NOTICE OF A MEETING

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

Monday, Aug. 30, 2021
5:30 p.m.

Click here to join the meeting
Members must be at the meeting in person to vote.
Call in (audio only): +1 614-362-3056,,891115119#
Phone Conference ID: 891 115 119#

AGENDA

5:30 p.m. Welcome & Introductions – LaGrieta Holloway, Chair

5:32 p.m. Approval of August 2, 2021 Meeting Minutes

5:33 p.m. Metropolitan Planning Organization (MPO) Report – Thea Ewing, MORPC
  • Monthly Report – Planning & Sustainability – Stephen Patchan, MORPC
  • Monthly Report – Data & Mapping – Liz Whelan-Jackson, MORPC

5:45 p.m. Resolutions
  • Resolution T-7-21 Amending the State Fiscal Year 2021-2024 Transportation Improvement Program – Thomas Graham, MORPC
  • Resolution T-8-21 Accepting the Planning Work Program Completion Report for State Fiscal Year 2021 – Thea Ewing, MORPC
  • Resolution T-9-21 Amending the 2020-2050 Metropolitan Transportation Plan – Maria Schaper, MORPC
  • Resolution T-10-21 Adopting the 2021 Public Participation Plan – Bevan Schneck, MORPC
  • Resolution T-11-21 Amending the SFY 2022 Planning Work Program – Nick Gill, MORPC

6:00 p.m. Informational Items
  • Complete Streets Policy Update – Lauren Cardoni, MORPC
  • Title VI/Non-Discrimination Program for 2024 – Ralonda Hampton, MORPC
• Comprehensive Economic Development Strategy – Ted Geer, MORPC

6:55 p.m. Other Business
• Vice Chair Vacancy

7:00 p.m. Adjourn

PLEASE NOTIFY BEVAN SCHNECK AT 614.233.4130 OR EMAIL AT bschneck@morpco.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next CAC Meeting is November 1, 2021 at 5:30 p.m.
I. **Welcome & Introductions**
   - Chair LaGrieta Holloway called the meeting to order at 5:30 p.m. There was a quorum present.

II. **Approval of June 1, 2021 Meeting Minutes**
   - Chair Holloway asked for a motion to approve the minutes. Bob Roehm moved; Larry Robertson seconded; and the motion passed.

III. **Metropolitan Planning Organization (MPO) Report** – Thea Ewing, MORPC
   - COTA hosted two public meetings on proposed fare changes and has two more scheduled in August, with feedback welcome from marginalized groups. COTA will also be launching its modernized Fare Management system/app in the fall. It also recently acquired the downtown Greyhound property.
     - A question was asked about the status of the Cbus circulator. Mr. Gardocki responded that it will not be back in service until there is more operational staff in place. It was also shared that there are seniors living downtown who would like to have the service back.
   - Delaware County Transit still has suspended fixed routes, but its flex routes have taken off, attracting many new and younger riders.
   - MORPC’s new “Commute Action Fund” is a tool for Central Ohio companies to fund new incentives and commute projects that motivate company associates to drive less and use sustainable modes of transportation to work. It includes match funds up to $5000.
• ODOT’s Transportation Review Advisory Council (TRAC) had working sessions in both June and July. The draft list of TRAC projects will come out Aug. 25 and have a public comment period through September 15 – before the final vote on September 22. Many projects in Central Ohio remain favorable for final consideration.

• Work on the Regional Mobility Plan, the transit coordinated plan for ODOT Human Service Transportation Coordination, is continuing with an estimated submission to ODOT in December.

• MORPC is currently working on its Columbus Region Economic Development Strategy, for which it received funding from the Economic Development Administration (EDA). Much of it is focused on workforce access.

• Staff changes at MORPC were mentioned, including the hiring of John Gardocki and Amanda Frey. Bevan Schneck moved to Transportation & Infrastructure Development will be more involved with the CAC moving forward.

• Mr. Roehm asked about how extensive ODOT’s US-23 Connect Study is. Ms. Ewing responded that the study was initiated by MORPC’s peer organization in Toledo. The study is looking at the roads in use today – including in Delaware County – to see what capacity exists and if changes need to be made. The study also includes a freight element in relation to the port in Toledo.


• The Summit on Sustainability, MORPC’s signature sustainability event, is returning in person on October 15th at the Columbus Hilton Downtown.

• The RAPID 5 Project is an effort to develop a vision for open space that considers how best to preserve the region’s natural assets for residents to enjoy. Five designs with concept ideas were unveiled at a recent Columbus Metropolitan Club event. It can be viewed on the CMC’s YouTube channel, and more information is at rapid5.org. Input can be submitted on the website.

IV. Informational Items

• 2020-2050 Metropolitan Transportation Plan Amendment – Maria Schaper
  o An amendment is being proposed to the Metropolitan Transportation Plan, and the committee will be asked to act on a resolution in September.
  o Transportation projects must be included in the MTP to be eligible for federal funding. Transit infrastructure strategies are also included.
  o The region has been looking at high-capacity transit corridors for many years – including COTA’s NextGen and insight2050 Corridor Concepts. The LinkUS Mobility Initiative – a partnership among the City of Columbus, COTA, MORPC, Franklin County, and others – is the most recent next step. It includes multiple corridors, including Northwest and East-West, where bus rapid transit (BRT) has been recommended.
  o The MTP that was adopted in May did not include a specific mode of transportation on identified high-capacity transit corridors, so the amendment would propose BRT and refine cost estimates, affecting four transit corridors. COTA would then be able to start working with the Federal Transit Administration to begin requesting funding.
  o A question was asked on time frames of the projects being shortened. The response was that the timing is affected both by funding and staff capacity.
• Public Participation Plan Update – Niel Jurist, MORPC
  o Ms. Jurist presented on MORPC’s update to the Public Participation Plan for the transportation planning process. The name of the plan now uses the word “participation” rather than “involvement” to be aligned with federal MPO regulations.
  o The updated plan was driven by new/emerging technologies and strategies to effectively reach diverse populations and those underserved by transportation, which aligns with MORPC’s overall efforts.
  o Public participation procedures for the Metropolitan Transportation Plan and Transportation Improvement Program are specifically spelled out in the plan.
  o The draft plan has a public comment period lasting through August 25.

• Active Transportation Plan Update – Jennifer Noll, MORPC
  o Ms. Noll reported on the progress of the Active Transportation Plan. The goal of the plan is to advocate for and provide guidance for building a safe, connected network of bicycle and pedestrian infrastructure to increase safety, comfort, connectivity, and access.
  o In addition to being data driven, the plan has relied on public input. Highlights from the public survey included where people most want to walk and bike, why they do not walk or bike more frequently, and whether they have experienced a crash or close call.
  o Mr. Paul asked a question about visibility while bicycling or walking. Ms. Noll responded that lighting and visibility is an issue and that nothing is off the table when it comes to creating the infrastructure for people to walk and bike more safely.
  o The plan process included five focus groups to further uncover key themes related to barriers and solutions, as well as specific considerations for the workforce, older adults, youth, people with disabilities, and people of color.
  o An action plan will accompany the Active Transportation Plan and will lay out strategies for how to move the region toward a safer and connected transportation system.
  o Chair Holloway asked about what new methods were used for research on the plan. Ms. Noll gave the example of targeted Facebook advertising and how it was an effective tool to reach a broader audience, as well as signage with QR codes in strategic locations across the region.

• Water Quality Management Plan Update – Edwina Teye, MORPC
  o Dr. Teye provided an update on MORPC’s work in water resources planning.
  o MORPC was approached by the Ohio EPA and provided technical assistance for Section 208 Water Quality Management planning for seven counties. The plans address water pollution sources from different sources and identify, among others, sewer service area boundaries to
avoid duplicative investments. Approved 208 plans must not conflict with NPDES permit applications.

- MORPC is currently working on the plans for three more counties – Logan, Champaign, and Morrow. The process includes stakeholder meetings, and the plans are ultimately submitted to the Ohio EPA, which will take place near the end of the year – ultimately going to the US EPA.
- Mr. Paul asked if the proposed solutions in the plans could be described. Dr. Teye said the solutions depend on the water quality problems the counties have and gave the example of recommendations to prevent nutrient runoff from livestock.

V. Other Business
- Mr. Robertson mentioned the passing of former CAC member Fred Rea and spoke kind words about him.

VI. Adjourn
- The meeting was adjourned at 6:47 p.m.

Bevan Schneck, Secretary
Community Advisory Committee
Transportation & Infrastructure Development
Thea Ewing, Director – twalsh@morpc.org

Metropolitan Transportation Plan
- A public comment period was held August 2-August 31 for a proposed amendment to the 2020-2050 Metropolitan Transportation Plan. The proposed amendment will incorporate findings from recent LinkUS corridor planning activities on West Broad, East Broad, East Main, and Northwest Corridors. Information on the proposed amendment is available on the MORPC website, and was presented to CAC, TAC, and TPC in August. Action on a resolution adopting the proposed amendment will be requested at September committee meetings.

- Staff continued work on the development of the 2021 MTP Report Card.

- Data collection and development and planning for the 2024-2050 Metropolitan Transportation Plan continued.

Transit, Mobility & Human Services

Mobility Management
- MORPC staff continue to develop the ODOT HTSTC Region 6 Coordinated Plan, the Regional Mobility Plan. Survey responses significantly increased this month and outreach has turned to counties with few associated survey responses – Fayette, Pickaway, Madison, Fairfield, and Licking counties. Additional partners from these counties have been identified and contacted. MORPC staff has identified additional public events for survey outreach to fill in the gaps.

- MORPC staff continue to work on the development of the statewide specialized transportation search tool, Gohio Mobility. While provider data is being updated by ODOT, MORPC staff is submitting non-data related improvements to RideAmigos after review from OARC partners.

- MORPC staff are working with Ohio Mobility Managers to develop mobility management trainings for creating and managing Transportation Advisory Committees (TACs). MORPC is working with leaders among the Ohio Mobility Managers group to identify other trainings to be created, including for the Gohio Mobility tool.

- MORPC staff is working with ODOT and Ohio Mobility Managers to on-board new statewide partners to the Gohio Commute platform to further the development process of Gohio Mobility and improve efficiency of provider editing on the tool.

- MORPC staff are working with partners in Union County to connect the two mobility management programs and improve support and awareness of multimodal services.
FTA Section 5310 Designated Recipient
- MORPC released the 2021 Call for Projects for 5310 Enhanced Mobility Funding for Seniors and Individuals with Disabilities on August 16, 2021. Staff held an informational workshop on August 24 virtually to go over the grant and answer questions. A new online application tool was selected to be tested for this round of funding and future MORPC calls for projects.
- American Bus delivered a cutaway vehicle ordered for the Central Community House on August 4, 2021. MORPC staff inspected the vehicle before acceptance per the 5310 policy.

Gohio Commute
- MORPC staff was featured on Columbus Concerns radio show. Staff discussed the challenges of the return to the workplace commute and discussed how the Gohio Commute Rideshare Platform could be a solution for commuters interested in exploring alternatives to driving alone as they plan their commute back to the office.
- MORPC staff has been consulting companies on commuter benefit programs. Currently, staff is consulting companies in Franklin and Union counties. The Commute Action fund is elevating conversation with employers who want to start programs in first quarter of 2022.
- MORPC staff engaged with the public multiple times in Dublin, Ohio to support use of multimodal services and Gohio Commute during their weekly Mobility Concierge event.
- MORPC staff partnered with the Franklinton Urban Empowerment Lab at Franklinton Night Out to sign up community members for COTA passes and build awareness for transit and multimodal services.
- MORPC staff continues to develop a draft RFP with OARC partners to further the process for opening up the possibility for a new platform provider.

Transportation Planning Activities

US 23 Connect Study
- Public outreach activities continue, and the project team is preparing for Phase 2 of stakeholder engagement activities in October.
- MORPC staff is coordinating data and travel forecasting information as needed.

LinkUS Mobility Initiative
- MORPC staff attended pre-30% design workshops for both the Northwest and EW (East Main/West Broad) BRT corridors. COTA staff plans to apply for the Capital Investment Grant Project Development (CIG PD) the last week of August for the East Main and West Broad lines.
- Leadership Coalition meetings began discussions in August for both the Executive and Steering Committees.
- MORPC is coordinating with the ODOT Central Office to study traffic impacts both regionally and at the corridor level.
Rapid Speed Transportation Initiative (RSTI)
- MORPC and AECOM teams met to discuss the 3C+D (Cleveland, Columbus, Cincinnati and Dayton) corridor ridership and economic impact study progress.

Central Ohio Rural Planning Organization (CORPO)
- Staff is planning the semi-annual county-level subcommittee meetings, which are scheduled for September 13-17, 2021.
- Staff is developing a policy proposal for programming RTPO-dedicated funding, recently made available from ODOT. Staff will present the proposed funding process at September sub-committees and seek feedback and discussion from CORPO members and stakeholders. The final policy will be adopted by the CORPO Committee in November.
- Staff updated the CORPO Public Participation Plan (PPP). This document provides the structure by which CORPO members and the public may participate in CORPO planning activities. The updates to the plan mainly incorporate new technology tools. The updated PPP will be presented at September sub-committee meetings, with adoption by the CORPO Committee in November.

Infrastructure Funding

Ohio Public Works Commission (OPWC)
- Funding applications for improvements to local infrastructure scheduled to begin construction between July 1, 2022, and May 31, 2023, are due by 5 p.m. on Wednesday, Sept. 13, 2021, for all applicants in District 3/Franklin County. More information is available at: https://www.morpc.org/tool-resource/local-infrastructure-funding-from-ohio-public-works/.

Transportation Review Advisory Council (TRAC)
- TRAC met on July 21 for a work session only and ODOT has revised the TRAC funding cycle timeline as follows:
  - Draft list vote – August 25
  - ODOT’s Public comment period on draft selected projects list – August 25 to September 15
  - Final selected projects list vote – September 22
- At the July 21 TRAC meeting, ODOT staff shared the draft list of projects recommended for funding, with 7 of 9 MORPC area projects recommended for funding as follows:
- US33/Pickerington Rd interchange - $1 million for preliminary engineering; $0.5M for detailed design
- I70/Taylor Rd Far East - $5 million for preliminary engineering
- I-70/I270/Brice Rd (Far East Fwy) Phases 2 & 3 - $1.1 million for Right-of-Way; $37.3 million for construction
- I-270/US23 South Outerbelt - $14 million for construction
- I-71 HSR Study - $3 million for preliminary engineering
- US23 Corridor Study - $2 million for preliminary engineering
- Alum Creek Dr widening - $1.7 million for preliminary engineering

- No funding was recommended for the following two projects:
  - Pataskala SR16 Broad St widening – No funding recommended
  - I-71/Big Walnut interchange – no funding recommended

**Data & Mapping**
Kerstin Carr, Interim Director – kcarr@morpc.org

**Regional Data Advisory Committee (RDAC)**
The RDAC will meet on September 7 to discuss the creation, staffing, and membership of new working groups, among other items.

**Working Groups**
- The Data Policy Needs Survey & Toolkit Working Group met on July 20 to discuss the final details for its survey, and to discuss the future of the group. The survey was distributed on July 26 to 248 prospective respondents, with results to be presented at the September 7 RDAC meeting. The working group will meet again in the near future; date to be determined.
- The Regional Municipal Fiber Strategy Working Group members will meet with other local prospective partners on September 8 to discuss the implementation of the strategy.

**User Groups**
- The Central Ohio GIS User Group will meet on September 2.
- The RIDG Steering Committee will meet on October 13 to discuss the structure and topics for the November 3 RIDG meeting.

**Transportation**
- The GIS Team continues to support MORPC transportation staff by supplying requested maps/reports – Franklin County Transportation Improvement Districts, CORPO, Commuter, Union County Micro-Mobility, Gohio Sustainable Transportation
Recommendation Report, Mobility Maps for Franklinton and Linden areas, and many others.

- The GIS Team continues its review of existing land use at the parcel level for the 2024 MTP. Work on this project includes updating the list of local Comprehensive Plans to use in the updated MTP land use model.
- The GIS Team is assisting Transportation staff with the LinkUs portion of the MTP Amendment.
- Building Permit collection, input, and analysis is being conducted for the 2024 MTP.

Data & Mapping Outreach and Collaboration

Planning & Sustainability

- Staff worked to produce and analyze the Active Transportation Plan and the Technical Assistance Plans, including the creation of the Active Transportation Plan Story Map.
- Staff provided mapping and data support for Complete Streets mapping, implementation of the Trails Impact Study, and Logan County 208 Project.
- The data team continues its work on metrics for the Regional Sustainability Agenda, including data collection and target setting for the Regional Sustainability Agenda. Final metrics are expected to be presented to the Sustainability Advisory Committee in September.
- Staff is assisting Logan County Economic Development staff consume and use data to support their housing development goals.
- Staff is collaborating with Logan County Chamber of Commerce, Bowling Green State University, and the Columbus Board of Realtors to provide survey design support for a Central Ohio homebuyer survey planned for this month.

Population Estimates

- The data team is finalizing a data release schedule for 2020 Census-based MORPC Member Population Estimates.
- The data team is evaluating 2020 Census Redistricting data to understand regional growth trends as well as impacts on MORPC population work more broadly.

Other Outreach & Collaboration

- Staff continues working with partners, other agencies, and ESRI to gather data for use with the new ESRI ArcGIS Urban program.
- Staff continues working with the City of Columbus and other partners on the Central Data & Technology Council.
- Data & Mapping staff continues to update the COVID-19 Resource Hub (morpc.org/covid19) and Mid-Ohio Open Data/M.O.O.D (morpc.org/data) with information pertinent to members. Specifically, the GIS team published the newly released 2020 Census Redistricting demographic data to M.O.O.D. as a web map and data download.
- The data team is preparing the application for MORPC’s membership in the National Neighborhood Indicators Partnership (NNIP). The NNIP is a network of 30+ independent partner organizations whose mission is to ensure all communities have access to data and the skills to use information to advance equity and wellbeing across neighborhoods. MORPC and OSU’s Center for Urban & Regional Analysis will partner in this membership.
• Staff is gathering building permit data from members to calculate population estimates and to create a Population Dashboard.
• The GIS team assisted Jefferson Township with their proposed fire department network analysis.
• The GIS team participated and presented on the ESRI Urban project in an ESRI webinar on August 11.
• Staff presented highlights from MORPC’s COVID-19 Policy Briefs at the Joint Statistical Meeting of the American Statistical Association on August 9.

Planning & Sustainability
Kerstin Carr, Director – kcarr@morpc.org

Active Transportation Planning

- Active Transportation Plan (ATP): Team members presented ATP updates at the August CAC & TAC meetings. Discussion focused on the role of public participation in informing the plan. The team continues work on the design of an online resource that will house the ATP and interactive resources.
- Complete Streets: The Complete Streets Policy Steering Committee has completed the update process after holding a final meeting on August 12. The draft policy update is available for review and will be presented to CAC, TAC, and TPC in November as an item for adoption.
- Active Transportation Committee (ATC): The final Active Transportation Committee meeting for 2021 will be held on Tuesday, October 19 at 9 a.m. If you are interested in attending this meeting or becoming a member of the ATC, please contact Lauren Cardoni at lcardoni@morpc.org.

Technical Assistance Program (TAP)

- Cycle one projects in City of Columbus, City of Hilliard, City of Westerville, Jefferson Township, and Franklin County Engineer’s Office are wrapping up by the end of summer. Team members have started working on developing the next round of technical assistance with the goal of kicking off Cycle 2.0 in early 2022. Eligible project types for this cycle will include more focus on implementation and moving projects from the MTP to funding and construction.

Regional Housing Strategy (RHS)

- The July Housing Speaker Series panel focused on place-based outcomes in a session called “A ZIP Code Shouldn’t Determine Outcomes, But it Does.” Approximately 100 people registered for the session. All past sessions can be viewed on MORPC’s YouTube channel.
- Presentations about the state of housing were given to Marysville City Council and the National Association of the Remodeling Industry.
Transportation Safety

- The Central Ohio Transportation Safety Forum will be held on Tuesday, September 21 at 1 p.m. Join us for a conversation with Freddy Collier, Director of City Planning, City of Cleveland; Beth Osborne, Director of Transportation for America; and Dru Van Hengel, Senior Principal with Nelson\Nygaard Consulting Associates about the trends we are seeing still today and what we can do to change them. We will discuss the various challenges that local agencies face, from the specific safety issues to the institutional and cultural barriers that stand in the way. These experts will share their experiences with navigating those challenges and provide a unique perspective on efforts underway throughout the USA. Register for the event here.

Sustainable2050

- The next quarterly meeting takes place on September 17 at 9:30 a.m. The meeting theme will focus on sustainable mobility, with presentations about regional trail activities and the Active Transportation Plan. MORPC staff will also present updates on programming and review the proposed tier status certification process aligning with the new Regional Sustainability Agenda. The City of Hilliard was recognized at the August Commission meeting for earning its Platinum tier status certification and a press release went out to highlight this achievement.

- Member Engagement: Members received an invitation to the SolSmart introductory meetings on August 24 and 27 to learn about the process and free technical assistance. The MORPC team also met with the mayor of Minerva Park to talk about regional sustainability resources and funding and discussed Sustainable2050 membership for consideration in the future.

Greenways & Water Resources Program

Central Ohio Greenways Board (COG): The Board met on July 21 to review Working Group activities.

- Marketing & Communications Working Group: The working group is focused on developing a trails passport in partnership with Experience Columbus and RAPID 5. The passport will encourage use of the trails for hiking, biking, and paddling in Central Ohio. Additionally, the working group is advising a Trail Town Project focused on supporting tourism efforts in rural communities’ new regional trails. The Trail Town Project will kick off at the end of August.

- Operations & Access Working Group: The working group is focused on trail winter maintenance, as well as equity and inclusion support for existing and future trail related projects.

- Partnership Working Group: The working group is wrapping up the Economic Impact of Trails Report to include the report submitted by the consultants.

- Trail Development Working Group: The working group is focused on overseeing a trail monitoring pilot project that will inform recommendations for a reimagined regional trail monitoring program. Additionally, the group is gathering data to prepare multijurisdictional trail projects for federal funding programs.
* COG Forum: The next forum will be held at the end of September and focus on the RAPID 5 visioning effort, a partnership between the Columbus chapter of the Urban Land Institute and MORPC to reimagine the waterfronts in Franklin County.

**Sustaining Scioto Board**

The Sustaining Scioto Board will meet on August 25 with a featured presentation on the U.S. Climate Resilience Toolkit and water quality applications of the toolkit. The board is continuing to consider strategies to support federal financing of updates to national precipitation statistics that will allow for consideration of increasing high precipitation events under climate change. The board also plans to revisit short-term adaptation management strategies as outlined in the Sustaining Scioto Implementation Plan to prioritize and focus its efforts.

**Agriculture and Rural Communities Outreach Team:** The team is steadily working on the deployment of the social science surveys, with surveys still being distributed across the Upper Scioto and will continue throughout the month of August. This is being done with the help of Delaware Soil and Water Conservation District staff. The next meeting will be held on September 16 at 10:30 a.m.

**Energy & Air Quality**

**Energy & Air Quality Working Group:** The Energy and Air Quality Working Group met on July 27 with a featured presentation from the Ohio representative of Solar United Neighbors. The group was made aware of the process to update the Regional Sustainability Agenda and to hire new sustainability and energy staff for MORPC. The group provided guidance on MORPC’s Neighborhood Air Quality Monitoring Project that is now in the phase of ongoing collocation of sensors with Ohio EPA’s Smoky Row regulatory particulate matter monitor and commencing with installation of monitors at the final hosting sites.

**Local Government Energy Partnership:** MORPC is working with UNPREDICTABLEcity to engage local government members in the SolSmart designation process. MORPC is hosting two introductory meetings on August 24 at 1 p.m. and August 27 at 11 a.m. to review the process, timeline, and available no-cost technical assistance. A presentation about SolSmart was also included in the August Rickenbacker Area Stakeholder Meeting. MORPC is coordinating next steps on a regional approach for energy aggregation and in process of hiring for the Energy & Sustainability Program Coordinator position to lead the energy work.

**Sustainability Advisory Committee**

- **Sustainability Advisory Committee (SAC):** The next meeting takes place on September 15 at 2:30 p.m. The agenda includes a Summit on Sustainability update, policy report, and a presentation on the remaining Regional Sustainability Agenda targets for adoption. Joshua Simon, Diversity & Inclusion Coordinator for Metro Parks, has been appointed to replace a previous member who stepped down from the Committee.
- **Regional Sustainability Agenda:** A new web page was developed to house the Regional Sustainability Agenda and associated equity resource documents at [https://www.morpc.org/sustainabilityagenda](https://www.morpc.org/sustainabilityagenda).
- **Outreach:** Meetings with members and regional stakeholders have included OSU Sustainability Institute, Ohio EPA, Ohio Environmental Council, U.S. EPA, Smart Columbus, and AEP Foundation.

**Clean Ohio Conservation Fund**
Round 16 Clean Ohio Conservation Fund Applicant Workshop will be held on October 4. Details to follow soon. Preliminary Screeners are due on December 10, 2021, at 5:30 p.m. More information available at [https://www.morpc.org/program-service/clean-ohio-conservation-fund](https://www.morpc.org/program-service/clean-ohio-conservation-fund).

**Communications & Engagement**
Niel Jurist, Director – njurist@morpc.org

**News Releases**
- **MORPC Amending 2020-2050 Metropolitan Transportation Plan to Reflect LinkUS Mobility Initiative**
- **Funding Available to Enhance Mobility of Older Adults and Individuals with Disabilities**

**MORPC in the News**
- **COTA Puts Price Tag on East-West Transit Line, Will Seek Federal Funding**
- **From the editor: How kayaks can be key to economic development**
- **Columbus Concerns with MORPC on their “Gohio Commute” Program**
- **Linking communities through waterways and greenways**
- **A Natural Connection**

**Digital Content**
- **5310 Funding, Back to School Safety, Bike Rodeo, Commute Action Plan, CoGo, Public Participation Plan, Rapid 5, Census Data, ODOT Five Year Plan, LinkUS, COVID-19 Briefs, Mid-Ohio Open Data, Regional Sustainability Agenda, Sustainable 2050 Platinum Member, Central Ohio Greenways, Regional Mobility Plan (and survey), Bike Infrastructure, Future Ready, Air Quality Alerts, ODOT Safety, Gohio Commute, SolSmart Program, Transportation Review Advisory Council, and TIP Amendment.**
Memorandum

TO: Community Advisory Committee
   Transportation Advisory Committee

FROM: Thea Ewing, Director
       Transportation & Infrastructure Development

DATE: August 23, 2021

SUBJECT: Proposed Resolution T-7-21: “AMENDING THE STATE FISCAL YEARS (SFY) 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM”

Proposed Resolution T-7-21 will add or modify 6 projects to the SFY 2021-2024 Transportation Improvement Program (TIP) with commitments totaling over $250 million. These changes are necessary to enable the projects to advance and to maintain fiscal constraint. In October, the Ohio Department of Transportation (ODOT) will ask the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to amend the Statewide TIP to include these changes.

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

An explanation of the proposed changes to the TIP follows.

**COTA** - The following modifications to the TIP are being made for a COTA project:
- PID 115454 – COTA Bus Security Cameras: Add ODOT Urban Transit Partnership funded project to the TIP.

**Etna Twp:** The following addition to the TIP is being made for an Etna Twp project:
- PID 113789 – Global Way Part 2: Add project to the TIP.

**FCDCP:** The following addition to the TIP is being made for a Fairfield Center for Disabilities and Cerebral Palsy Inc. project:
- PID 115416 – 5310 & Large UZA CRRSA: Add project to the TIP.

**Franklin County TID:** The following modification to the TIP is being made for a Franklin County TID project:
- PID 115179 – SR 161 at Linworth Rd: Adding $350,000 for PE Env in SFY 2022 and $150,000 for PE DD in SFY 2023. This project includes MORPC funding in the ROW and construction phase, but there is no change to the MORPC funding.
ODOT, District 6: The following additions and modifications to the TIP are being made for ODOT projects:

- PID 105523 – FRA 70/71 (4R/6R): Adding $454,395 for PE DD in SFY 2022. This project includes MORPC funding in the construction phase, but there is no change to the MORPC funding.
- PID 90200 – I-71 at Sunbury Pkwy: Add $1,000,000 for PE Env in SFY 2022.

NTG: TG

Attachment:
- Proposed Resolution T-7-21
RESOLUTION T-7-21

“AMENDING THE STATE FISCAL YEARS (SYF) 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM”

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission (MORPC) adopted the SFY 2021-2024 Transportation Improvement Program (TIP) by Resolution T-7-20; and

WHEREAS, one project addition to the 2021-2024 TIP has been identified as needed for a Central Ohio Transit Agency project as shown in Attachment 1; and

WHEREAS, one project addition to the 2021-2024 TIP has been identified as needed for a Etna Township project as shown in Attachment 1; and

WHEREAS, one project addition to the 2021-2024 TIP has been identified as needed for a Fairfield Center for Disabilities and Cerebral Palsy Inc. project as shown in Attachment 1; and

WHEREAS, one project modification to the 2021-2024 TIP has been identified as needed for a Franklin County TID project as shown in Attachment 1; and

WHEREAS, two project modifications to the 2021-2024 TIP have been identified as needed for Ohio Department of Transportation projects as shown in Attachment 1; and

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

WHEREAS, the Community Advisory Committee at its meeting August 30, 2021, and the Transportation Advisory Committee at its meeting on September 1, 2021 recommended approval of this resolution to the Transportation Policy Committee; now therefore

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

Section 1. That the MORPC SFY 2021-2024 TIP be amended to include the project information as shown in Attachment 1.

Section 2. That it affirms that the fiscal balance of the SFY 2021-2024 TIP is maintained.

Section 3. That the determination of conformity between the TIP and the State Implementation Plan (SIP) is hereby reaffirmed, as the projects are exempt from conformity requirements or have been included in the most recent air quality conformity approval.

Section 4. That it affirms that the amendment was developed in compliance with the transportation performance measures as described in Section 6 of the SFY 2021-2024 TIP as modified.
Section 5. That this resolution will be transmitted to ODOT and all sponsoring agencies in Attachment 1 for appropriate action.

Section 6. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

_________________________________________
Karen Angelou, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

_________________________________________
Date

Prepared by: Transportation Staff

Attachment 1: Amended Project Information for the SFY 2021-2024 TIP
Resolution T-7-21
Attachment 1 - Amended Project Information

<table>
<thead>
<tr>
<th>Agency</th>
<th>PID</th>
<th>TIP ID</th>
<th>MTP ID</th>
</tr>
</thead>
<tbody>
<tr>
<td>COTA</td>
<td>115454</td>
<td>3867</td>
<td>142</td>
</tr>
</tbody>
</table>

**Co-Route-Sec:** COT-Bus Security Cameras--

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

**Air Quality:** Exempt

**Description:** Bus Security Cameras, Transit Activity, Bus Security Cameras through the SFY2022 Urban Transit Program. Scope:
114-00 ALI 11.42.09 FPC: 0-Capital

**Bike Components:** Not applicable.

**Ped Components:** Not applicable.

<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>Phase</th>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>Other</td>
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</table>

Total: $2,668,766

---

**Agency:** Etna Twp

**PID:** 113789  
**TIP ID:** 3865  
**MTP ID:** 185

**Co-Route-Sec:** LIC-Global Way Pt 2--

**Project Type(s):** New Roadway

**Air Quality:** System Analyzed

**Description:** Global Way Pt 2, New Roadway, 2 lanes, Extension of Global Way north to provide access to new business

**Bike Components:** Maybe - To be determined.

**Ped Components:** Maybe - To be determined.

<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>Phase</th>
<th>Source</th>
<th>Amount</th>
</tr>
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<tbody>
<tr>
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<tr>
<td>2022</td>
<td>Construction</td>
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Total: $941,406

---

**Agency:** FCDCP

**PID:** 115416  
**TIP ID:** 3866  
**MTP ID:** 142

**Co-Route-Sec:** FAI-5310 & Large UZA CRRSAA-

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

**Air Quality:** Exempt

**Description:** 5310 & Large UZA CRRSAA, Transit Replacement Capital, buy replacement vans for Fairfield Center for Disabilities and Cerebral Palsy Inc. Scope: 641-00; ALI: 11.12.15; FPC: 0-Capital.

**Bike Components:** No information provided.

**Ped Components:** No information provided.

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<thead>
<tr>
<th>State Fiscal Year</th>
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<th>Source</th>
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Total: $129,600

---

Funds in FYs prior to 2021 are not included in this report nor in the 2021-2024 Transportation Improvement Program. LR = Long Range (after SFY 2024, the last year of the TIP). LR funds are shown for information only and are not included in the TIP.
## Resolution T-7-21
### Attachment 1 - Amended Project Information

**Agency:** Franklin County TID  
**PID:** 115179  
**TIP ID:** 3852  
**MTP ID:** 1119

**Co-Route-Sec:** FRA-SR161-08.08  
**Length (mi.):** 0.32

**Project Type(s):** Intersection Modification  
**Air Quality:** Exempt

**Description:** SR 161 at Linworth Rd, Intersection Modification, Intersection improvement to reduce the severe congestion and long queues experienced by vehicles at the intersection and add pedestrian/multi-use facilities.

**Bike Components:** Multi-use path. 0.34 mi. added to bike network.

**Ped Components:** Sidewalk on 1 side, multi-use path on 1 side. 0.64 mi. added to ped network.

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**Total:** $6,500,000

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LR = Long Range (after SFY 2024, the last year of the TIP). LR funds are shown for information only and are not included in the TIP.

Friday, August 20, 2021
Resolution T-7-21
Attachment 1 - Amended Project Information

**Agency:** ODOT 6  
**PID:** 105523  
**TIP ID:** 3295  
**MTP ID:** 270/1117

**Co-Route-Sec:** FRA-70/71 Part1 (4R); Part2 (6R)  
**Length (mi.):** 1.77

**Project Type(s):** Major Widening/Interchange Modification  
**Air Quality:** System Analyzed

**Description:** 70/71 Part1 (4R); Part2 (6R), Major Widening & Interchange Modification, Part 1: FRA-70/71-12.68 (4R): Rebuilds I-70/I-71 EB/NB and adds an extra lane through the 70/71 overlap area; modifies bridges, ramps, Livingston Av, Front & Fulton Sts.  
Part 2: FRA

**Bike Components:** Bicycle lanes. The Fulton Street bike lane will be extended to Front. 0.1 mi. added to bike network.  
**Ped Components:** Modify existing facilities. The new Front Street bridge will include 10 foot wide sidewalks.

<table>
<thead>
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<th>State Fiscal Year</th>
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<th>Source</th>
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<td>2022</td>
<td>Construction</td>
<td>LABR-F</td>
<td>$11,626,303</td>
</tr>
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</table>
| 2022              | Construction      | STBG-M         | $2,952,000  
**MORPC Funds - Cap Amount** |
| 2022              | Construction      | Local          | $4,280,348  |
| 2023              | Construction      | Preserv-State  | $500,000    |
| 2023              | Construction      | Preserv-Federal | $2,250,000  |

**Total:** $235,009,839

Funds in FYs prior to 2021 are not included in this report nor in the 2021-2024 Transportation Improvement Program.  
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Resolution T-7-21
Attachment 1 - Amended Project Information

Agency: ODOT 6

PID: 90200  
TIP ID: 2427  
MTP ID: 384/325

Co-Route-Sec: DEL-IR071-07.91

Project Type(s): New Interchange/Study

Air Quality: System Analyzed

Description: I-71 at Sunbury Pkwy, New Interchange & Study, Preliminary studies and engineering for a preferred alternative concept in the vicinity of the existing I-71 and US 36/SR 37 Interchange in Delaware County to determine future interchange and road improvement.

Bike Components: Multi-use path.

Ped Components: Sidewalk on 1 side, multi-use path on 1 side.

<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>Phase</th>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>PE-Detailed Design</td>
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<td>2022</td>
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Total: $5,200,000

Summary of Funding Sources

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<th>Description</th>
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<tbody>
<tr>
<td>Bond</td>
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<tr>
<td>Federal</td>
<td>Unassigned Federal Transportation Funds</td>
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<tr>
<td>J&amp;C</td>
<td>State Jobs &amp; Commerce Funds</td>
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<td>LABR-F</td>
<td>Labor - Federal</td>
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<td>LABR-S</td>
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<tr>
<td>NHFP</td>
<td>National Highway Freight Program</td>
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<tr>
<td>ODSA</td>
<td>Ohio Development Services Agency Roadwork Fund</td>
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<td>PIAC-F</td>
<td>Project Impact Advisory Council - Federal</td>
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<td>Preserv-Federal</td>
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<td>Sec 5310</td>
<td>Transit Enhanced Mobility Seniors &amp; Individuals with Disabilities</td>
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<td>STBG-M</td>
<td>Surface Transportation Block Grant, Attributable to MORPC</td>
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Grand Total: $250,449,611

Funds in FYs prior to 2021 are not included in this report nor in the 2021-2024 Transportation Improvement Program.

LR = Long Range (after SFY 2024, the last year of the TIP). LR funds are shown for information only and are not included in the TIP.

Friday, August 20, 2021
Memorandum

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

FROM:     Thea J. Ewing, Director of Transportation & Infrastructure Development

DATE:     August 25, 2021

SUBJECT:  Proposed Resolution T-8-21: "ACCEPTING THE PLANNING WORK PROGRAM COMPLETION REPORT FOR STATE FISCAL YEAR 2021"

Annually, MORPC is required to submit a report to the Ohio Department of Transportation (ODOT) describing the work completed with federal planning funds provided to continue the metropolitan transportation planning process, as defined by the FAST Act.

For State Fiscal Year (SFY) 2021, the use of these funds was outlined in the SFY 2021 Planning Work Program (PWP) adopted by Resolution T-8-20. The PWP serves as the scope of work, the schedule, and the budget for the federally funded planning activities.

The PWP included such activities as follow up the SFY 21-24 TIP, continued delivery of projects using MORPC-attributable funds, follow up of the 2020-2050 Metropolitan Transportation Plan (MTP), assistance on freeway and arterial studies, support for safety and operations and management of the transportation system, and support for transit, bike and pedestrian planning. The SFY 2021 PWP also included the continuation of ridesharing/demand reduction and air quality awareness activities. As part of this scope of work, MORPC also maintained the Public Involvement Plan, completed the selection process for FTA Section 5310 funding, continued the Regional Data Advisory Committee, continued outreach and developed resources related to insight2050, including the technical assistance program, continued the Rapid Speed Transportation Initiative and other projects and activities that have been presented over the state fiscal year.

A summary of the PWP activities is included as an attachment to the resolution. A full report is available upon request. Resolution T-8-21 approves the completion report and requires that it is forwarded to ODOT.

Attachment: Resolution T-8-21
"ACCEPTING THE PLANNING WORK PROGRAM COMPLETION REPORT FOR STATE FISCAL YEAR 2021"

WHEREAS, it is the role of the metropolitan planning organization (MPO) to help encourage, facilitate and provide a forum for regional, cooperative transportation planning and decision-making; and

WHEREAS, the Planning Work Program (PWP) is the document that outlines the work of the MPO, the use of regional transportation planning funds and the regional planning activities that will be conducted each state fiscal year; and

WHEREAS, the Policy Committee adopted the SFY 2021 Planning Work Program (PWP) by Resolution T-8-20; and

WHEREAS, the activities described in the PWP have been completed or carried over into SFY 2022 and reported in the PWP Completion Report, a summary of which is attached; and

WHEREAS, major products of the PWP have been presented previously; and

WHEREAS, these products include the core work with the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and the continued delivery of projects using MORPC-attributable funds, as well as the freeway and arterial studies, local traffic forecasting and continuing updates to the travel demand model, maintaining data to support modeling and planning needs, support for transit planning and ODOT planning studies, ITS, ridesharing/demand reduction, bike and pedestrian planning, safety planning and air quality awareness; and

WHEREAS, ODOT requires approval of this PWP Completion Report by the Transportation Policy Committee as the Metropolitan Planning Organization; and

WHEREAS, the Community Advisory Committee at its August 30, 2021 meeting, and the Transportation Advisory Committee at its September 1, 2021 meeting recommended approval to the Transportation Policy Committee; now therefore

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

Section 1. That the Transportation Policy Committee approves the PWP Completion Report for SFY 2021.

Section 2. That this resolution and the PWP Completion Report be forwarded to the Ohio Department of Transportation for appropriate action.

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

Karen J. Angelou, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Date

Prepared by: Transportation Staff
Attachment: Summary of Completion Report for the SFY 2021 Planning Work Program
SUMMARY

FISCAL YEAR 2021 PLANNING WORK PROGRAM-COMPLETION

I. Formula Funded Planning Program Projects

Total Budget $2,912,359

Balance Remaining for SFY 2021 or later is $173,150

WORK ELEMENT REPORT SUMMARY FUNDING SUMMARY

60111-1000 Active Transportation Planning

| Budget | $420,000 | MORPC continued to assist local governments with Complete Streets projects and Complete Streets policy development and reviewed transportation projects for Complete Streets compliance. MORPC also assisted local governments with their active transportation planning and projects. Team members worked with MetroParks, Columbus, and other partners to conduct its annual trail counts as well as the bi-annual non-motorized traffic counts along selected street segments. Central Ohio Greenways (COG) Board accomplished many items set out in its 5-year strategic plan, including obtaining funding for developing its Trails Impact Study and the Trails Prioritization project. Team members also developed a significant portion of the Regional Active Transportation Plan update. |
| Spent 6/30 | $345,503 |

60121-3000 Management & Operations Planning

| Budget | $175,000 | Meetings of the Central Ohio ITS committee were held in July, October, January, and April. Project updates were provided at each meeting. |
| Spent 6/30 | $150,795 | MORPC continued to engage in the OARC freight transportation working group over FY 2021. MORPC organized several virtual meetings for the OARC Freight Working Group. MORPC participated in events organized by the Columbus Region Logistics Council, the Mid-Ohio Development Exchange (MODE), and other Chamber of Commerce and OneColumbus events related to freight and logistics in Central Ohio. MORPC hosted the Ohio Conference on Freight (virtually) in May 2021. |

60131-1000 Safety Planning

| Budget | $125,000 | The team was actively involved in local safety initiatives and assisted other departments and agencies with project evaluation based on crash data. MORPC staff also hosted its first safety forum to learn from others around the state and country. MORPC continues to be the OARC representative on statewide and regional safety committees, such as the Transportation Records Coordination Committee, the Ohio Strategic Highway Safety Plan Steering Committee, and Safe Communities, including the Franklin County Traffic Fatality Review Board. |
| Spent 6/30 | $97,937 |

60151-3000 Transit and Human Services Planning

| Budget | $75,000 | MORPC began updating the Regional Mobility Coordinated Plan or the Coordinated Plan for nine counties per ODOT Office of Transit’s Human Service Transportation Coordination Region 6. Counties include Delaware, Fairfield, Fayette, Franklin, Licking, Logan, Madison, Pickaway and Union |
| Spent 6/30 | $64,592 | MORPC facilitated COTA/DCT/LCT/LCATS/MORPC and added Fairfield, Pickaway and Union Counties to the Transit Coordination quarterly meetings. These meetings covered communications, coordination, pilots, public information, mobility management, service and capital planning with each agency. In cooperation with COTA, DCT & LCT MORPC administered the apportionment of FFY 2021, FFY 2021 CRRSAA and ARP Act Section 5307, 5340 and 5339 funding within the Columbus UZA Split Letter. MORPC participated in discussions with local employers and governments that have limited access to transit. MORPC worked with COTA and DCT to implement new First/Last mile service. MORPC also worked with COTA DCT and other county transit entities on the COTA Integrated Mobility Innovation grant. |
Transportation Improvement Program (TIP) and Implementation

Five amendments to the FY 2021-2024 TIP requested by ODOT and local agencies were prepared, processed and approved. Federally funded projects were coordinated with local agencies, ODOT and the Ohio Public Works Commission. ODOT District staff scheduled quarterly meetings with local sponsoring agencies, their consultants, and MORPC staff. Monthly reports on the status of the MORPC-attributable projects were provided to the TAC. MORPC, COTA, DCT, and ODOT Transit met quarterly to stay current on transit-specific TIP issues.

The process to solicit and select projects to use MORPC-attributable federal funding was completed. MORPC received 31 final applications for new funding commitments that totaling over $200 million. MORPC staff and the Attributable Funds Committee (AFC) completed a review and evaluation of the projects from October 2020 through January 2021. The AFC approved a draft of funding recommendations for attributable funds available for SFYs 2022-2027. The draft recommendations were available for public review and comment from February 26 until March 28, 2021. MORPC reaffirmed and updated previous commitments of over $134 million and made $78 million in new commitments. It did not fulfill requests for another $146 million.

For SFY 2021, approximately $26 million of attributable funds were encumbered for use on transportation projects and programs in the region.

ODOT suspended its 2020 TRAC application process, so the typical fall 2020 prioritization was not needed. In early 2021 ODOT did announce an accelerated 2021 TRAC round with applications due in May. Nine projects were submitted in the MORPC area. Project fact sheets were prepared and a public comment period begin to solicit comments on the MPO prioritization of the projects. MORPC prioritization of the projects was completed in June and presented to ODOT.

Assistance was provided to ODOT and local agencies in preparing and follow up on applications for INFRA and BUILD. MORPC helped form the Franklin County Transportation Improvements District.

^ Project continues beyond SFY 2021
**Manage, Map, Collect, and Share Data**

MORPC updates base GIS files and other transportation and planning datasets from state, federal, and local sources on a quarterly, annual, or as needed basis.

MORPC maintains an open data site called Mid-Ohio Open Data (MOOD) - https://public-morpc.hub.arcgis.com/ - to make GIS and other data files available for download. To make data accessible to nontechnical audiences and those without GIS capabilities, many of MORPC's data is also available for viewing through interactive maps on the same MOOD open data site.

MORPC expanded our COVID-19 resource hub with data and links specific to Central Ohio and targeted primarily toward the needs of local governments. The focus switched from # of cases to vaccination rates and locations.

MORPC’s Regional Data Advisory Committee (RDAC) continues to meet on a quarterly basis and advises staff and Commission on MORPC’s role as a leader in regional data efforts. This year the Regional Data Agenda was updated and approved.

MORPC continues to host three data- and mapping-focused user groups. The Central Ohio GIS User Group consists of public sector GIS officials from throughout Central Ohio, RIDG for data centric professionals in the region and COSMOS consists of IT directors from several Central Ohio jurisdictions.

MORPC continues to facilitate the maintenance of the Franklin County LBRS. Road centerlines, address points, bikeways and sidewalk mapping files are structured so local communities can jointly edit a common GIS files. This year we are working with the ODOT and their consultant to help process for consumption into the ODOT roadway network.

MORPC’s work on the 2020 Census included participating in a NARC working group to provide comments to the Census Bureau on changes to the methodology to identify the urbanized area. The Data & Mapping Director chaired the Columbus/Franklin County Complete Count Committee Local Government Subcommittee and was active in the Columbus/Franklin County Complete Count Committee and the Ohio Census Advocacy Coalition (OCAC).

**Data Analytics and Research for Transportation Projects and Programs**

MORPC conflated multiple datasets to generated Level of Traffic stress scores for the Federal Aid Roads, as part of the Active Transportation Plan.

A cycle of Attributable Funding projects was analyzed and draft recommendation maps created.

For the Gohio Commute program, MORPC performs cluster and hotspot analyses to identify potential mode shift opportunities for employers considering participation in the program.

As part of the Regional Housing Strategy that MORPC is leading, dashboard tools were produced as resources for the region’s housing stakeholders. The Implementer’s Toolkit helps local planners and policymakers identify actions to implement based on local housing submarket conditions and the Metrics Dashboard tracks regional progress toward four overarching housing goals.

Significant data collection and analysis support was provided in the update to the Regional Sustainability Agenda. This included the development of metrics to reflect a set of stakeholder-generated sustainability objectives using the best available data sources. Trend analysis and contextual research were used to set progress targets.

^ Project continues beyond SFY 2021
Transportation Systems Analysis Techniques and Applications

Staff continued working closely with the consultant, ODOT and other MPOs on the improvements of the 3C regional travel demand model. Staff continued conducting test runs of the 3C model on MORPC’s server and worked diligently with the consultant to refine/improve the 3C model. The model was used for several planning studies.

Air quality analysis was conducted for projects requesting CMAQ eligibility. Staff continued using travel time data from INRIX/NPMRDS to produce measures for various studies and showing the COVID impacts of reduced travel on peak period speeds. The origin-destination (O-D) data available from ODOT’s subscription to Streetlight Insight and produce meaningful measures for several studies.

Many traffic growth rate requests were fulfilled throughout the region.

Long-Range Multimodal Transportation Planning

MORPC’s MTP (and TIP) received conformity determination from USDOT effective July 1.

MORPC staff also sent documentation to ODOT in compliance with the federal performance management program safety targets.

Staff began working with the LinkUS team on a proposed amendment to the 2020-2050 MTP to reflect recent work completed by the LinkUS team to on the East-West transit corridors and the Northwest transit corridor based on recent corridor studies.

Staff from across the agency have been compiling data to report the 2021 condition for each of the adopted performance measures. The data will be summarized in an MTP Report Card document.

Staff drafted a general timeline of tasks and milestones for the development of the next Metropolitan Transportation Plan for the Columbus area, which must be adopted by May 2024. Initial data collection and development activities have begun.

Transportation Public Involvement

Eight meetings of the Community Advisory Committee (CAC) and 10 meetings of the Transportation Advisory Committee (TAC) took place, all of which were in a virtual format due to the COVID-19 pandemic. All transportation-related topics included elsewhere in the PWP report were presented. The committees reviewed and passed 10 transportation-related resolutions over the year.

Press Releases, printed materials, and digital content (social media and electronic newsletters) were regularly used to solicit public participation and involvement on transportation-related activities. Topics included were: Central Ohio Transit Authority and Delaware County Transit updates; MORPC-attributable Funds; Transportation Improvement Program, Active Transportation Plan; Transportation Review Advisory Committee Process/Projects; People Who Bike Campaign; Transportation Demand Management Strategic Plan; Central Ohio Greenways; Planning Work Program; COVID-19 Transportation-related Information; LinkUS Mobility Initiative; Population Estimates; Air Quality; Annual Safety Performance Measures; Smart Region Task Force; Regional Sustainability Dashboard; Regional Sustainability Agenda; Ohio Public Works Commission; Competitive Advantage Projects; Regional Mobility Plan; Intelligent Transportation Systems; Public Participation Plan; COTA Multi-County Innovative Mobility Initiative; and State of Safety Report.

Planning Coordination and Support

MORPC met regularly with its member communities to receive planning updates and to provide assistance and coordination for some of their projects. Four times a year, MORPC held regional collaboration meetings, and at least monthly, MORPC provided educational transportation workshops and forums.

^ Project continues beyond SFY 2021
Meetings of the MPO transportation committees (CAC, TAC & Policy) were conducted throughout the year, with the CAC holding eight meetings and the TAC and Policy Committee each holding ten meetings. The 2020 PWP completion report was prepared as well as the 2022 PWP.

^ Project continues beyond SFY 2021
II. Special Studies

**Total Budget** $1,332,368

**Balance Remaining for SFY 2021 or later is** $154,018

### WORK ELEMENT REPORT SUMMARY

<table>
<thead>
<tr>
<th>FUNDING SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>66507-1000</strong></td>
</tr>
<tr>
<td><strong>Central Ohio Greenways Planning</strong></td>
</tr>
<tr>
<td>Budget $200,000</td>
</tr>
<tr>
<td>100% MORPC STBG with Toll Credit</td>
</tr>
<tr>
<td>Spent 6/30 $198,954</td>
</tr>
<tr>
<td>Staff managed the development of the Regional Trail Prioritization Plan that prioritized implementation of future trail segments. Staff finalized the development of the COG Urban Greenway Design Guide that provides design guidance for member agencies to implement the most appropriate trail facility. Staff commenced and advanced development of the Economic Impact of Trails that will identify how trails can assist in savings on health care and transportation as well as increasing investment in real estate and job creation. The RAPID 5 project, a partnership between ULI Columbus and COG was initiated to create a vision of how to activate the river corridors while creating linear, paved transportation connections within the corridors and to the corridors that are aligned with the Regional Trail Vision.</td>
</tr>
</tbody>
</table>

| **66541-0400** |
| **Paving The Way** |
| Budget $100,000 |
| 100% MORPC STBG using toll credit |
| Spent 6/30 $69,336 |
| The upgraded Paving the Way system launched in FY2020 is currently in use by communities throughout Central Ohio, which represents a significant expansion beyond the prior system. Local government staff, as well as their consultants and contractors, are able to maintain project information directly in the system. MORPC continues to function as the site administrator and provide support for users, while also responding to general inquiries. |

| **66561-3000** |
| **Supplemental Planning** |
| Budget $350,000 |
| 100% MORPC STBG using toll credit |
| Spent 6/30 $350,000 |
| 1) See 60201-3000 for activities related to the TIP and project expedition. |
| 2) In spring of 2021 traffic counts were collected in the more rural areas of the region. |
| 3) See 60521-2000 for activities related to the data sharing tools. |
| 4) MORPC provided planning data and travel demand forecasting support for several local and regional planning activities, including: ODOT US-33 Southeast Study, LinkUS Mobility Initiative, ODOT Rt 23 Connect, TIS support in Jerome Township, Etna Township, Columbus (Quarry/Mckinley, Westbourne Ave), Dublin, and others. |
| 5) Discussions continued on intercity passenger service including talks with Amtrack. |
| 6) Staff worked with the Sustainability team on identifying research needs and projects around Climate Change. The Sustaining Scioto is one project that addresses water quality. |
| 7) With the support of an active working group, staff updated its Regional Sustainability Agenda and ensured that its goals were aligned with the MTP and were focused around equity. |

| **66571-1000** |
| **Technical Assistance Program** |
| Budget $200,000 |
| 100% MORPC STBG using toll credit |
| Spent 6/30 $190,215 |
| The following communities received Technical Assistance under this program: cities of Columbus, Hilliard, and Westerville as well as for Franklin County and Jefferson Township. All projects are nearly completed. |

^ Project continues beyond SFY 2021
5310 Designated Recipient-2020

MORPC administered contracts after execution in TrAMS with subrecipients receiving 5310 funding from past apportionments to the Columbus, Ohio UZA according to MORPC’s Program Management Plan (PMP). The following FTA Grant Agreements were administered:

- Staff has started the process of updating the comonitored and participated in efforts to address goals and strategies of the 2018-2021 Coordinated Plan for nine counties

5310 Designated Recipient-2021

See 67410-3000 for description of work completed in FY 2021. For the 2022 PWP the funding for this activity was combined into 64710-3000 and that work element carried forward in the FY 2022 PWP.

Mobility Management 2020

MORPC began updating the Regional Mobility Coordinated Plan or the Coordinated Plan for nine counties per ODOT Office of Transit’s Human Service Transportation Coordination Region 6. Counties include Delaware, Fairfield, Fayette, Franklin, Licking, Logan, Madison, Pickaway and Union.

MORPC worked with RideAmigos that provides the Gohio Commute platform and worked with NOACA and ODOT Office of Transit in develop and test Gohio Mobility a search tool intended to help individuals, caregivers, mobility managers and social service agencies in urban and rural areas find transportation services. Ideally, this tool will assist in coordinating transportation for medical, work, and social trips. The Gohio Mobility search tool hosts transportation provider data that can be identified based on specific search criteria

Mobility Management 2021

See 67420-3000 for description of work completed in FY 2021. For the 2022 PWP the funding for this activity was combined into 64720-3000 and that work element carried forward in the FY 2022 PWP.

^ Project continues beyond SFY 2021
III. Ridesharing and Air Quality Projects

Total Budget $1,250,000

<table>
<thead>
<tr>
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<th>REPORT SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>66711-3000</td>
<td></td>
</tr>
<tr>
<td>Budget</td>
<td>$700,000</td>
</tr>
<tr>
<td>100% MORPC CMAQ</td>
<td></td>
</tr>
<tr>
<td>Spent 6/30</td>
<td>$645,519</td>
</tr>
</tbody>
</table>

**Transportation Services (Ridesharing)**

Gohio Commute continued to promote vanpool and carpool services in addition to other modes such as biking, walking and riding transit. The program sponsors and develops program services based on the needs of the individual commuter, employer, job-ready/training programs, colleges/universities, non-profits and communities throughout the region. MORPC is leveraging relationships with other TDM partners to encourage modal shift, generating more of a streamlined and coordinated message to reduce single-occupancy vehicle trips.

During the COVID-19 pandemic some vanpools were paused but other were created and maintained. MORPC NTD data was entered for 2020.

MORPC developed an employer telework policy guide to assist employers setting up work from home standards.

MORPC prepared the 2020-2021 Transportation Demand Management Strategic Plan and monitored initiatives in the 2018-2019 plan with an emphasis on shifting cultural SOV preferences, performance based programing, collaborative champions, and TDM policy integration.

Related to MORPC’s TDM Strategic Plan, MORPC and other Ohio rideshare agencies are using an interactive ridesharing platform that can be used by each rideshare agency in the state. OARC is using RideAmigos to provide rideshare, TDM and air quality platform with consistent brand (Gohio Commute) for ridesharing across the state. Gohio Commute has been in use since May 2017.

Due to COVID-19 MORPC’s Air Quality and Gohio Commute did not hold a Central Ohio Commuter Challenge campaign.

| 66731-1000   |                |
| Budget       | $550,000       |
| 100% MORPC CMAQ |            |
| Spent 6/30   | $520,865       |

**Air Quality Awareness**

MORPC maintained its daily air quality forecasting program and coordinated digitally focused marketing to educate the public about air quality. MORPC convened bi-monthly Energy and Air Quality Working Group meetings to share best practices.

In partnership with Franklin County Public Health and working group members, MORPC continues to actively work on deploying particulate matter monitors across Franklin County to increase awareness of air pollution and monitor for potential differences in air pollution levels between neighborhoods.

MORPC participated in planning efforts to shape the future direction of the Smart Columbus program and continues to be a resource to its members around EV infrastructure and greenhouse gas emissions. MORPC was designated as a SolSmart member which allowed the agency to receive free technical assistance to its members.

^ Project continues beyond SFY 2021
IV. Projects Undertaken By Other Entities

Total Budget $0

WORK ELEMENT | REPORT SUMMARY | FUNDING SUMMARY

| 66505-3000 |       | Ongoing Local Planning |
|            |       | MORPC regularly monitors local planning activities. A current library of new plans is maintained on the website under the Studies and Plans section. MORPC staff regularly participates in planning efforts of local communities. |
|            |       | The CAP initiative is a partnership between MORPC and One Columbus, to advance strategic infrastructure projects across Central Ohio by developing a vetted list of regional infrastructure project priorities. During the past fiscal year, MORPC continued to advocate and assist in finding funding for CAP projects. |
|            |       | MORPC continued to assist with administration of The Franklin County Transportation Improvements District (TID), a tool for advancing transportation projects. A few projects receiving ODOT funding as a result. |

| 67401-3000 |       | Ongoing COTA Activities |
|            |       | COTA generally makes service changes three times a year - the first Monday of every January, May and September. Public information, review and comment take place before each service change. However, beginning in March 2020, COTA made significant changes to their service in response due to COVID-19 including charging no fares. Fares were reinstated January 2021, and service changes went back to three times a year. |
|            |       | The 2021-2024 Transportation Improvement Program was maintained as needed, including public involvement requirements for FTA Section 5307. COTA submitted grant requests to FTA. MORPC worked with COTA to develop the 2021-2024 TIP and monitor the MTP. |
|            |       | COTA embarked on their multi county IMI grant and County Connections program. |
|            |       | MORPC, COTA, GREAT and New Albany SmartRide continue to work together to promote, track ridership and adjust routes for the first and last mile shuttle. MORPC joined COTA in conversations with employers and local governments working on Mobility Plans. COTA worked with Dublin and Share for workforce development transportation and Grove City and Westerville on an on demand microtransit first mile last mile service for connections to jobs and health care. COTA continues Mainstream on Demand Pilot to provide non-ADA trips to eligible Mainstream paratransit riders. |
|            |       | The C-Pass system with COTA and the Capital Crossroads Special Improvement District (SID) was maintained. |

| 67402-3000 |       | Ongoing DCT Activities |
|            |       | DCT continues to evolve from the 2010 Columbus UZA boundary change. Topics included the FTA funding transition from rural Section 5311 to urban Section 5307, state funding changes and local match needs for capital and operating and other FTA funding sources. |
|            |       | The 2021-2024 Transportation Improvement Program was amended as needed, including public involvement requirements for FTA Section 5307. MORPC worked with DCT to develop the 2021-2024 TIP. |
|            |       | Beginning in March 2020, DCT made significant changes to their service in response to COVID-19. These changes have remained. After eliminating fixed route service their Flex service in Delaware City has been successful. |

^ Project continues beyond SFY 2021
Memorandum

TO: Transportation Policy Committee
Transportation Advisory Committee
Community Advisory Committee

FROM: Thea Ewing, Director, Transportation & Infrastructure Development

DATE: August 25, 2021


The region’s planning partners have been studying High-Capacity Transit corridors for many years, including, most recently, COTA’s NextGen plan and the MORPC Insight 2050 Corridor Concepts study. As a result, the 2020-2050 MTP includes five high-capacity transit corridors in the financially constrained plan, however specific modes were not identified when it was adopted in May 2020.

Building upon these regional transit planning efforts, the LinkUS Mobility Initiative was launched in 2020, with the purpose of providing a complete mobility system along key regional corridors, including high capacity and advanced rapid transit, among a broader program of mobility options and infrastructure. The first two corridors to be studied as part of the LinkUS Mobility Initiative were the Northwest Corridor, connecting downtown Columbus to Bethel Rd. (with future studies of a connection to Dublin) along Olentangy River Rd., and the East-West Corridor, which spans Franklin County along West Broad St. and East Broad and East Main Streets. The LinkUS Partners, led by COTA and the City of Columbus, have begun the corridor-specific studies and engagement activities to identify the locally preferred alignments and transit modes for each of these corridors.

To be eligible for federal funds to further advance rapid transit projects in these corridors, they must first be reflected in the regional Metropolitan Transportation Plan. This amendment is proposed to incorporate the corridor information resulting from the recent LinkUS Mobility Initiative studies.

Of the five high-capacity transit projects already included in the MTP, three projects can now have the specific mode and refined estimates included because of the LinkUS Mobility Initiative corridor studies. Additionally, one transit project that was not previously included in the MTP is proposed to be added as part of this amendment. These projects are all listed and mapped in the Resolution Attachment along with more information on fiscal balance and air quality conformity.

A formal public comment period on the proposed amendment began on August 2, 2021, and lasted through August 31, 2021.
The amendment and the revised MTP, including the revised project listing, maps, fiscal balance information, air quality conformity documentation and other amendment-related changes, will be placed on the website once the resolution to amend the MTP has been approved.

Attachment: Resolution T-9-21

###
“AMENDING THE 2020-2050 METROPOLITAN TRANSPORTATION PLAN”

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

WHEREAS, the MPO, pursuant to 23 United States Code 134 and 49 United States Code 1602(a)(2), 1603(1), and 1604(g)(1), has caused the 2020-2050 Metropolitan Transportation Plan (MTP) dated May 2020 to be prepared; and

WHEREAS, the Policy Committee of the Mid-Ohio Regional Planning Commission (MORPC) adopted the 2020-2050 Metropolitan Transportation Plan (MTP) by Resolution T-6-20; and

WHEREAS, projects must be included in the Metropolitan Transportation Plan to be eligible for federal funding; and

WHEREAS, the 2020-2050 MTP includes five high-capacity transit projects; and

WHEREAS, the LinkUs Mobility Initiative, a partnership among the Central Ohio Transit Authority, City of Columbus, Franklin County and MORPC has advanced high-capacity transit planning activities along the northwest corridor and east-west corridors along Broad Street and east Main Street; and

WHEREAS, the Northwest Corridor Mobility Study Phase 1 and the East-West Corridor Alternatives Analysis have been completed as part of the LinkUS Mobility Initiative; and

WHEREAS, the Northwest Corridor Mobility Study Phase 1 recommended Bus Rapid Transit (BRT) as the transit mode in the Northwest Corridor (MTP ID 643); and

WHEREAS, the East-West Corridor Alternatives Analysis identified BRT as the preferred transit mode for West Broad St. (MTP ID 988), East Main St. (MTP ID 619) and East Broad St., and refined capital cost estimates for each of the three corridors; and

WHEREAS, on July 28, 2021 the COTA Board of Trustees voted to adopt the three Locally Preferred Alternatives (LPA) as identified in the East-West Corridor Alternatives Analysis for West Broad St., East Main St. and East Broad St; and

WHEREAS, the MTP needs to be amended to include the East Broad Street corridor, establish the mode for each corridor, updated timeframe for implementation, and updated cost information as shown in Figure 1 in the attachment; and

WHEREAS, the fiscal balance of the MTP is maintained because the refined cost estimates combined with the cost of the added project, are not significantly different than the original estimates included in the MTP; and

WHEREAS, the information regarding the project changes, additional project, fiscal balance, and air quality conformity was made available for public comment and review for a 30-day period; and

WHEREAS, pursuant to 49 USC, 1607, 23 USC, 134 and 42 USC, 7506, the 2020-2050 amended MTP has been analyzed based on accepted methodology and has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the Community Advisory Committee at its August 30, 2021 meeting, and the Transportation Advisory Committee at its September 1, 2021 meeting recommended approval to the Transportation Policy Committee; now therefore

RESOLUTION T-9-21
BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

Section 1. That it amends the 2020-2050 Metropolitan Transportation Plan project listing to add and adjust the projects shown in the Attachment.

Section 2. That it directs staff to update the 2020-2050 MTP project listing, map, and relevant text in the document to reflect the information as shown in the Attachment.

Section 3. That it affirms the conformity of the 2020-2050 MTP with the State Implementation Plan.

Section 4. That it directs staff to administratively modify the 2020-2050 MTP, if necessary, to reflect additional refinements to high-capacity transit corridors or projects resulting from the LinkUS Mobility Initiative and do not significantly change the fiscal balance and impact the air quality conformity determination.

Section 5. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of the committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

__________________________________________
Karen J. Angelou, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

__________________________________________
Date

Prepared by: Transportation Staff
Attachment: 2020-2050 Columbus Area Metropolitan Transportation Plan Amendment Narrative
This amendment is to modify the mode, alignment, and cost estimates for three transit projects and to add one Bus Rapid Transit project to the 2020-2050 Metropolitan Transportation Plan (MTP). The amendment will also adjust the estimated construction timeframe of one of the transit projects.

Background

The region’s planning partners have been studying High-Capacity Transit corridors for many years, including, most recently, COTA’s NextGen plan and the MORPC Insight 2050 Corridor Concepts study. The 2020-2050 MTP includes five high-capacity transit corridors in the financially constrained plan, however specific modes were not identified when it was adopted in May 2020.

Building upon these regional transit planning efforts, the LinkUS Mobility Initiative was launched in 2020, with the purpose of providing a complete mobility system along key regional corridors, including high capacity and advanced rapid transit, among a broader program of mobility options and infrastructure. The first two corridors to be studied as part of the LinkUS Mobility Initiative were the Northwest Corridor, connecting downtown Columbus to Bethel Rd. (with future studies of a connection to Dublin) along Olentangy River Rd., and the East-West Corridor, which spans Franklin County along West Broad St. and East Broad and East Main Streets. The LinkUS Partners, led by COTA and the City of Columbus, have begun the corridor-specific studies and engagement activities to identify the locally preferred alignments and transit modes for each of these corridors.

Equitable public and stakeholder engagement has been and continues to be an essential part of the LinkUS Mobility Initiative corridor studies. Thus far it has included a range of tools and techniques—including in-person, virtual, and other alternative formats. The information gathered is a key input in the corridor studies.

Project Changes

Of the five high-capacity transit projects already included in the MTP, three projects can now have more detail and refined estimates included because of the LinkUS Mobility Initiative corridor studies. These projects are:

- MTP ID 619: East Main St. Corridor; East Rich St./Main St., from High St./Spring St. to Taylor Rd.; Bus Rapid Transit
- MTP ID 643: Northwest Corridor; Downtown to Dublin; Bus Rapid Transit
- MTP ID 988: West Broad St. Corridor; Broad St. from Westwoods Blvd. to Washington Ave.; Bus Rapid Transit

The following project that was not previously included in the MTP is proposed to be added as part of this amendment:

- MTP ID 987: East Broad St. Corridor; East Broad St. from Taylor Rd. to Souder Ave.; Bus Rapid Transit
Figures 1 and 2, below and on the following pages, represent the projects as they will be included in the amended MTP.

**Figure 1: Project Descriptions, Estimated Construction Time Frame, and Cost Estimate**

<table>
<thead>
<tr>
<th>MTP ID</th>
<th>Project Description</th>
<th>Year</th>
<th>Cost Estimate (YOE $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>619</td>
<td>East Main St. Corridor: East Rich St./Main St., High St. from Spring St. to Taylor Rd., <em>Bus Rapid Transit</em></td>
<td>2030</td>
<td>$214 - $313 Million</td>
</tr>
<tr>
<td>643</td>
<td>Northwest Corridor: Olentangy River Rd., from Downtown Columbus to Dublin., <em>Bus Rapid Transit</em></td>
<td>2030</td>
<td>$390.3 - $461.5 Million</td>
</tr>
<tr>
<td>987</td>
<td>East Broad St. Corridor: from Taylor Rd to Souder Ave., <em>Bus Rapid Transit</em></td>
<td>2040</td>
<td>$178 - $362 Million</td>
</tr>
<tr>
<td>988</td>
<td>West Broad St. Corridor: from Westwoods Blvd. to Washington Ave., <em>Bus Rapid Transit</em></td>
<td>2030</td>
<td>$157 - $285 Million</td>
</tr>
</tbody>
</table>

**Bold italics = new or changed project components**

**Fiscal Balance**

The 2020-2050 MTP includes a forecast of $4.05 billion in federal and local revenue intended for construction and operation of five high-capacity transit corridors. The assumed cost of these five high-capacity transit corridors is $3.9 billion. The cost estimates were based on various planning documents and unit costs. For the projects proposed to be amended, more refined capital cost estimates were developed for the corridors studied in the recent LinkUS Mobility Initiative studies. These more refined costs are lower than the initial cost estimates included in the MTP. Furthermore, this proposed amendment includes moving the estimated construction timeframe for MTP ID 988 up from 2040 to 2030, further lowering the capital cost estimate due to less inflation. The differences in the cost estimates are great enough to accommodate the addition of MTP ID 987 to the financially constrained MTP.

**Air Quality Conformity**

Due to the significance of the proposed changes to the MTP, it is federally required to do an analysis to confirm the projects included in the amended MTP do not lead to violations in the air quality standard or delay obtaining the standard. This is called a conformity determination. The incorporation of the proposed amendments into the conformity analysis has been completed, with no violations found. Appendix B of the 2020-2050 MTP will be updated accordingly upon adoption of the amendment resolution.

**Public Involvement**

This amendment packet and the revised conformity determination appendix was made available for a 30-day comment period.

The amendment and the revised MTP, including the revised project listing, maps, fiscal balance information, air quality conformity documentation and other amendment-related changes, will be placed on the website once the resolution to amend the MTP has been approved.
Figure 2: High-Capacity Transit Projects

The information shown on this map is compiled from various sources deemed available to us which we believe to be reliable.
MORPC (2020) report (transit map) 7/28/2021


COTA, DATAbus, MORPC
Memorandum

TO: Transportation Policy Committee
   Transportation Advisory Committee
   Community Advisory Committee

FROM: Niel M. Jurist, Director, Communications & Engagement
      Thea Ewing, Director, Transportation & Infrastructure Development

DATE: August 25, 2021

SUBJECT: Proposed Resolution T-10-21: "ADOPTING THE 2021 PUBLIC PARTICIPATION PLAN"

MORPC has updated the agency’s Public Participation Plan (previously named Public Involvement Plan, or PIP). A Public Participation Plan (PPP) lays out how a federally designated metropolitan planning organization (MPO), like MORPC, reaches out to members of the public for their input as it carries out the region’s transportation planning process.

The PPP is designed to provide the public with the opportunity to participate in, review, and comment on the formulation of transportation policies, plans, and programs. MORPC’s plan includes a structured committee process, a project-specific process, and a public outreach/information dissemination effort tailored to meet specific needs.

The transportation planning area for the MORPC MPO includes: Delaware and Franklin counties; Bloom and Violet townships in Fairfield County; New Albany, Pataskala and Etna Township in Licking County; and Jerome Township in Union County.

MORPC did not overhaul its current public involvement processes, but updates were made in relation to new or emerging technologies and strategies to ensure the agency can effectively reach diverse populations, including those historically underserved and/or underrepresented in the transportation system.

A formal public comment period on the draft PPP began on July 9, 2021, and lasted through August 25, 2021. There were no comments received.

The final PPP is reviewed by the Ohio Department of Transportation, Federal Highway Administration, and Federal Transit Administration to ensure that full and open access is provided by MORPC, COTA and Delaware County Transit in the transportation decision-making process.

Attachment: Resolution T-10-21

###
“ADOPTING THE 2021 PUBLIC PARTICIPATION PLAN”

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

WHEREAS, the FAST Act and the most recent federal metropolitan planning regulations require the MPO to engage in a proactive process that provides the public with complete information, timely notice, full access to key decisions, and supports early and continuing involvement while developing plans, such as the Metropolitan Transportation Plan, and programs, such as the Transportation Improvement Program (TIP); and

WHEREAS, the MPO’s first public involvement plan was prepared and endorsed in January 1995 and the plan outlines a continuous process that utilizes MORPC’s Transportation and Community Advisory Committees, special project committees, and general outreach and information dissemination; and

WHEREAS, the plan was amended in June 2000 to include the Central Ohio Transit Authority’s (COTA’s) planning and development of its program of transit projects; and

WHEREAS, the plan was amended in June 2005 to incorporate revisions to the Community Advisory Committee (CAC) bylaws, requirements of the new Americans with Disabilities (ADA) laws, and MORPC’s Title VI complaint process, among other changes; and

WHEREAS, the plan was amended in 2013 to incorporate the planning and development of Delaware Area Transit Agency – now Delaware County Transit Board – program of transit projects, the Consultation process to involve local governments and other stakeholders, and updates to the approach to outreach and use of social media; and

WHEREAS, the plan was amended in 2015 to include the Federal Transit Administration’s (FTA’s) Section 5307 annual Program of Projects in the public involvement process.

WHEREAS, the 2021 Public Participation Plan incorporates new technology options and outreach methods to diverse audiences and those traditionally underserved or underrepresented by the transportation system and the plan was made available to the public for a 45-day review and comment period; and

WHEREAS, the Community Advisory Committee at its August 30, 2021 meeting, and the Transportation Advisory Committee at its September 1, 2021 meeting recommended approval to the Transportation Policy Committee; now therefore

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

Section 1. That the Transportation Policy Committee adopts the 2021 Public Participation Plan.

Section 2. That it directs staff to implement, monitor and recommend updates to the Plan as needed.

Section 3. That it directs staff to transmit this resolution to ODOT, COTA, Delaware County Transit, FHWA and FTA.

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

The Public Participation Plan specifies the procedures that the Mid-Ohio Regional Planning Commission (MORPC) will use to reach members of the public for their input while conducting its transportation planning process. The plan also includes a section on environmental justice, the Americans with Disabilities Act, and nondiscrimination complaint procedures for programs and activities of MORPC.

BACKGROUND

The Mid-Ohio Regional Planning Commission (MORPC) is composed of local governments in Central Ohio. Franklin County and nearby counties, as well as their cities, villages and townships, are eligible for membership.

The agency’s envisioned future for the 15 urban and rural counties it serves is one of prosperity and growth. The members and staff take pride in bringing communities of all sizes and interests together to collaborate and build consensus on economic and community development, transportation and other infrastructure projects, energy, and environmental sustainability.

Elected and appointed officials from local governments serve as representatives on the commission, which determines the strategic direction of the agency and sets its policies. All meetings are open to the public.

Because of MORPC’s role in the region, its Transportation Policy Committee was formed and designated by the U.S. Department of Transportation as the metropolitan planning organization (MPO) for the Columbus urbanized area in 1964. The Transportation Policy Committee maintains that role today.
MORPC AS THE METROPOLITAN PLANNING ORGANIZATION (MPO)

As the MPO, MORPC’s Transportation Policy Committee conducts the federally required “3C” transportation planning process – a process that is continuous, cooperative and comprehensive.

The Transportation Policy Committee serves as a forum for decision making within the MPO boundaries, and the members approve required actions of the transportation planning process.

AS OF 2021, MORPC’S MPO AREA INCLUDES:
• Franklin County
• Delaware County
• Bloom and Violet townships in Fairfield County
• New Albany, Pataskala and Etna Township in Licking County
• Jerome Township in Union County

There are no tribal lands or federal public lands identified in the MPO planning area. The MPO boundaries are updated every 10 years based on the results of the federal decennial census.

The transportation planning process results in plans and programs that consider all transportation modes for all people. It is the basis for the development of MORPC’s long-range Metropolitan Transportation Plan (MTP) and four-year Transportation Improvement Program (TIP). The MTP and TIP are lawfully required products of MPOs.

View Federal Regulations Related to Metropolitan Planning Organizations

The MPO plans and programs lead to the development and operation of the region’s integrated, multimodal transportation system that facilitates the efficient and economic movement of people and goods.
Public participation provides a deliberative and transparent process for people affected by the projects, strategies, and initiatives to be involved. “People,” as defined here, includes:

<table>
<thead>
<tr>
<th>The general public</th>
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<tbody>
<tr>
<td>Minorities (Black or African Americans, Hispanic or Latinx, Asian or Asian Americans, American Indian or Alaska Natives, Native Hawaiian or Pacific Islanders)</td>
</tr>
<tr>
<td>Foreign-born residents and foreign-speaking populations</td>
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<tr>
<td>Those with disabilities</td>
</tr>
<tr>
<td>Older adults</td>
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<tr>
<td>Lower-income individuals and families</td>
</tr>
<tr>
<td>Bicyclists</td>
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<tr>
<td>Pedestrian facility users</td>
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<td>Public agencies</td>
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<tr>
<td>Neighborhood/civic associations and area commissions</td>
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<td>Intercity bus and rail operators</td>
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<tr>
<td>Public transportation users</td>
</tr>
<tr>
<td>Natural and built environment interests</td>
</tr>
<tr>
<td>Business and employer interests</td>
</tr>
<tr>
<td>Freight shippers and providers of freight transportation services</td>
</tr>
<tr>
<td>Private providers of transportation</td>
</tr>
<tr>
<td>Other interested parties</td>
</tr>
</tbody>
</table>

Input from all these groups creates a more inclusive process in shaping the development of the Metropolitan Transportation Plan and Transportation Improvement Program, as well as other actions and considerations of the MPO.
The public participation process encourages early and continuous involvement that not only helps to develop plans that accommodate personal mobility needs, but also the efficient movement of goods. Public participation is also required by the Metropolitan Planning Regulations of the United States Department of Transportation in 23 CFR 450.316, 49 U.S.C. 5307(b)(1-7) and FTA Circular 9030.1E.

This Public Participation Plan is the process through which public participation activities are conducted by MORPC in fulfilling its MPO role. Through it, MORPC strives to provide a transparent and accessible process, ensure adequate notice of public participation activities, and educate stakeholders and the public on transportation-planning processes and products.

The transportation-planning process is complex. Because of this complexity, all interested groups are encouraged to view the morpc.org website, solicit presentations, and attend meetings and other public forums to gain an understanding of the process and plans.

The meetings are designed not only to educate and inform the public, but also to allow the public the opportunity to provide input into the various elements of the planning and decision-making process.

MORPC, as the MPO, will consult agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation – state and local planned growth agencies, airport operations, freight movements, safety agencies, active transportation groups, non-profit organizations, environmental protection groups, economic development agencies – and provide for the design and delivery of transportation services. The input will be considered and provided to the public for review and comment during each of the plan or study milestones.

Furthermore, the public is encouraged to contact MORPC to answer questions related to its transportation-planning work.

The procedures and strategies contained in this plan to ensure a full and open participation process are to be periodically reviewed for effectiveness.
INTENT OF THE PUBLIC PARTICIPATION PLAN

The Public Participation Plan is designed to provide the public with the opportunity to participate in, review, and comment on the formulation of transportation policies, plans, and programs.

This process provides a set of procedures to be consistently and comprehensively applied to incorporate the public’s involvement in the transportation planning process, including the planning and development of the Central Ohio Transit Authority’s (COTA’s) and Delaware County Transit’s (DCT’s) programs and projects.

The plan further serves to satisfy the public participation requirements for the Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program grant funding received by both COTA and DCT.

In addition, as the designated recipient for FTA Section 5310 funds – Enhanced Mobility for Seniors and Individuals with Disabilities – that awards grants to sub-recipients, MORPC makes the draft list of all projects being considered for funding available for public review and comment.

It is the intent of the MPO to utilize the participation process in a proactive manner to solicit input from a broad representation of the community. The MPO will secure data and consult with resource agencies, social service agencies, environmental groups and associations, state, county and local governmental agencies, and other non-governmental agencies.

The MPO actively seeks the views of the minority, people with disabilities, older adults, low-income, and other populations traditionally underserved by transportation to ensure that a broad representation is obtained.

The overall process is based upon the following goals:

- Provide timely information about planning issues and processes to the public
- Foster transparency by providing public access to technical and policy information used in the development of transportation plans/programs
- Employ visualization techniques to describe plans/programs (maps, charts, graphs, pictures)
- Provide adequate notice of public participation and planning activities
- Continually seek specific ways to engage and consider the needs of all segments of the population
- Obtain early and continuous public participation in the transportation planning process

The Public Participation Plan is reviewed periodically by the Ohio Department of Transportation, Federal Highway Administration, and Federal Transit Administration to ensure that full and open access is provided by the MPO, COTA, and DCT in the transportation decision-making process.

The plan outlined in the following sections enhances the opportunity for public input and satisfies federal requirements for public participation.
PUBLIC PARTICIPATION PLAN

MORPC uses a three-tier process to solicit input in the development of transportation plans, programs, and policies. This process includes:
1. A structured MPO committee process
2. A study/project-specific process
3. A public outreach/information collection and dissemination effort tailored to meet specific needs

TIER 1: METROPOLITAN PLANNING ORGANIZATION COMMITTEE PROCESS
The MPO’s existing public involvement structure incorporates the activities of three transportation committees: the Transportation Policy Committee; the Transportation Advisory Committee (TAC); and the Community Advisory Committee (CAC).

TRANSPORTATION POLICY COMMITTEE

TRANSPORTATION ADVISORY COMMITTEE (TAC)  COMMUNITY ADVISORY COMMITTEE (CAC)  MPO STAFF

The Transportation Policy Committee is the MPO, and therefore serves as the final decision-making body. The policy committee includes the representation of local elected officials, officials of agencies that administer or operate major modes or systems of transportation, appropriate state officials, and the chair of the Community Advisory Committee.

It is responsible for the review and adoption of all MPO planning work products such as the Public Participation Plan, the Planning Work Program, the long-range Metropolitan Transportation Plan, the four-year Transportation Improvement Program, major area studies or corridor plans, amendments to adopted plans and programs, COTA’s and Delaware County Transit’s programs and projects, and FTA funding such as the Section 5307 Urbanized Area Formula annual Program of Projects. The actions of the Transportation Policy Committee are based upon recommendations from the Transportation Advisory Committee and Community Advisory Committee.

The policy committee meetings take place in tandem with MORPC’s full commission meetings, allowing many representatives from outside the MPO area to also be aware of MPO transportation-related decisions. For more information, see the Transportation Policy Committee Bylaws (Appendix A).
The **Transportation Advisory Committee (TAC)** provides technical advice, assistance, and recommendations to the Transportation Policy Committee and MPO staff. TAC reviews the procedures for and results of the various phases of the transportation planning process and special studies, methodology, projections, assumptions, and recommended plans, programs, strategies and solutions before submission to the Transportation Policy Committee.

TAC’s membership represents state, local, and federal transportation agencies, public utilities, public and private transportation providers, environmental and freight interests, and consultants. For more information, see the TAC Bylaws (Appendix B).

The **Community Advisory Committee (CAC)** provides recommendations to the Transportation Policy Committee from the perspective of residents, special interests, and communities. The CAC is one method by which the public can review and participate in all current transportation planning efforts, projects, and issues.

The CAC membership, as defined by its bylaws, is a broad representation of the community including, but not limited to, low-income and minority households, special interest groups, neighborhood and area commissions, and those traditionally underserved by transportation.

By having a membership that usually serves for several years, the CAC becomes educated about transportation issues, constraints, and processes and their relationship to other conditions in the community. For more information, see the CAC Bylaws (Appendix C).

We strive to ensure that we are continuously improving diverse representation and voices on our committees and within our membership. Also, our goal is to commit to culturally competent committee members, which represent the diverse region that we serve.

All of these committees offer the chance for input to be provided on the MPO’s transportation work. The committees meet regularly throughout the year. In addition, MORPC’s MPO committee work is supplemented and informed by additional committees of MORPC, including the agency’s Sustainability Advisory Committee, Regional Data Advisory Committee, Regional Policy Roundtable, and the Central Ohio Rural Planning Organization.

All MORPC meetings are open to the public – in accordance with Ohio law – with advance notice and meeting materials posted at morpc.org. Although it is standard for these meetings to be held in person – and usually at the MORPC office – there may be virtual options for some people to participate.

Special assistance can be provided to individuals such as those who are hearing impaired, provided that arrangements are made reasonably in advance of the meetings.
TIER 2: STUDY/PROJECT-SPECIFIC PUBLIC PARTICIPATION
Participation in specific studies occurs through the formation of committees or the utilization of standing committees, with these special studies having their own participation efforts as defined during the scoping of the study. Committee structure need is reviewed to ensure that the appropriate segments of the population and specific special interests are represented and encouraged to participate.

The committee members for these projects assist by addressing study issues through reviewing and providing feedback on information presented, answering questions at public meetings, and by providing information to their constituents. Study team members may supplement committee meeting presentations with presentations to committee member constituent groups.

Agencies that undertake area studies and corridor plans, where there is a specific need of intensive study to determine potential transportation needs and impacts, follow this process.

People who may be impacted directly by the study results are involved through the following process:
• Advisory groups may be established for the study, and standing committees that include representation of specific target groups may be formed. Representatives from appropriate neighborhood and area commissions, employers, resource agencies, businesses, special interests, and local, state and federal transportation agencies are invited to participate. The advisory group meetings are held in venues convenient to the study area and may include virtual options.
• Public meetings are scheduled in or near the study area at accessible locations, and they may also include virtual options. Invitations to attend the meetings are marketed through website postings, social media (including paid or boosted posts), electronic newsletters, and through direct and/or electronic mail to neighborhood and civic associations, employers, businesses, resource agencies, media, local communities, and other representative group in the study and transportation planning area.

Interim updates and final results of these studies or projects are presented to the advisory groups, Community Advisory Committee, Transportation Advisory Committee, Transportation Policy Committee, and other interested groups and communities. Short, written reports on progress may also be provided.

Information on the study milestones may be displayed in a newsletter and distributed to the media, general public, and public libraries, as well as placed on a website and on social media.

A web page or website specifically for these studies or projects may be developed. If this is the case, all written documents and presentations will include the web address of the study.

MORPC’s website has the capability of being automatically translated into various languages. Draft and final versions are available for public review and comment on the website and with print materials available. Comments can be submitted written or orally.

Comments are to be summarized by the study team and included with the final plan/program documents. If a plan or program is changed significantly from the original format made available for public comment and raises new issues, additional opportunity for public comment on the revised document will be provided.
MORPC engages the public in the transportation planning process through an array of outreach methods and options, including:

- Public meetings or focus groups (in person and/or virtual)
- One-on-one or small-group contacts
- Surveys
- Social media
- E-mail blasts
- Community events/festivals
- Presentations
- Website
- Interactive web maps and story maps
- Videos and podcasts
- Various printed marketing and collateral materials (often translated to additional languages)
- Public engagement digital platforms and applications

Upon request, MPO work products and documents are made available in alternative formats, if they can be reasonably accommodated by staff or consultants.

The public outreach program for the Metropolitan Transportation Plan, the Transportation Improvement Program, COTA, DCT and FTA Section 5307 Program of Projects includes the following:

- Legal notices are placed, as required by 23 CFR 450.316, in local newspapers (with the largest circulation for each county and minority newspapers) at the beginning of work on a new Metropolitan Transportation Plan or Transportation Improvement Program.
- Legal notices are placed for public hearings.
- MORPC’s website is updated and press releases are distributed to the media announcing the availability of draft and final major reports, public review periods, public meetings, and other transportation planning efforts.
- Posting of information on all transportation programs and projects can be found at morpc.org or on project-specific websites. MORPC’s website has the capability of being translated into various languages. Public comments can be submitted through the website, by electronic mail, or sent through U.S. mail.
- Announcements to review draft reports and attend public meetings are sent to a list maintained by MORPC that includes neighborhood and civic associations, local communities, special interest groups, businesses, resource agencies, and other representative groups by direct and electronic mail. They are also placed on social media (including paid and boosted posts) and included in electronic newsletters.
- MORPC’s periodic publications that provide information pertaining to various transportation activities include an electronic newsletter, the Regional eSource, and an annual printed report distributed to a mass audience – typically associated with the agency’s annual State of the Region event.
- Copies of drafts and final reports for plans and programs are distributed to local libraries and are placed on the website.

In a period of a public health emergency or disaster recovery – when social distancing is required, or when a weather-related or other disaster prevents regular public involvement processes from going forward – alternative arrangements may be made to the participation process that continue to allow for meaningful involvement from members of the public. These may include alternative in-person meetings, virtual-only meetings, or other methods. MORPC will use the resources available to it to notify and inform the public of such changes.
METROPOLITAN TRANSPORTATION PLAN (MTP) PUBLIC PARTICIPATION PROCEDURES

The various components of the Metropolitan Transportation Plan are presented to the Community Advisory Committee, Transportation Advisory Committee, and Transportation Policy Committee for review and comment over the course of its development.

A notice of availability of the draft documents for review with a minimum 30-day comment period by the general public is distributed by social media (including paid and boosted posts), and by direct and electronic mail to neighborhood and civic associations, employers, resource agencies, media, and local communities. A web map with proposed projects is also available. A notice of availability and copies of draft documents are distributed to area libraries and placed on the website at morpc.org/mtp.

MTP OPEN HOUSE

The MPO hosts an open house at an accessible location at least 30 days prior to the adoption of the transportation plan. At the open house, a formal presentation that can be generally understood is provided, the various components of the transportation plan are displayed, and MPO staff is available to answer questions.

Invitations to attend the open house are posted on the website and social media (including paid and boosted posts), and distributed by direct and electronic mail to a list maintained by MORPC that includes: the Community Advisory Committee, Transportation Advisory Committee, Transportation Policy Committee members; neighborhood and civic associations; employers; resource agencies; social service agencies; media; local communities; and other representative groups in the transportation planning area.

The open house may include virtual components, and a copy of the formal presentation slides and/or video is placed on the website.

COMMENTS ON THE MTP

Comments are received electronically, by U.S. mail, or submitted in writing at public meetings. MORPC will accommodate the needs of any member of the public in submitting comments within the allotted time period.

All comments received are considered public comments, and therefore are subject to disclosure under Ohio’s Public Records Act. All public comments received are reviewed for consideration and if found appropriate, are incorporated into the document. All responses are included in the final adopted document in a separate appendix. Copies of the final adopted document are sent to area libraries in the transportation planning area.

AMENDMENTS TO THE MTP

In order for transportation projects to be eligible for federal funding, they must be included in the Metropolitan Transportation Plan. At times, it may be necessary to amend the Metropolitan Transportation Plan – part of the continuous planning process. Amendments to the Metropolitan Transportation Plan will be made available to the public for a 30-day comment period prior to approval.

Amendments are brought before the Community Advisory Committee, Transportation Advisory Committee, and Transportation Policy Committee for approval after being included on the committee agendas and in the meeting materials in advance. The amendment and the revised Metropolitan Transportation Plan – including the revised project listing, map, and other amendment changes – will be placed on the website.

Upon request, MPO work products and documents are made available in alternative formats, if they can be reasonably accommodated by staff or consultants.
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PUBLIC PARTICIPATION PROCEDURES

Prior to the development of the draft Transportation Improvement Program, a legal notice is placed in the major local and minority newspapers announcing the update. The notice will satisfy requirements for public participation in the development of the FTA Section 5307 Program of Projects.

A notice announcing the availability of the draft TIP for review, with a minimum 30-day comment period, is sent to neighborhood and civic associations, employers, resource agencies, media, and local communities. A web map with proposed projects is also available.

The notice distributed by direct and electronic mail and social media (including paid and boosted posts) announces the comment period and states where a copy of the document can be obtained or viewed. The draft document is distributed to area libraries in the planning area and placed on the website at morpc.org/tip.

TIP OPEN HOUSE

MORPC hosts an open house at an accessible location at least 30 days prior to the adoption of the TIP. Elements of the TIP, including the FTA Section 5307 Program of Projects, are displayed, and a presentation that can be generally understood is conducted on the information. MPO staff members are available to answer questions.

Invitations to attend the open house are posted on the website and social media (including paid and boosted posts), and distributed by electronic and direct mail to a list maintained by MORPC that includes: the Community Advisory Committee, Transportation Advisory Committee, Transportation Policy Committee members; neighborhood and civic associations; employers; resource agencies; social service agencies; media; local communities; and other representative groups in the transportation planning area.

The open house may include virtual components, and a copy of the formal presentation slides and/or video is placed on the website.
COMMENTS ON THE TIP
Comments are received electronically, by U.S. mail, or submitted in writing at public meetings. MORPC will accommodate the needs of any member of the public in submitting comments within the allotted time period. All public comments received are considered, and responses are included in the final adopted document located in a separate appendix. Copies of the final document are placed on the website and sent to area libraries in the transportation planning area.

AMENDMENTS TO THE TIP
Periodically amendments to the TIP are needed because the schedule, scope, or funding of a transportation project needs to be revised or a new project needs to be added to the TIP. This is part of the continuous planning process. Notice of the amendment will also satisfy the public participation requirements for the FTA Section 5307 annual Program of Projects.

The amendment is brought before the Community Advisory Committee, Transportation Advisory Committee, and Transportation Policy Committee for approval after being included on the committee agendas and in the meeting materials in advance. All amendments to the TIP are placed on the website. Significant amendments – those that simultaneously require a MTP amendment – are made available to the public for a 30-day comment period prior to approval.

Upon request, MPO work products and documents are made available in alternative formats, if they can be reasonably accommodated by staff or consultants.

ENVIRONMENTAL JUSTICE
Recognizing that federal policies, programs, rules and activities could have a disproportionate impact on protected groups, Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” was issued in February 1994.

The needs of those traditionally underserved by the existing transportation system are sought and considered by the MPO. The following actions are meant to reduce the barriers faced by low-income and/or minority residents, older adults, or people with disabilities for participation in the decision-making process:
• Notices are mailed informing the underserved populations of opportunities to participate, major milestones, public meetings, and other avenues to participate and provide input.
• When possible, public meetings are held in locations that are located along a transit bus route, convenient to low-income populations, and accessible to people with disabilities. Such locations include public libraries, schools, community centers, and churches.
• Agencies and organizations that represent these populations are included in mailings, or contacted through e-mail, when possible.

Outreach to these groups is also part of MORPC’s broader diversity, inclusion, and equity efforts.

Upon request, MPO work products and documents are made available in alternative formats, if they can be reasonably accommodated by staff or consultants.
The Americans with Disabilities Act of 1990 (ADA) is a civil rights statute that prohibits discrimination against people with disabilities in all aspects of life. The ADA, therefore, calls for federally assisted programs to be accessible to people with disabilities.

People with disabilities are represented on MORPC’s Community Advisory Committee and encouraged to be involved in the transportation planning process, including the development and improvement of transportation and paratransit plans and services, through any of the various means described previously.

All public meetings conducted by the MPO take place at locations that have accessible facilities to accommodate people with mobility limitations.
Nondiscrimination Complaint Procedures for Programs or Activities of MORPC

MORPC does not discriminate on the basis of age, race, color, national origin, gender, sexual orientation, familial status, religion or disability in programs, services or in employment.

Information on non-discrimination and related MORPC policies and procedures is available at morpc.org. The information is also publicly displayed in the lobby and breakrooms of MORPC’s office.

Nondiscrimination procedures cover all external complaints regarding MORPC programs and activities filed under Title VI of the Civil Rights Act of 1964 or 49 CFR 21, “Nondiscrimination in the Federally Assisted Programs of the Department of Transportation.”

Information on how to file a complaint can be viewed on MORPC’s website at morpc.org/title-vi, where the agency’s Title VI Plan and Limited English Proficiency Plan are posted. Printed versions of the complaint process and the complaint form may be requested by calling or e-mailing MORPC’s Director of Communications & Engagement at 614.233.4126 or njurist@morpc.org.

Changes to the Public Participation Plan

MORPC staff is given the authority to make minor changes to wording and update hyperlinks within this Public Participation Plan to ensure the information is current and directed toward relevant and accurate supplementary sources.

Significant changes or amendments to the plan must be made available to the public for at least a 45-day comment period prior to approval. The updated plan or amendment is brought before the Community Advisory Committee, Transportation Advisory Committee, and Transportation Policy Committee for approval.

The most up-to-date version of the plan will be made available in a web-friendly format that includes a link to the printable PDF version. Printed copies are available upon request.

MORPC staff will periodically review the effectiveness of the procedures and strategies contained in the Public Participation Plan with regard to technology, people, and strategies in an effort to ensure a full and open participation process.
Memorandum

TO: Transportation Policy Committee
    Transportation Advisory Committee
    Community Advisory Committee

FROM: Thea J. Ewing, Director of Transportation & Infrastructure Development

DATE: August 25, 2021

SUBJECT: Proposed Resolution T-11-21: "AMENDING THE SFY 2022 PLANNING WORK PROGRAM"

Resolution T-11-21 amends the SFY 2021 Planning Work Program (PWP) to amend the budgets of three work elements because of additional carry over funds from SFY 21 than was included in the SFY 22 PWP.

The SFY 2022 PWP includes one carry over work element from SFY 2021, work element 6011-1000: Active Transportation Planning FY21. The original budget was $50,000. However, at the conclusion of SFY 21, $173,150 became the actual carryover amount from SFY 2021 to SFY 2022. The amendment is needed to add this additional funding to the SFT 2022 PWP. Because of the additional funding for the active transportation planning activity, the budget for two other work elements are also being adjusted to better balance the budget across the entire PWP. Work element 60112-1000: Active Transportation Planning is being reduced by $120,000 and work element 60552-3000: Transportation Systems Analysis Techniques and Applications is being increased by $120,000. The attachment to the resolution has a table of these changes. There are no changes to the scope or work for any of the work elements.

Attachment: Resolution T-11-21
"AMENDING THE SFY 2022 PLANNING WORK PROGRAM"

WHEREAS, following review by the Ohio Department of Transportation (ODOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Central Ohio Transit Authority (COTA), the Transportation Policy Committee accepted the MORPC Planning Work Program (PWP) for Fiscal Year 2021 by Resolution T-4-21; and

WHEREAS, the SFY 2022 PWP includes Work Element 60111-1000 Active Transportation Planning FY21 that is a carryover activity from the SFY 21 PWP with a budget of $50,000; and

WHEREAS, the actual carryover for this activity from SFY 2021 is $173,150; and

WHEREAS, an amendment to the SFY 22 PWP is needed to reflect this additional carryover amount and make a budget adjustment to two other work elements as shown in the attachment; and

WHEREAS, the Community Advisory Committee at its August 30, 2021 meeting, and the Transportation Advisory Committee at its September 1, 2021 meeting recommended approval to the Transportation Policy Committee; now therefore

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

Section 1. That it hereby amends the SFY 2021 Planning Work Program (PWP) to amend the work element budgets as shown in the attachment.

Section 3. That this resolution be forwarded to ODOT and the Federal Transit Administration as evidence of acceptance of this amendment by the Transportation Policy Committee.

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

Karen J. Angelou, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Prepared by: Transportation Staff
Attachment: State Fiscal Year 2022 Work Element Budget Adjustments
## State Fiscal Year 2022 Work Element Budget Adjustments

<table>
<thead>
<tr>
<th>Work Element</th>
<th>Previous Budget</th>
<th>Amended Budget</th>
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<tbody>
<tr>
<td>60111-1000: Active Transportation Planning FY 21 (carry over work element)</td>
<td>$50,000</td>
<td>$173,150</td>
</tr>
<tr>
<td>60112-1000: Active Transportation Planning</td>
<td>$420,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>60552-3000: Transportation Systems Analysis Techniques and Applications</td>
<td>$280,000</td>
<td>$400,000</td>
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The following pages are informational items that will be discussed or presented at the meeting.
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Section 1. Complete Streets Defined
Complete Streets are roadways designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can use them safely. These streets consider the needs of all people, including, but not limited to, people walking, bicycling, using shared mobility devices and assistive devices, using transit and riding school buses, driving, and operating commercial and emergency vehicles.

Please refer to the appendix for key term definitions.

Section 2. Background and Vision
The Mid-Ohio Regional Planning Commission (MORPC) supports the development of a safe and sustainable transportation system that ensures accessibility for everyone using the transportation system. As Central Ohio experiences historic population growth, a regional Complete Streets policy can help to guide public transportation infrastructure investments in a manner that supports regional safety, multimodal mobility, and sustainability goals while accommodating population growth and shifts in development. This policy builds upon previous efforts to develop a comprehensive, multimodal transportation system and promotes integration with sustainable land use development.

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

Vision Statement
This Complete Streets Policy aims to enhance the quality of life in Central Ohio through improvements to transportation safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that focus the function of a street around the movement of people, balance mobility for everyone, and minimize negative impacts on the environment.

Section 3. Purpose
The Complete Streets policy outlines the requirements and recommendations for project development to ensure implementation of the vision set forth in Section 2, Background and Vision, as well as established regional goals and objectives.

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

Complete Streets:
1. Serve people of all ages and abilities using all modes of transportation, as well as the movement of goods;
2. Consider not only the presence of a transportation facility for vulnerable road users, but also the level of comfort and safety provided by that facility; and
3. Require connected travel networks, best-practice design criteria, and context-sensitive approaches.
Section 4. Applicability and Review Process

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

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

All projects selected for their first commitment of MORPC-attributable federal funding starting with the 2022-2023 application cycle shall adhere to this policy, and are required to follow the Complete Streets review process as detailed below. Projects approved for MORPC-attributable federal funding prior to 2022 are required to comply with the previous Complete Streets Policy, adopted in 2010. However, those projects should consider complying with this updated Complete Streets Policy where possible, and are requested to provide related information during Commitment Updates, as required by the Policies for Managing MORPC-Attributable Funds. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

Complete Streets Review Process

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

1. **Step 1**: As described in MORPC’s attributable funding application process, MORPC staff will host an applicant workshop following the announcement of the solicitation of applications. The workshop will include an overview of the Complete Streets Policy and provide an opportunity for project sponsors to discuss the policy requirements with MORPC staff.

2. **Step 2**: MORPC staff perform an initial screening of new funding requests through the attributable funding application process. Staff will be available throughout the funding application process to provide technical assistance related to compliance with the Complete Streets Policy.

3. **Step 3**: Project sponsors applying for MORPC-attributable federal funding will be asked to acknowledge that their project will adhere to the Complete Streets Policy, and explain how their project will safely and comfortably accommodate vulnerable road users. This should include a description of the pedestrian, bicycle, and transit facilities that will be included in the project. If the project does not provide any of these facilities, the project sponsor must explain why.

4. **Step 4**: After MORPC has committed funding to a project, MORPC staff will review the project throughout the project development process to provide assistance where needed and ensure that the requirements of the Complete Streets Policy are met. Due to the flexibility of the policy and the variety of approaches that a sponsor may take to complete a street, MORPC staff will work with the project sponsor throughout the project development process to find an acceptable solution for both parties.
Section 5. Policy

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

Requirements

1. Designs shall include accommodation of people using all modes of transportation and be sensitive to the context of the project setting (existing land uses, proposed land uses, etc.). It is important to note that Complete Streets may look different for every project and road type. However, every project shall be designed to optimize the level of comfort and safety for the people who are most vulnerable on our roadways, with due consideration of issues such as accessibility, functionality, and connectivity. The tools and resources in the Regional Active Transportation Plan (ATP) provide the relevant guidance for determining appropriate facility types based on roadway conditions.

2. People of all ages and abilities using all modes of transportation shall be accommodated during the entire life cycle of a project, including planning, design, construction, operations, and maintenance.
   a. This includes providing accommodations for people using all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right-of-way and/or sidewalk.

3. Safety shall be prioritized for the people who are most vulnerable on our roadways. Safety improvements for vulnerable road users will not be compromised to achieve improved level of service for less vulnerable users.

4. A systems approach shall be used in developing every roadway project to ensure regional connectivity of Complete Streets elements throughout the entirety of the project limits.
   a. If there is an existing facility or another project planned or in development near this project, the two shall be coordinated to ensure consistency and future connectivity between the facilities serving the corridor.
   b. Logical termini shall be chosen to include connections through “pinch points,” such as overpasses, railroad crossings, and bridges. Logical termini shall also be designed to provide safe and adequate transitions at facility end points.
   c. If the project is adjacent to a destination point, such as a school, recreational facility, shopping center, hospital, office complex, or transit facility, the project shall provide the opportunity for the destination to have access to the project’s pedestrian and bicycle facilities.

5. Every project shall consider future planned facilities or services and likely future demand for all modes, and not preclude the provision of future improvements.

6. Every project shall involve the local transit agency in the design process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided. The project sponsor shall engage the local transit agency at the start of the Project Development Process and provide the opportunity for the transit agency to participate throughout the entire process.
   a. Public transit facilities shall be designed with the goals of Complete Streets in mind by including sidewalks, bicycle connections, or secure bicycle parking, among others.
   b. When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and ADA access is provided to and from the transit stops.
7. Each project shall use the most appropriate design standards and procedures. For projects using MORPC attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Ohio and U.S. Departments of Transportation, such as the Ohio Department of Transportation’s Project Development Process and Location & Design Manual, as well as the Ohio Manual of Uniform Traffic Control Devices. Additional resources can be found in Section 7, Design, regarding best practice design guidelines and procedures.

**Recommendations**

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

1. Consideration should be given to street design that encourages safer travel speeds. Speed management and traffic calming elements including, but not limited to, road diets, street trees, and narrowing of lane widths, should be considered where safe and appropriate.

2. Locations for safe street crossings should be considered throughout the length of a project. Design of those crossings should consider best practices that ensure high visibility and safety for people crossing the street in those locations.

3. Street furniture, such as bike racks or benches, should be considered as part of all projects as long as they do not impede any user.

4. Project sponsors should consider including street trees and landscape components, with careful analysis of tree species, site, and design considerations. Considerations should include, but are not limited to, providing adequate space for tree roots to grow and selecting trees that require less maintenance and do not inhibit the movement of people using adjacent sidewalks or pathways.
   a. Any project that requires removal of existing trees as part of construction should provide an equal or greater number of replacement trees.

5. Each project design should be coordinated with appropriate access management strategies. Access management strategies should consider the placement of sidewalks and ramps to eliminate sight distance issues.

6. Although this policy focuses primarily on the engineering aspects of roadway projects, the project sponsor should provide education, encouragement, and equitable enforcement strategies during and after the project. The education component should include government officials, developers, the public, and other relevant parties.

7. While this policy focuses on transportation, local governments should review their related policies, regulations, and standards to ensure that they are complementary to the development of Complete Streets. This includes land use and zoning policies, as well as building design and development standards, etc.

8. Local agencies should regularly update transportation design standards and procedures, and coordinate with partners to ensure compatibility in those standards and procedures throughout the region. Agencies should also regularly train staff on any updates to the standards and procedures so that they can adhere to them appropriately.

9. Local governments are encouraged to adopt their own Complete Streets policies, consistent with this regional policy and federal and state design standards. State governments should work with the local Metropolitan Planning Organizations to ensure consistency in polices at the state, regional, and local level.
Section 6. Appeal Process
Project sponsors may request an exemption or re-review of their projects by the Appeals Committee if they cannot reach an agreement with MORPC staff regarding project compliance with the Complete Streets policy. The Appeals Committee is composed of six (6) representatives and will meet on an “as needed” basis. The voting membership consists of three (3) representatives from the Attributable Funds Committee (AFC) and three (3) representatives from the Active Transportation Committee (ATC). When an appeal is filed, the chairs of the AFC and ATC will appoint their respective representatives to the Appeals Committee.

MORPC staff will review the requests initially and provide a report with recommendations to the committee in advance of each meeting. The applicant will have the opportunity to review the report and add comments to it prior to its submittal to the committee. During each meeting, the committee shall discuss and evaluate the request(s) and vote on a recommendation. The committee may invite the applicant to attend the meeting(s).

A vote of at least four (4) committee members is needed to act. If no agreement can be reached, the project sponsor must propose an alternative that can obtain the votes necessary for approval. Members with conflicts of interest on a particular project before the committee must recuse themselves from deliberation on that project.

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

Section 7. Design
Project sponsors will be required to work with MORPC and ODOT staff to determine the most appropriate design for a project and to ensure that the design does not conflict with federally required standards. National best practice design guidance, standards, and recommendations should be referenced in the design and implementation of Complete Streets, but may require the use of design exceptions or requests for experimentation in some cases. Current guidelines and resources supported by the Federal Highway Administration (FHWA) include, but are not limited to:

**Guidelines**
- American Association of State Highway and Transportation Officials (AASHTO) Guide for Planning, Designing and Operating Pedestrian Facilities
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide

**Additional FHWA Resources:**
- FHWA Bikeway Selection Guide
- FHWA Separated Bike Lanes Planning and Design Guide
- FHWA Designing for Pedestrian Safety
Section 8. Implementation and Evaluation

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

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

In order to evaluate the progress resulting from the policy, as well as potential needs for updating the policy, MORPC staff will document information related to project compliance with the policy. This may include regular reports on project progress through the Complete Streets Review Process, as well as summaries of the challenges encountered and resolutions made throughout the review process.
## Key Term Definitions from the Federal Highway Administration (FHWA)

| Context Sensitive Design (CSD) | Context Sensitive Design is a design process that not only considers physical aspects or standard specifications of a transportation facility, but also the economic, social, and environmental resources in the community being served by that facility. A CSD approach helps to ensure projects:  
- Are safe for all users.
- Use a shared stakeholder vision as a basis for decisions and for solving problems that may arise.
- Meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.
- Demonstrate effective and efficient use of resources.¹  |
| Context Sensitive Solutions (CSS) | The Context Sensitive Solutions process, as defined by FHWA, is a collaborative, interdisciplinary, and holistic approach to the development of transportation projects. The CSS process involves all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. The CSS process values equally the needs of agency and community, considering all trade-offs in decision-making.  
The CSS process is guided by four core principles:  
- A shared stakeholder vision to provide a basis for decisions.
- A comprehensive understanding of contexts.
- Continuing communication and collaboration to achieve consensus.
- Flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.²  |
| Equity | Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.  
It is important to note that transportation equity does not mean equal. An equitable transportation plan considers the circumstances impacting a community’s mobility and connectivity needs, and this information is used to determine the measures needed to develop an equitable transportation network.³ |

¹ Understanding CSD and CSS, [https://www.fhwa.dot.gov/planning/css/what_is_css/](https://www.fhwa.dot.gov/planning/css/what_is_css/)
² Understanding CSD and CSS, [https://www.fhwa.dot.gov/planning/css/what_is_css/](https://www.fhwa.dot.gov/planning/css/what_is_css/)
³ Environmental Justice, Title VI, Non-Discrimination, and Equity, [https://www.fhwa.dot.gov/environment/environmental_justice/equity/](https://www.fhwa.dot.gov/environment/environmental_justice/equity/)
### Key Term Definitions (Continued)

<table>
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<tr>
<th>Term</th>
<th>Definition</th>
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<tr>
<td><strong>Resilience</strong></td>
<td>Resilience is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. The Fixing America’s Surface Transportation (FAST) Act, signed into law in December 2015, requires agencies to take resiliency into consideration during transportation planning processes.⁴</td>
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<td><strong>Shared Mobility</strong></td>
<td>Shared mobility – the shared use of a vehicle, bicycle, or other mode – is an innovative transportation strategy that enables users to gain short-term access to transportation modes on an as-needed basis. The term shared mobility includes various forms of carsharing, bikesharing, ridesharing (carpooling and vanpooling), and on-demand ride services. It can also include alternative transit services, such as paratransit, shuttles, and private transit services (called microtransit), which can supplement fixed-route bus and rail services.⁵</td>
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<td><strong>Sustainability</strong></td>
<td>Sustainability is often described using the “triple bottom line” concept, which includes giving consideration to three primary principles: Social, Environmental, and Economic. The goal of sustainability is the satisfaction of basic social and economic needs, both present and future, and the responsible use of natural resources, all while maintaining or improving the well-being of the environment on which life depends.⁶</td>
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<tr>
<td><strong>Vulnerable Road Users</strong></td>
<td>“Vulnerable road users” is a term applied to those most at risk in traffic. Thus, vulnerable road users are mainly those unprotected by an outside shield, namely pedestrians and two-wheelers, as they sustain a greater risk of injury in any collision against a vehicle and are therefore highly in need of protection against such collisions.⁷</td>
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⁶ What is Sustainability? [https://www.sustainablehighways.dot.gov/overview.aspx#quest1](https://www.sustainablehighways.dot.gov/overview.aspx#quest1)
⁷ Safety of Vulnerable Road Users, [https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf](https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf)