

NOTICE OF A MEETING

CORPO COMMITTEE MEETING
Hosted by: THE MID-OHIO REGIONAL PLANNING COMMISSION
Virtual Meeting – MS Teams
[Join Microsoft Teams Meeting](#)

May 4th, 2020
2:00 – 3:30 P.M.

AGENDA

1. **Welcome and Introductions** – CORPO Chair Commissioner Mark Forest
(Roster Enclosed)
2. **Approval of Jan 2020 CORPO Meeting Minutes** *(Enclosed)*
3. **Resolution 1-20 Adoption of the 2021 CORPO Planning Work Program”** *(Enclosed)* – Mike Borger, MORPC
4. **Resolution 2-20 Adoption of the 2021 – 2024 Transportation Improvement Program (RTIP)**
(Enclosed) Mike Borger, MORPC
5. **Special Activities Update** – MORPC Staff / CORPO Members
 - a. Mobility Manager Peer Exchange
 - b. US 33 Corridor Plan
 - c. Knox / Morrow Freeway Access Study
 - d. Madison County Access Management / Thoroughfare Plan
6. **CORPO Member Roundtable Discussion**
 - a. Union County
 - b. Pickaway County
 - c. Morrow County
 - d. Marion County
 - e. Madison County
 - f. Knox County
 - g. Fairfield County
7. **Other Business** – Mike Borger
 - a. Agency Updates (MORPC)
 - b. Comments / Questions

8. Adjourn

PLEASE NOTIFY MIKE BORGER AT 614-233-4155 OR MBORGER@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

**The next CORPO Committee Meeting is
November 2, 2020 2:00 – 3:30 P.M
111 Liberty Street, Suite 100
Columbus, Ohio 43215**

CORPO Meeting Roster

5-4-2020

CORPO Officers

Mark Forest , Madison County Commissioner - CORPO Chair
Jeff Stauch, Union County Engineer - Vice Chair
Loudan Klein, Executive Director Fairfield County Regional Planning - Secretary

Confirmed CORPO Committee Members

Terry Emery, City of Marysville City Manager
Jeff Stauch, Union County Engineer
Teresa Bemiller, Knox County Commissioner
Cameron Keaton, Knox County Engineer
Brian Ball, City of Mount Vernon Engineer
Bryan Dhume, Madison County Engineer
Mark Forest, Madison County Commissioner
Joe Mosier, Madison County Safety Service Director
Chris Mullins, Pickaway County Engineer
Andy Ware, Morrow County Development Director
Bart Dennison, Morrow County Engineer
Tom Whiston, Morrow County Commissioner
Steve Davis, Fairfield County Commissioner
Dave Levacy, Fairfield County Commissioner
Ira Weiss, Fairfield Heritage Trail Association and Fairfield County
Planning Commission
Brad Irons, Marion County Engineer
Scott Schertzer, Mayor, City of Marion
Jim Bishoff, Director, Marion County Public Works

Identified Alternates

Bill Narducci, Union County Assistant Engineer
Roger Reed, Knox County Commissioner
Pat Closser, Mayor, City of London
Jay Wippel, Pickaway County Commissioner
Anthony Neff, Pickaway County Deputy County Engineer
Phil Wright, Marion County Deputy Engineer
Rick Szabrak, Fairfield County Economic Development Director

This page intentionally left blank.

**Central Ohio Rural Planning Organization (CORPO)
Committee Meeting
January 6th, 2020
2:00 – 3:00 p.m.
Meeting Summary**

Mid-Ohio Regional Planning Commission (MORPC)
111 Liberty Street, Suite 100
Columbus, OH 43215

Attendance

Mark Forrest, Madison Co.
Loudan Klein, Fairfield Co.
Steve Stolte, Union Co.
Bryan Dhume, Madison Co.
Andy Ware, Morrow Co.
Brian Ball, Knox Co.
Megan Matrka, West Erie Realty

Tom Whiston, Morrow Co.
Ira Weiss, FCRPC
Rick Szabrak, Fairfield Co.
Teresa Bemiller, Knox Co.
Jeff Stauch, Union Co.

MORPC Staff

Mike Borger
Nick Gill

Maria Schaper

Welcome & Introductions – Mark Forrest, Madison County Commissioner & CORPO Chair, called the meeting to order at 2:00 PM. Andy Ware of Morrow County conference called into the meeting.

December 2019 Meeting Minutes - Commissioner Forrest asked the CORPO Committee to vote on the minutes from the previous CORPO meeting (held May 13th, 2019). Madison Co. Commissioner Mark Forrest moved, and Ira Weiss seconded the motion. The motion carried.

2021 – 2024 Transportation Improvement Program (TIP) – Nick Gill of MORPC gave a detailed description of the TIP process and how the TIP could look for CORPO. He shared a proposed timeline of the work that will need to be done to complete the TIP. Nick Gill explained that the TIP is how to implement the CORPO long-range transportation plan (CTP) completed by CORPO and explained that it is the next step in CORPO's planning process and expected by ODOT. Nick asked if there were any questions after his explanation of the TIP. Union County Commissioner Steve Stolte stated that he appreciates that the CORPO TIP will encompass entire CORPO counties and not carve out the areas within the MPO.

2021 CORPO Planning Work Program - Commissioner Forrest moved on to the next topic and Nick Gill went on to explain what the Planning Work Program (PWP) is and referenced a memo that was included in the pre-meeting packet. The memo was intended to generate a conversation among CORPO members regarding the PWP. Mike Borger brought up the PWP initiation letter from ODOT as well as the previous PWP to help guide the discussion. Nick Gill stated that the PWP is essentially CORPO's scope of work and that he would like for the committee discuss potential work that can be done by CORPO staff to better meet the needs of CORPO members, as well as CORPO's contract with ODOT.

Nick broke down and walked through the work elements within the previous CORPO PWP and it was used as a guide for the conversation. Mike Borger stated that we have hit the metrics we needed to

hit for CORPO at this point but that other projects have been born out of CORPO's previous work and that he would like to ensure that CORPO members are getting a return on their investment in CORPO. Nick felt that some of the work elements were too general and that members may want more specific work to be completed and that these items could be incorporated into the PWP. Mike Borger asked if the work elements could remain general and more high level if need be and Nick Gill stated that they could remain that way.

Loudan Klein stated that he would like to see more active transportation planning in Fairfield County and he referenced previous work that MORPC had done with Fairfield County. Nick Gill suggested that CORPO members consider a complete streets policy and to think about those needs. CORPO Chair Mark Forrest suggested that areas around SR 142 along I-70 and SR 42 would be areas to consider. Nick Gill thinks that we could get more specific on work activities when it comes to data and mapping. Commissioner Stolte said that he feels like safety and active transportation planning, specifically 42 and 161 corridor studies would be important and finally a need to transit or mobility options. He continued to discuss the importance of trails in southern Union County. Madison County Engineer Bryan Dume expressed the difficulty he faces trying to understand the planning specifics because he focuses so much on maintenance. He stated that he could use some guidance with identifying funding sources for other projects. But he did reiterate that it is hard for him to focus on anything other than maintenance and the pressures of growth, specifically intersection safety issues. Nick Gill said that he thinks that maintenance issues could be part of the PWP conversation but that it would be helpful if specifics were identified.

CORPO Chair Commissioner Mark Forrest suggested that CORPO members take their time after the meetings and get suggestions back to Mike Borger in two weeks. Mike Borger mentioned that every time he is with ODOT or other RTPOs the topic of maintenance comes up and have the same concerns and suggested that maintenance be a topic at subcommittee meetings and innovative ways to address maintenance problems. Union County Commissioner stated that we are all part of Central Ohio and the fastest growing part of the Mid-West. Mike Borger also brought up the issue of broadband and that could be a PWP topic.

Special Activities Update – Mike Borger updated the committee on special activities that have occurred since CORPO started. He reminded the Committee that CORPO he and other MORPC staff sit on the Transportation Advisory Committee for a US 33 Corridor plan. He mentioned that the first draft of the US 33 plan is out. Mike then went on to explain to the committee that he had assisted the Union County Health Department to get a larger than requested grant award. Additionally, he mentioned that another RTPO asked MORPC for data related to a trail study in Northern Knox county. Finally, Mike updated the Committee on the status of a technical assistance program proposal previously submitted to ODOT. Because ODOT had asked that CORPO resubmit the proposal with specifics, CORPO will resubmitted the Knox / Morrow Freeway Access study portion of the proposal only, on January 6th 2020. . Mike stated that he will update the Committee after he received word on the status.

CORPO Admirative Items – Mike Borger let the Committee know that CORPO Vice Chair, Jeff Harris was leaving his role in Knox County and therefore the Vice chair seat would need to be filled. CORPO Chair Mark Forrest suggested that the replacement not be someone from Madison County since he is currently the chair. Union County Engineer Jeff Stauch said that he would be willing to take Jeff's place as Vice Chair. Madison County Engineer Bryan Dume moved and Ira Weiss seconded the motion and it was approved by CORPO Chair Mark Forrest approved the motion with no opposition.

CORPO Member Roundtable Discussion – Mike Borger asked that the CORPO Committee adopt a recurring meeting cycle and Nick Gill shared that due to certain document deadlines he felt that May and November would be the best times for the CORPO to meet. The first Monday of May and November were suggested. The motion was seconded by Knox County Commissioner Teresa BeMiller and adopted with no opposition.

Mike Borger shared with the Committee that he would like to have the group look further into adding new members to their subcommittees. Nick Gill seconded this and asked that members look at this as well. Nick Gill brought up his concern that counties were not providing us feedback and wanted us to hear more from our members about what is going on in their regions.

Rick Szabrak of Fairfield County stated that there has been some manufacturing growth in Fairfield and that a company will be bringing 375 jobs and opening in March. Fairfield is opening a workforce center, partnered with OU and Hocking College to get into skilled trades as an alternative to Career tech centers. Loudan Klein brought up the TID in Fairfield and said that they've recently completed a corridor study with MORPC to connect I-70 to US 33.

Union County Engineer Jeff Stauch announced the near completion of a FedEx Dist. and that Amazon was looking to build a new data center somewhere on the US 33 Corridor. He mentioned that rapid growth continues to be an issue in the county. The gas tax is giving Union County another 1.5 Million in revenues and they recently added a permissive fee bump of just under one million dollars. Engineer Stauch said that housing numbers are up 550 (400 SFH units and 2000 in the pipeline around Marysville) in 2018 in the county and that many of those are multi family. All of the CORPO counties mentioned that there are barriers to expanding natural gas in our region. Jeff Stauch mentioned that recently he has seen an increase in solar farm proposals.

CORPO Chair Mark Forrest mentioned the 161 / 33 corridor in Plain City and expecting 500+ homes in that area. West Jefferson area there are new warehouses popping up there and that transportation issues will arise from that. Madison Engineer Bryan Dhume of Madison's said their growth has been because of annexation but that they are also working on a water distribution system that should change that alone 42 and if they can get the gas situation taken care of this could help the county grow. Madison is working with Ice Miller consulting to put in broadband conduit. Engineer Dhume said that he has seen good grant awards with OPWC and federal grants for projects as well as additional gas tax funding. They also added a \$5 permissive fee two years ago that had generated \$250,000. He also hypothetically asked what this increase in fees will do to the cost of materials. Madison County is currently seeing the development of solar farms in their area which will produce over one million dollars in tax revenue from these.

Knox County Commissioner Teresa BeMiller said that growth has not been an issue as much in Knox County but that workforce related issues exist. Knox County funded a career navigator position to work with kids in schools to encourage them to go into trades if they don't want to go to college. She mentioned that Knox received funds to connect trails with Delaware and are overall looking at trails in general. They are also working with Ice Miller on Knox Lake wastewater project, more to come on that. Knox is working on capital projects, an old school, with a local foundation they will renovate the building and use it for their Board of Elections. Knox County has a need for housing and because of this they have additional workforce and Knox is still reeling from the loss of Siemens and the county is trying to figure out what to do with that building. Commissioner BeMiller is hoping that the former Siemens building could be used for Knox Area Transit but due to lease obligations it is not available at this time.

Morrow County Commissioner Tom Whiston discussed the new Dollar Tree distribution center and that half the employees for it will come from Morrow County but that the issues with mobility still remain. He also mentioned that the intersection where the center is located is now is experiencing growth issues. A developer is looking to put in 600 units of housing near the center and currently the permit is approved. The new levy that passed in Morrow and because of this, 300 miles of road will be repaved. Funding has improved but the Commissioner is dealing with the loss of the MCO tax. As former Mayor, Whiston was a

proponent of rails to trails projects and that MORPC should look into a comprehensive bike plan.

Other Business – Mike Borger asked the committee for newsletter content if counties have things to share with each other to please submit them to him and he will add it to the newsletter. Additionally, he updated the committee on the following items and will share them with the group with the post-meeting packet. Some of these items that had a quicker deadline were sent to the CORPO Committee via email directly after the meeting:

- There is a new map gallery through City of Columbus provided for the region.
- The Ohio EPA has opportunities to retrofit diesel vehicles. The Ohio EPA opened their request for these funds.
- MORPC Webinar.
- Mike Borger let the Committee know that 5310 and 5307 cycles are opening.
- There is a MORPC housing study that will include some of the CORPO counties.
- Pickaway County talked about starting a TID and MORPC has begun talking to Pickaway about the next steps in developing a TID and the deadline for funding is April 30th.
- ODOT's Your Move was introduced and Mike Borger provided information on how to implement this program.

Nick Gill mentioned to the Committee that MORPC has helped other counties set up TID and could help with this process if need be.

The next meeting is scheduled for May 4th 2020.

Meeting was adjourned at 3:35 p.m.

Submitted by:

Michael Borger
CORPO Committee

Memorandum

TO: Central Ohio Rural Transportation Planning Organization
CORPO Committee

FROM: Mike Borger, Principal Planner
Transportation & Infrastructure Development

DATE: 4/27/2020

SUBJECT: SFY 2021 Planning Work Program (PWP)

Planning Work Programs (PWP) document the RTPOs' SFY transportation planning programs, products, and budgets. Final SFY 2021 Planning Work Programs (PWP) for RTPOs are due to ODOT by May 1st. In a December 10th memo initiating the development of the SFY21 PWP, ODOT identified implementation of Access Ohio 2045 (AO45) as an emphasis area for the SFY21 PWP.

ODOT suggested SFY 2021 AO45 implementation work efforts may include:

- Alignment of AO45 strategies with RTPO Transportation Plan development
- Safety initiatives collaboration
- Establishing new and expanding existing transportation partnerships
- Transportation data sharing
- Multi-modal corridor studies and collaboration

Additionally, ODOT included other potential work efforts in their PWP memo. The memo is attached.

After a period of review it has been determined by members that CORPO's planned work will address the needs and goals of our members as well as ODOT's, we have included a resolution to adopt the FY 2021 PWP for CORPO in this packet and would like to do so during our May 4th, CORPO meeting. Thanks to those members who provided feedback during the comment period.

Attachment: SFY20 PWP, ODOT RTPO SFY 2021 PWP Memo

PLANNING WORK PROGRAM
FOR FISCAL YEAR 2021

PROSPECTUS
WORK
ELEMENTS
APPENDICES

Prepared by



CENTRAL OHIO RURAL PLANNING ORGANIZATION

111 Liberty Street, Suite 100
Columbus, Ohio 43215

May 2020

Approved by CORPO Committee May 4th, 2020 To Be

Approved by ODOT

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

Contents

PROSPECTUS FOR SFY 2021.....	3
CATEGORY 600: TRANSPORTATION.....	8
WORK ELEMENTS	10
60109 - Short Range Planning	10
60209 - Transportation Improvement Program (TIP) and Implementation	12
60509 - Data and Analysis	13
61009 - Long Range Transportation Planning.....	14

APPENDICES

APPENDIX A: CORPO STRUCTURE

APPENDIX B: FINANCIAL DOCUMENTATION

APPENDIX C: FINANCIAL INFORMATION APPENDIX D: MANAGEMENT TOOLS

APPENDIX E: RESOLUTIONS ACCEPTING THE PLANNING WORK PROGRAM FOR SFY 2020

APPENDIX F: TITLE IV PROGRAM – ODOT COMPLIANCE REVIEW RESPONSE

PROSPECTUS FOR SFY 2021

DESCRIPTION OF CORPO

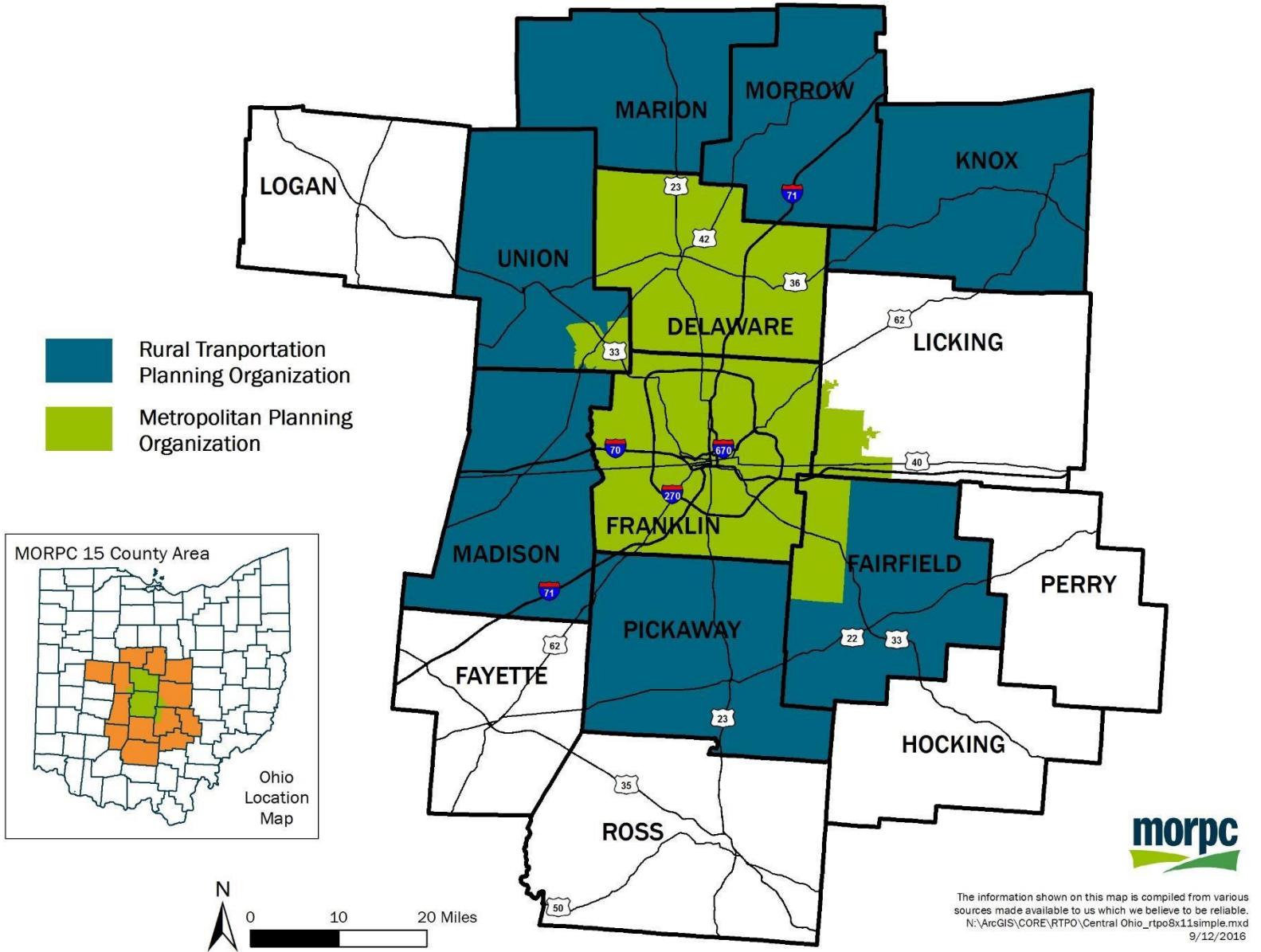
In summer of 2019 the Ohio Department of Transportation (ODOT) formally designated the Central Ohio Rural Planning Organization (CORPO) as Ohio's sixth Regional Transportation Planning Organization (RTPO). CORPO continues to build upon the coordinated transportation planning activities completed over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

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

CORPO's focus for 2021 will be working with members to complete the following objectives:

- Short-range planning activities such as focused area studies
- Data & Analyses as needed to support short-range planning activities
- Maintain the 2018 – 2040 Long- Range Transportation Plan: Amend as needed.

Central Ohio Rural Planning Organization
Transportation
Planning Area



THE 3-C PLANNING PROCESS

COORDINATED PLANNING

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

1. Ohio Department of Transportation (ODOT)

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

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

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

3. Local Governments in CORPO Member Counties

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

4. Ohio Rail Development Commission, Public Utilities Commission of Ohio

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

5. Agreements

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

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

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

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

CONTINUING PLANNING

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

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

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

COMPREHENSIVE PLANNING

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

Older Adults and People with Disabilities Special Planning

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

Air Quality, Climate Change and Energy

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

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

Development Patterns

As of 2015 there were approximately 468,000 people and 150,500 jobs within the CORPO Transportation Study Area. Year 2040 forecasts for this same area show 511,000 people and 184,500 jobs.

Transportation Funding

Many transportation improvements are identified as being needed throughout the area, but funding is insufficient to address all the needs. While funds may not be available for many major improvements, small-scale improvements, such as coordination of traffic signals and construction of turn lanes can provide much-needed temporary relief and improve operations. Part of the solution may be in helping to raise awareness of the transportation needs in the region and the lack of funds. Also, alternative techniques and/or revenue sources for financing local transportation improvements need to continue to be explored, along with innovative uses of the local and federal shares of project funding to speed construction of parts of some projects. With pressures for cutbacks for federal funding, highlighting the needs across all modes will continue to be important.

Planning Data Technology

Planning data technology includes equipment and systems for collecting, analyzing and reporting data necessary for transportation planning, predicting travel demand, and providing information for policy development. Data include demographic, land use, environmental, economic, and physical conditions of the transportation system. CORPO will continue to use tools such as Geographic Information System (GIS) technology to share information, as well as perform analyses. This will make it easier for its member counties to share data with them. This collaborative data collection and sharing process not only produces better data, but also allows communities to provide more current and accurate information. This system also allows the potential for expanding the collection of other attributes associated with transportation infrastructure.

MORPC maintains a state-of-the-art activity-based travel demand model that covers the Columbus and Newark

urbanized areas and portions of the CORPO area. In addition, the statewide model is used in areas not covered by the MORPC area model. These are used as the basis for Transportation Plan and Transportation Improvement Program development. It also can be used for small- and large-scale special studies and ODOT's development of certified traffic for its project development needs.

Transit

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

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

Freight

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

MORPC, CORPO and other stakeholders are currently involved in a number of important regional projects to address these challenges.

Intelligent Transportation Systems (ITS)

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

The US 33 Smart Mobility corridor project is underway in Union County from Dublin to the Transportation Research Center in East Liberty. This will be a testing area for Connected Vehicle (CV) and Autonomous Vehicle (AV) technology. The also includes all traffic signals in Marysville having vehicle-to-infrastructure (V2I) technology to test these applications in a small city environment. In 2016 the City of Columbus won the U.S DOT Smart City Challenge and is working to implement several strategies in different parts of the region.

CORPO is monitoring the development of both of these activities for applicability throughout the CORPO region.

Safety

Safety is a critical aspect in transportation planning. Building upon information included in the transportation plan, CORPO will assist its members in addressing high-crash locations. Crash data will continue to be analyzed to identify safety needs. In the future, CORPO anticipates working with MORPC, stakeholders and member governments to continue to provide needed education to the public and local governments about the rules of the road, such as safely navigating modern roundabouts, driving without distractions, or yielding to pedestrians in crosswalks.

CATEGORY 600: TRANSPORTATION

A. Key Issues

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

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

B. Goals & Objectives

Goals and objectives for the 2018-2040 Long-Range Transportation Plan were adopted in January 2017. These guided the development of the 2018-2040 Long-Range Transportation Plan, which was adopted in May 2018 with an executive summary completed and adopted in December 2018.

Goals and Objectives:

- Preserve and Maintain the Existing Transportation System in a State of Good Repair
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize resources dedicated to maintain and improve the condition of the transportation system
- A Safe Transportation System for All Users
 - Minimize crashes including pedestrian- and bicycle-related crashes
 - Promote system user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving and others
- Accessibility and Mobility Options for all Users
 - Build facilities that accommodate all users such as those using transit, walking and bicycling
 - Expand public transportation within and between communities

- Expand the bicycle and pedestrian networks
- Expand options that assist those living in poverty or in areas with lower accessibility in reaching employment, healthcare or services
- An Integrated, Connected and Coordinated Transportation System
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies and organizations
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes
- A Transportation System that Promotes a Collaborative and Focused Approach to support Economic Vitality
 - Improve strategic freight-related facilities (e.g., highway, rail, intermodal, etc.)
 - Develop priority multipurpose corridors (e.g., utilities, water, broadband, fiber, etc.)
 - Maximize return on investment to position the region to compete globally and efficiently
 - Provide transportation facilities that enhance the transition between rural and urban areas
 - Enhance engagement with regional partners and voices
- Preserve and Enhance Environmental Resources and Sustainability through the Transportation System
 - Increase use of non-single-occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans

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

FY 2021 PLANNING WORK PROGRAM

WORK ELEMENTS

No. 60191-3000

Short Range Planning

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

MAP-21 established a core Highway Safety Improvement Program (HSIP) that is structured and funded to make significant progress in reducing highway fatalities. This law requires state Departments of Transportation (DOTs) to implement a State Highway Safety Plan (SHSP) and to address safety issues in their regions. CORPO's safety planning work will help the state meet this requirement.

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

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

Budget:

Total Work Element \$35,000 \$28,000 FHWA, \$3,500 ODOT, \$3,500 MORPC

Budget: PID#: 109396

Transportation Improvement Program (TIP) and Implementation

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

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

Product: Method	Agency/ies	Schedule
2021-2024 TIP: Coordinate with ODOT Districts 5 and 6, MORPC, transit providers and local agencies on project information for amendments to the TIP. Coordinate with ODOT Central Office on TIP update and amendment schedules.	CORPO	Ongoing
Collaboration on project delivery and financing options for projects: As needed, work with local jurisdictions to identify project funding mechanisms and coordinate them with the use of federal, state and other locally available resources, including coordination with OPWC's SCIP-/LTIP-funded projects. Assist with special funding opportunities such as TIGER and INFRA. Work with our public and private partners to bring projects that are extremely time-sensitive online as quickly as possible.	CORPO & Local Agencies	Ongoing

Budget:

Total Work Element \$30,000 \$20,000 FHWA, \$5,000 ODOT, \$5,000 MORPC

Budget: PID#: 109396

Data and Analysis

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

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

Budget:

Total Work Element \$28,609 \$22,887 FHWA, \$2,861 ODOT, \$2,861 MORPC

Budget: PID#: 109396

Long Range Transportation Planning

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

Product: Method	Agency/ies	Schedule
Maintain the 2018 – 2040 Long- Range Transportation Plan: Amend as needed.	CORPO	As Needed
Support Knox and Morrow County Freeway/Expressway Access Study: Identify travel and other mobility issues in southern Knox and Morrow counties. This may include identifying conceptual solutions, existing traffic conditions, growth, traffic, alternatives analysis and stakeholder engagement.	CORPO/Knox County/Morrow County	June 2021
Madison County Thoroughfare Plan: Assist Madison County in developing a thoroughfare plan for the county to support development and access management regulations.	CORPO/Madison County	December 2020
Industrial Parkway Study Support: provide information on existing and future travel information on the industrial Parkway Corridor from Dublin to Marysville to support the Union County Engineer's study of the corridor.	CORPO/Union County	June 2021
Coordinate with ODOT planning activities: Identify and coordinate with special studies; projects that are in the early steps of development and the update to AccessOhio 2045(AO45),the statewide transportation plan. Coordinate with ODOT on implementing strategies in A045 within CORPO.	CORPO/MORPC	Ongoing
Complete other long-range system studies: Use regional data and resources and technical expertise in highway, thoroughfare, transit, pedestrian, access management, freight and bikeway planning to analyze specific long-range transportation needs to assist members.	CORPO, Local Governments	Ongoing
Union County Industrial Parkway Corridor Plan: Assist Union County in developing a corridor plan for the county to support development of the industrial parkway.	CORPO, Local Governments	

Budget:

Total Work Element \$65,000 \$52,000 FHWA, \$6,500 ODOT, \$6,500 MORPC

Budget: PID#: 109396

Memorandum

TO: Central Ohio Rural Transportation Planning Organization
CORPO Committee

FROM: Mike Borger, Principal Planner
Transportation & Infrastructure Development

DATE: 4/27/2020

SUBJECT: FY 2021-2024 CORPO Transportation Improvement Program (TIP)

The Transportation Improvement Program or TIP is the four year program of projects and strategies implementing the near-term priorities in the CORPO Long-Range Transportation Plan (CTP).

The TIP is intended to do the following:

- Document local government and ODOT consensus on regional priorities
- Be a comprehensive listing of transportation projects
 - All federally funded projects
 - All other regionally significant projects
 - Highway, transit, bikeway, and pedestrian modes
- Summarize project scopes, schedules, and costs
- Communicate this information to diverse parties
- Exist for a 4 Year Duration, Adopted Biennially
- Gain approval from MPO / RTPO, Governor, and U.S. DOT

The final bullet point is what we would like to see happen at our May 4th CORPO Committee meeting. CORPO members and the general public have had a chance to review the CORPO TIP drafts and staff recommends that the committee move to adopt the TIP. A resolution to adopt the 2021 – 2024 CORPO TIP is included in the packet.

Thank you for your participation in the TIP process and to those who provided feedback during the comment period.

Attachment: Resolution to adopt the 2021-2024 TIP