other Federal	\$0
	%	Non-Federal	\$0
	Detailed Design		
	Sub-Phase Total		
	%	CORPO Federal	% \$0
		Local Match to CORPO Federal	% \$0
	%	Other Federal	\$0
	%	Non-Federal	\$0

Right-of-Way

Right-of-Way Acquisition. Land acquisition costs, including professional services, that are necessary to construct any project elements. Do not include utility relocation costs.

Utility Relocation: Estimate the project costs to relocate utilities as necessary to construct any project elements.

Right-of-Way	Acquisition		
	Sub-Phase Total		
	%	CORPO Federal	% \$0
		Local Match to CORPO Federal	% \$0
	%	Other Federal	\$0
	%	Non-Federal	\$0
	Utilities		
	Sub-Phase Total		
	%	CORPO Federal	% \$0
		Local Match to CORPO Federal	% \$0
	%	Other Federal	\$0
	%	Non-Federal	\$0

Construction

Construction Engineering: Inspection services, etc. These costs are typically estimated to be 10 percent of the contract costs.

Construction	Contract			
	Sub-Phase Total			
	%	CORPO Federal	%	\$0
		Local Match to CORPO Federal	%	\$0
	%	Other Federal		\$0
	%	Non-Federal		\$0
	Engineering			
	Sub-Phase Total			
	%	CORPO Federal	%	\$0
		Local Match to MORPC Federal	%	\$0
	%	Other Federal		\$0
	%	Non-Federal		\$0

Other	Sub-Phase Total			
	%	CORPO Federal	%	\$0
		Local Match to CORPO Federal	%	\$0
	%	Other Federal		\$0
	%	Non-Federal		\$0

TOTALS

Preliminary Engineering Phase Total		\$0
Right-of-Way Phase Total		\$0
Construction Phase Total		\$0
Other Phase Total		\$0
Grand Total		\$0

PROJECT SCHEDULE INFORMATION

Please identify schedule information:

Project Schedule Table –Provide a schedule that is realistic and recognizes the processing and review times needed by ODOT and other state and federal agencies in the project development process. Unless the applicant can provide justification, the schedule should allow at least two years for preliminary development (between Consultant Authorization and Environmental Document Approval), one year for detailed design (between Environmental Document Approval and Final Plans/Bid Package Submittal) and one year for right-of-way activities (between RW Authorization and RW Acquisition Complete).

For construction phases, the SFY requested for the commitment will be one year following the calendar year of the Final Plans and Bid Package Submittal to ODOT in the project's schedule.

If selected for funding, the sponsor and MORPC must agree on a schedule, in consultation with ODOT.

Milestone	Date (MM/DD/YY)	Mark if Completed
<u>Consultant Authorized to Begin Design or date design work is started if done in house by sponsor:</u>		<input type="checkbox"/>
<u>Stage 1 Design Plan Submittal:</u> The date when Stage 1 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Stage 2 Design Plan Submittal:</u> The date when Stage 2 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Final Right-of-Way Plan Submittal:</u> The date when Final RW plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Environmental Document Approval:</u> The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.		<input type="checkbox"/>
<u>Right-of-Way Authorization:</u> The date when authorization is given to a local public agency to begin acquisition activities.		<input type="checkbox"/>
<u>Stage 3 Design Plan Submittal:</u> The date when Stage 3 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Right-of-Way Acquisition Complete:</u> Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)		<input type="checkbox"/>
<u>Final Plans and Bid Package Submittal to ODOT:</u>		<input type="checkbox"/>
<u>Award Contract:</u> The date the local public agency approves a contract with a successful bidder.		<input type="checkbox"/>

1. No Construction Phase Project Schedule

For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available. Also give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. Describe other relevant aspects of the project schedule. For example, is the funding schedule contingent upon other actions? Will the project need funding from other sources to proceed?

Section 2: Evaluation Related Questions

The answers to the following qualitative questions will be used to score your application. These questions were developed to closely relate to the CTP Goals and objectives listed previously. Please refer to Chapter 5 of the Policies for Managing CORPO Dedicated Funds.

GOAL: Preserve and maintain the existing transportation system in a state of good repair.

PM1: Please include bridge condition information and/or pavement condition information. CORPO can provide the latest data available from ODOT for this.

PM2: Please explain how the proposed activities in your application will improve the pavement or bridge quality (as referenced above) or otherwise preserve and/or maintain the existing transportation system.

GOAL: A safe transportation system for all users.

CORPO will use the ODOT GCAT tool to pull crash data (frequency, rate, severe injury, bike-pedestrian crashes) for the project area and calculate rates.

S1: Please provide information on how the proposed project will increase safety and any additional information concerning crashes to supplement the ODOT crash data.

S2: Will the proposed activities in your application address the safety of the transportation system by minimizing unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others? If so, please explain.

GOAL: Accessibility and mobility options for all users.

AM1: Will the proposed activities in your application expand or better automobile-related mobility options? If so, please explain. Please also provide average daily traffic if applicable.

AM2: Will the proposed activities in your application expand bike / pedestrian facilities? If so, please explain.

AM3: Will the proposed activities in your application expand other modes? If so, please explain.

GOAL: An integrated, connected and coordinated transportation system.

ICC1: Will the proposed activities in your application increase outreach to local governments, area residents, businesses or other community organizations and groups? If so, please explain.

ICC2: Will the proposed activities in your application increase modal-connectivity? If so, please explain.

ICC3: Will the proposed activities in your application better connect CORPO communities? If so, please explain.

GOAL: A transportation system that promotes a collaborative and focused approach to support economic vitality.

C1: Will the proposed activities in your application improve freight facilities? If so, please explain.

C2: Will the proposed activities in your application aid in the development of multi-purpose corridors? If so, please explain.

C3: Will the proposed activities in your application increase access to employment areas or sites? If so, please explain.

GOAL: Preserve and enhance environmental resources and sustainability through the transportation system.

E1: Will the proposed activities in your application increase the use of non-single occupant vehicles? If so, please explain.

E2: Will the proposed activities enhance environmental resources and sustainability and is consistent

with local land use and environmental related plans? If so, please explain.

**Application Form for
CORPO-Dedicated Funding**
State Fiscal Years 2026 - 2027

1. Authorized Signature: The undersigned certifies: (1) they are authorized on behalf of the sponsoring agency to request and accept financial assistance from the Central Ohio Rural Planning Organization (CORPO); (2) all representations that are part of this application are true and correct.

Name

Date

Title