



111 Liberty Street, Suite 100
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NOTICE OF A MEETING

COMMISSION MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OHIO 43215
SCIOTO CONFERENCE ROOM

Thursday, November 8, 2018, 1:30 p.m.

AGENDA

- 1:30 p.m.
1. **Pledge of Allegiance**
 2. **Welcome and Introductions** – Rory McGuiness (City of Columbus), MORPC Chair
 3. **Community Leader Spotlight: Columbus 2020** – Kenny McDonald, Columbus 2020 President and Chief Economic Officer
 4. **Executive Director's Report** – William Murdock, MORPC Executive Director

2:00 p.m.

Committees

5. **Regional Policy Roundtable** – Kim Maggard (City of Whitehall), Regional Policy Roundtable Chair
 - a. **Draft Public Policy Agenda**
 - b. **Leadership Strategy Group on Infrastructure Funding Recommendations**
 - c. **Legislative Update** – Steve Tugend, Kegler Hill Brown & Ritter and Terri Flora, MORPC Public & Government Affairs Director
6. **Sustainability Advisory Committee** – Jim Schimmer (Franklin County), Sustainability Advisory Committee Chair
 - a. **Regional Sustainability Agenda Report Card** – Jim Schimmer (Franklin County), Sustainability Advisory Committee Chair
 - b. **Green Infrastructure Tool Kit** – Kerstin Carr, MORPC Planning & Environment Director
- 2:30 p.m. 7. **Transportation Policy Committee (MPO)** – Rory McGuiness (City of Columbus), MORPC Chair

William Murdock, AICP
Executive Director

Rory McGuiness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary

- a. **Call to Order** – Rory McGuiness (City of Columbus), MORPC Chair
 - b. **Metropolitan Planning Organization Report**
 - Transportation Systems & Funding – Thea Walsh, Director
 - Planning & Environment – Kerstin Carr, Director
 - c. **Transportation Policy Committee Consent Agenda**
 - 1) Approval of [October 11, 2018 Transportation Policy Committee Meeting Minutes](#)
 - d. **2020-2050 Metropolitan Transportation Plan Update** – Thea Walsh, MORPC Transportation Systems & Funding Director
 - [Proposed Resolution T-14-18: “Adopting Objectives and Performance Measures to be included in the 2020-2050 Columbus Area Metropolitan Transportation Plan”](#)
 - e. **Adjourn Transportation Policy Committee (MPO)** – Rory McGuiness (City of Columbus), MORPC Chair
8. **Commission Consent Agenda**
- a. Approval of [October 11, 2018 Commission Meeting Minutes](#)
 - b. [Proposed Resolution 25-18: “Adoption of MORPC’s 2018 Title VI Program”](#)
 - c. Approval of Actions of the Transportation Policy Committee
9. **Other Business**
- 3:00 p.m. 10. **Adjourn** – Rory McGuiness (City of Columbus), MORPC Chair

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

The next Commission Meeting is
Thursday, December 13, 2018 at 1:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

PARKING AND TRANSIT: When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow “M”. Handicapped parking is available at the side of MORPC's building. One electric vehicle charging station is available for MORPC guests.

MORPC is accessible by CBUS. The closest bus stop to MORPC is S. Front Street & W. Blenkner St. Buses that accommodate this stop are the Number 61 - Grove City, the Number 5 - West 5th Ave. /Refugee, and the Number 8 - Karl/S. High/Parsons.

Free overflow parking is available in the lot immediately behind Kroger (south of MORPC's building and west of Kroger). You may park in any space including MORPC reserved spaces. No payment is necessary for parking in the overflow lot on Commission days.

MEETING ROOM ACCESS: When you arrive in MORPC's lobby, a video screen will display the day's meetings. Each meeting will list a phone extension. Use the phone in the lobby to call the extension and someone will come escort you to the meeting.



MORPC Monthly Agency Report *October 2018*

Public & Government Affairs

Terri Flora – tflora@morpc.org

Diversity & Inclusion

The final meeting with the Diversity in Local Government Working Group was October 10. The Group was charged with proposing recommendations and/or action items to bring diverse representation and/or voices to the MORPC table.

Team Members met with Mr. Kashi Adhikari to learn more about the Bhutanese refugees located primarily in Reynoldsburg, Pataskala, and Northeast Columbus. Follow-ups were made to nearby economic employment leaders by our Gohio representative to talk about mobility options that could link refugees to job openings in several commercial parks, and our transportation department regarding pedestrian facilities in the area of the Center.

Team Members visited OSU College of Food, Agricultural, and Environmental Sciences Community Development Program Director and Jewish Family Services Director of Refugee Social Services to discuss employment recruitment and opportunities for HVAC and Insulation contractors.

Title VI & Limited English Proficiency Plans (LEPP)

The Title VI and Limited English Proficiency plans were finalized and submitted to MORPC committees for approval. A resolution of approval along with the plans will be provided to U.S DOT and ODOT.

Government Affairs Report

MORPC Team Members participated in an interested party meeting that was convened by State Reps. Doug Green & Bill Reineke on Connected Autonomous Vehicles (CAV). It was an opportunity for MORPC to request that the state utilize restraint in regulating this growing industry and to focus on MORPC's various efforts in relation to Smart Columbus, the Regional Corridor Study, Hyperloop, the Smart Region Task Force, and efforts to find funding mechanisms for infrastructure needs.

Leadership Strategy Group

As a convener of Central Ohio local governments, MORPC engaged in a dialogue over the summer with its member communities on funding for unmet transportation needs. The group met a final time October 11 to review, edit, and affirm policy solutions that are designed to take care of our current transportation system, plan for future multi-modal mobility needs in our growing region, and provide local governments with the needed tools to address local infrastructure improvements. MORPC is convening a collaborative meeting with like-minded organizations on Friday, November 2.

Regional Policy Roundtable

Leadership from the Regional Policy Roundtable met to provide feedback and affirm the MORPC 2019-2020 draft Public Policy Agenda. The Public Policy Agenda Working Group held three meetings over the summer to draft the new agenda. The Regional Policy Roundtable passed the draft agenda unanimously on October 18. MORPC will present the draft agenda at Commission on November 8 and commission members will vote on affirming the agenda at the December Commission meeting.

Columbus Region Coalition Meeting with Congressman Balderson

MORPC staff coordinated and facilitated a Columbus Region Coalition (CRC) meeting with U.S. Representative Troy Balderson on October 19. Team Members highlighted the importance of federal dollars for programs that assist local government members in providing services to residents and funding to maintain and enhance our transportation system.

See attachment for more MORPC Membership News

Transportation Systems & Funding

Thea Walsh - twalsh@morpc.org

Metropolitan Transportation Plan

Building upon the goals that were adopted in September, Team Members presented two to five proposed measurable objectives for each of the goals to CAC, TAC, and the Transportation Policy Committee. Team Members also developed specific performance measures for each objective and worked on collecting data and completing analyses to identify a benchmark (or baseline) and identify targets for 2025 and 2050 for each measure. The objectives, measures, and targets were made available for public comment.

Transit, Mobility & Human Services

Team Members presented the Short North Parking Shuttle Pilot program, a supporting program to the Short North Parking Plan, to the Community Advisory Committee and the Transportation Advisory Committee meetings. The Shuttle will be implemented through a partnership between MORPC and the Short North Alliance. MORPC will fund \$80,000 of the Shuttle through Local Transportation Funding, and the Short North Alliance will manage the program after it is implemented. This new mobility option will provide employers and employees an additional transportation option to leave work safely and utilize underutilized parking in Downtown Columbus from 10:00 p.m. to 3:00 a.m.

Rickenbacker Study

Team Members continue to document study findings and coordinate with study funders and partners, including Columbus Regional Airport Authority (CRAA), on releasing study results. The final study results are expected to be available in December.

Central Ohio Rural Planning Organization (CORPO)

Four of the seven county subcommittees met in the last month with the remaining meetings scheduled at the end of October/early November. At these meetings, Team Members worked with the subcommittees to organize the transportation plan strategies and projects into priorities as requested by ODOT. These will be incorporated into an executive summary of the CORPO plan. The STIP process was explained and Team Members prepared members on what comes next in the TIP/RTPO process. MORPC has presented to Boards of Commissioners and other County Leaders about membership options in both CORPO and MORPC. The next CORPO meeting is December 3.

MORPC Attributable Funding

Team Members completed preliminary scoring for 39 applications and presented them to the Attributable Funds Committee (AFC) on Thursday, October 4. Team Members reviewed and took

feedback on the preliminary scores. Minor score changes are being made and will be provided and discussed at the next AFC meeting on Wednesday, October 31.

Natural Resources Assistance Council (NRAC)

Clean Ohio Conservation Fund application materials for Round 13 are being updated and posted to the MORPC website. Information will be sent to local Franklin County officials and communities announcing the availability of \$4.1 million for green space acquisition and stream corridor restoration. Preliminary screeners are due December 28, 2018, and final applications are due March 15, 2019. Awards will be announced April 25, 2019.

Data and Mapping

Aaron Schill, Director – aschill@morpc.org

Regional Data Advisory Committee (RDAC)

On October 11, the Committee presented MORPC's first Regional Data Agenda to the Commission, and it was approved unanimously by the Commission (Resolution 23-18).

Data & Mapping Support to MORPC Members, Programs and Projects

The Data & Mapping Team is on schedule to complete the Regional Sustainability Agenda metrics project. The metrics will be presented as an interactive report card, which was released at the Summit on Sustainability.

The 2019 population and dues estimates were distributed to committee members and approved by the Commission on October 11 (Resolution 22-18).

The Smart Region Task Force held its monthly meeting October 12. The educational focus topic was connected and autonomous vehicles technology and policy, and Matt Windholtz of Battelle presented their work to the Task Force. The Task Force also discussed the new Regional Data Agenda and continued the development the Smart Streets Policy.

Planning & Environment

Kerstin Carr - kcarr@morpc.org

Active Transportation Planning

A Complete Streets review for the Olentangy-Bethel Connector Project was completed. Team members will provide input on possible pedestrian and bicycle connections.

insight2050

The Fall 2018 insight2050 Academy is complete. A class of 18 public officials from across the region participated in this six-week program, designed especially for smaller and rural communities. The academy included community visits with Grove City, Marysville, and Newark to extend peer learning to the group.

The insight2050 Corridor Concepts study is wrapping up with a final report expected by the end of November. The communications committee held a working session to outline messaging and talking points for the study, which is expected to conclude by the end of the year.

Transportation Safety

MORPC was invited to participate in the kick-off meeting between ODOT, consultants and the City of Whitehall to discuss the process of completing a Safety Study at the intersection of Main Street at S. Hamilton Avenue. MORPC recommended to ODOT that the City of Whitehall should receive this technical assistance and MORPC will remain engaged in ongoing discussions.

Team Members continue to draft the outline and emphasis areas for the Regional Safety Plan to share with stakeholders for their input. MORPC completed best practices research and existing conditions analysis to inform the planning process.

Sustainable2050

The Cities of Dublin, Gahanna, and Upper Arlington; Genoa Township; and the Village of Lockbourne were recognized at the October Commission meeting with certificates acknowledging their Sustainable2050 Tier Status certifications. These communities received a Tier Status designation based on their demonstrated commitment to sustainability through various programs, policies, and projects.

The 3rd quarter Sustainable2050 membership meeting took place at the new solar array in the City of Lancaster. The host city provided an overview of this project, joined by the power co-op which operates the facility (South Central Power and Buckeye Power). A walking tour followed the meeting.

Greenways & Water Resources Program

Team Members attended the Steering Committee meeting of the Central Ohio Partnership for Regional Invasive Species Management, where attendees worked to identify engagement strategies, review stakeholder feedback from the kickoff meeting, and to prioritize activities through the first quarter of 2019. The Steering Committee will meet again in November.

The Sustaining Scioto subcommittee is meeting monthly in an effort to create an implementation plan and identify key performance indicators for the short term strategies outlined in the Adaptive Management Plan. In October, the group provided feedback on the objectives identified in previous meetings, and the associated target dates and other details. The group developed objectives and strategies for three of the five themes. A small sub-group began planning for an ag-related workshop, to be held in the first quarter of 2019. This is an integral step in developing an agriculture partnership aimed at mitigating nutrient risks identified in the Adaptive Management Plan.

Central Ohio Water Resources Planning

MORPC drafted sections of the 208 plan for Union and Delaware Counties and is working on updating land use projections to complete the plan. Team Members kicked off their next phase with stakeholders from Marion and Pickaway Counties.

Green Infrastructure Toolkit

MORPC completed the online Green Infrastructure Toolkit (www.morpc.org/tool-resource/green-infrastructure-toolkit) to showcase examples of green infrastructure procedures, models, and tools used in Central Ohio, around the state, and across the country. It illustrates how different communities, agencies, and consortiums select the most appropriate methods, policies and codes for their local needs.

Central Ohio Greenways (COG)

The COG Board hired Mollard Consulting to conduct a 4-month planning study on funding feasibility of its Regional Vision Map. The firm will kick off the effort in early November with stakeholder interviews to be held in the following months.

Summit on Sustainability

The 2018 Summit on Sustainability, themed “Planning for an Equitable Region”, attracted more than 520 attendees from across the region and beyond. Breakout sessions focused around Central Ohio Greenways and how to ensure equitable implementation; insight2050 and an expert panel discussion on providing sufficient and equitable access to parks and recreational space; and an interactive workshop around flood planning. More information about its morning keynote speaker Majora Carter and luncheon Pecha Kucha speakers can be found at www.morpc.org/summit.

Energy & Air Quality

Brandi Whetstone - bwhetstone@morpc.org

Air Quality

No Air Quality Alerts were issued in October; ozone season ends October 31. Team Members will begin work with MORPC's forecasters to produce a year-end air quality review report to share in December.

The 2018 Air Quality Awareness campaign wrapped up at the end of September. The marketing campaign finished with a Green Getaway Giveaway that garnered an additional 360 requested subscriptions. The winner of the giveaway was chosen and their personal air quality story was shared through MORPC social media channels.

Energy & Air Quality Working Group

The next meeting of the Energy and Air Quality (E&AQ) Working Group is Tuesday, November 27. Dr. Nicole Sintov of The Ohio State University's School of Environment and Natural Resources will be the featured presenter.

The Energy & Air Quality Working Group Action Plan was reviewed and approved by the Sustainability Advisory Committee (SAC) in September. Final additions to the document including information on the group structure and terms for chairs and co-chairs will be reviewed by the Working Group in November and submitted to the SAC in December.

Local Government Energy Partnership

The Energy Benchmarking Program's beta-test is nearing its end, and Team Members are developing a best practices document for the release of the full program. Fleet energy management capabilities were added to the program and will be available to all participants when the program is officially launched in 2019.

Sustainability Advisory Committee

The last SAC meeting in 2018 is December 19 at 2:30 p.m. The SAC report to Commission in October featured a ceremony to recognize the first cohort of Sustainable2050 members receiving their official tier status. The Franklin County Engineer's Office donated road signs to recognize this achievement for each member as well.

Residential Programs

The Weatherization Showcase took place October 29 in Columbus. The Showcase allows people to get a behind-the-scenes look at the important services provided by MORPC to save energy and money. The event was featured on the Good Day Marketplace morning show on Fox 28. This is the first time that MORPC featured a rental property.

WarmChoice and HWAP

WarmChoice production increased during the first part of October and Team Members surpassed 400 inspections and completions. The program continues to be moving at a steady pace toward the goal of 500.

HWAP Team Members are exploring an opportunity to work with a property owner to serve Section 8 Housing with HWAP services.

Team Members are working to procure two electric vehicles for the baseload auditors.

Efforts are underway to work with Holden Ellis on a marketing package for the EPP and weatherization programs.

Ohio Partners for Affordable Energy (OPAЕ) announced that they will be holding a special awareness day in April 2019 at the Statehouse to educate Ohio legislators about the benefits of residential energy efficiency programs.

Home Repair

MORPC continues moving forward with the new exterior repair program in the Milo Grogan Area with Homeport and Habitat for Humanity.

Team Members met with PACT to discuss the wrap up of the current program and potential for funding next year. They are still interested in keeping MORPC on as a project partner.

Administration

Shawn Hufstedler – shufstedler@morpc.org

Annual Budget and ICAP

The annual budget and the Indirect Cost Allocation Plan (ICAP) for 2019 are being prepared. The ICAP is expected to be submitted to the State for approval the first half of November and the budget will be presented to the Commission for consideration in December.

Space Planning

MORPC continues working on our space planning and furniture update process. We have had productive conversations with our landlord regarding space improvements. As a direction is set, the process could move quickly and we hope to have information to share and may have a request for approval related to space planning as soon as the December Executive Committee meeting.

Personnel Updates

The following new positions were filled in October:

- Energy & Air Quality Lead Intake Coordinator Kelli Durham began in this position October 15. Kelli has been serving in an Intake Assistant role for the past two years.
- Energy & Air Quality Intake Assistant Andrea Lestikow began October 15. Andrea previously served as a temporary employee in a similar role at MORPC.

MORPC is currently recruiting for three (3) open positions:

- Planning & Environment Water Resources Intern
- Energy & Air Quality Energy Efficiency Technician
- Energy & Air Quality Residential Rehab Specialist

MORPC is currently in the interview process for the following positions:

- Energy & Air Quality Residential Rehab Technician
- Energy & Air Quality Electric Baseload Auditor

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

RFP/RFQ Postings

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

- RFQ for HVAC Contractor for Residential Energy Program
- RFQ for Insulation Contractor for Residential Energy Program

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

Attachment

MORPC in the News

MORPC was mentioned in the news approximately 13 times during the month of October. Of those, 50 percent were stories that featured Hyperloop and the Dayton to Chicago connection. The Sustainable2050 communities, C-Pass and solar power energy were also mentioned.

Member Services

The Internship Program booklet is in review to reflect the growing number of diversity in the intern classes. Team Members met with Ohio University officials to discuss expanding the program and adding more studio work in MORPC's southern member counties. These communities are largely rural and have been economically disadvantaged for decades. Faculty are interested in studio referrals and adding internship experiences.

Team Members met with Ohio University Osteopathic program officials to begin conversations on how to attract their graduates to open primary care practices in the underserved Appalachian communities, which include three MORPC member counties.

Team Members attended The Ohio State University – CRP Intern Fair held October 26. A tour day was held for a Columbus State Community College student and six OSU-CRP students to learn more about the career options at MORPC.



Mid-Ohio Regional Planning Commission Transportation Policy Committee Meeting Minutes

Date: October 11, 2018
Time: 2:31 p.m.
Location: Scioto Conference Room

Transportation Policy Committee Members

Chris Amorose Groomes	Alex Heckman	Allen Rothermel
Karen Angelou	Tom Homan	Jim Schimmer
Herb Asher	Pamela Hykes O'Grady	Don Schonhardt
Jeff Benton	Erik Janas	Kent Shafer
Pat Blayney	Steve Kennedy	Alana Shockey
Ron Bullard	Tom Kneeland	David Simmons
Steve Campbell	Bill LaFayette	Ike Stage
Ben Collins	Greg Lestini	Joe Stefanov
Karl Craven	Glen Marzluf	Steve Stolte
Brad Ebersole	Dana McDaniel	Kevin Vaughn
Jennifer Gallagher	Rory McGuiness	Christie Ward
Matt Greeson	Bonnie Michael	Nancy White
Glen Hacker	Megan O'Callaghan	Claire Yoder
Tracy Hatmaker	Dan Ralley for Ted Staton	
Dan Havener	Cornell Robertson	

Commission Members

Franklin Christman	Mitch Noland	Eric Phillips
Tim Hansley	R. Michael Pettit	David Scheffler

MORPC Staff

Bernice Cage	Shawn Hufstedler	Brian Shang
Kerstin Carr	Eileen Leuby	Susan Tsen
Mark Crosten	William Murdock	Thea Walsh
Terri Flora	Christina O'Keeffe	Liz Whelan
Mary Ann Frantz	Shari Saunders	Brandi Whetstone
Joe Garrity	Aaron Schill	Brian Williams
Nick Gill	Bevan Schneck	

Guests

Megan Matkra, West Erie Realty	J.M. Rayburn, City of Dublin
Justin Milam, City of Upper Arlington	Morgan Schroeder, Strand Associates
Nick Plouck, City of Dublin	Steve Tugend, Kegler Brown Hill + Ritter
Robert Priestas, City of Gahanna	Paul Wise, Genoa Township

Meeting Called to Order

Chair Rory McGuiness called the Transportation Policy Committee Meeting to order at 2:31 p.m.

Metropolitan Planning Organization Report

- **Transportation Systems & Funding – Thea Walsh, Director**

Thea Walsh announced the second part of the 2018 Central Ohio Commuter Challenge is October 15-26. The first part was July 16-27 and resulted in a collective savings of over \$12,000 and freeing up the equivalent of 412 parking spaces.

Ms. Walsh presented the [Short North Late Night Parking Shuttle](#) pilot. As a result of current and future economic growth in the Arts District, the Short North Parking plan is being implemented by the City of Columbus in mid-January. Under the plan, businesses receive ten

parking spots. Not everyone who works in the Short North lives there. The safety of the estimated 5,000 late night workers traveling to and from their vehicles is being considered with the implementation of this late night parking shuttle pilot. The shuttle service will be a safe option to transport workers safely to parking garages downtown at no cost to users. Additional goals are for this to serve as an employment recruitment and retainment tool for the Short North, to increase mobility options, and to provide employers and employees with alternative modes of transportation. The estimated total cost is \$108,000. MORPC's share will be no more than \$80,000. After the pilot is complete, the Short North Alliance will identify other funding sources.

Transportation Policy Committee Consent Agenda

Matt Greeson made a motion to approve the Transportation Policy Committee Consent Agenda, second by Steve Campbell; motion passed.

2020-2050 Metropolitan Transportation Plan Update – Thea Walsh, MORPC Transportation Systems & Funding Director

Copies of the [Introduction to 2020-2050 Columbus Area Metropolitan Transportation Plan](#) (MTP) were provided to attendees. Thea Walsh presented the [2020-2050 MTP Draft Objectives, Measures and Targets](#). The public comment period runs through the end of October. Many of the objectives are the same as the 2016-2040 MTP. The new required national performance measures will be incorporated into the new objectives for adoption in November. Nick Gill and Maria Schaper are the MORPC leads for the MTP.

The Transportation Policy Committee Meeting adjourned at 2:46 p.m.

Respectfully submitted,

Erik J. Janas, Secretary
Mid-Ohio Regional Planning Commission



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Columbus, Ohio 43215

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Memorandum

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

FROM: Nick Gill & Maria Schaper

DATE: November 2, 2018

SUBJECT: Proposed Resolution T-14-18: **“Adopting Objectives and Performance Measures to be included in the 2020-2050 Columbus Area Metropolitan Transportation Plan”**

Resolution T-14-18 builds upon the goals adopted via Resolution T-13-18 for the 2020-2050 Columbus Area Metropolitan Transportation Plan (MTP) and establishes objectives and performance measures to track advancements of the region toward the goals. Each objective has several specific performance measures and short- and long-term targets. Including objectives and performance measures in the MTP is an important element of Fixing America's Surface Transportation (FAST) Act, the federal transportation legislation with which MORPC's transportation planning process, including the development of a metropolitan transportation plan, must comply.

MORPC was a leader in the country when performance measures were incorporated into the 2012-2035 Metropolitan Transportation Plan in 2012. The objectives and performance measures proposed for the 2020-2050 MTP builds upon those and those adopted in the 2016-2040 MTP.

The objectives and performance measures also incorporates the required performance measures from the U.S Department of Transportation (U.S. DOT) federal performance management rulings. Part of this ruling requires state adoption of certain performance measures and targets. To comply, ODOT has identified targets for the federally required performance measures. For each performance measure, MPO's are required to support the state targets or establish their own. Attachment B to the resolution lists only the federal performance measures and MORPC's statement of supporting the state target or the establishment of its own targets.

The draft objectives were presented to MORPC's CAC, TAC and Policy Committees in October. The draft objectives, performance measures, and targets were posted on the MORPC website, and a comment period was held from October 1 through October 31.

As has been the practice since adoption of the 2012-2035 MTP, advancement towards the targets will be reported upon annually in a MTP Report Card.

William Murdock, AICP
Executive Director

Rory McGuinness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary

A next step in the 2020-2050 MTP development process is establishing a process for evaluating strategies and candidate projects for inclusion in the MTP. The objectives form the framework for criteria to evaluate candidate transportation projects. Resolution T-14-18 directs staff to develop the evaluation criteria which will be adopted in 2019.

Finally, recognizing that completion and adoption of the 2020-2050 MTP will not occur until May 2020, that updated and missing data will be available by that time, and that additional guidance from U.S. DOT and ODOT may require some modification to the objectives, performance measures, and/or targets, Resolution T-14-18 directs staff to review and revise as necessary the objectives and performance measures and incorporate them into the 2020-2050 MTP. Adoption of the MTP will reaffirm the MTP objectives and performance measures.

Enclosure:

Proposed Resolution T-14-18: **“Adopting Objectives and Performance Measures to be Included in the 2020-2050 Columbus Area Metropolitan Transportation Plan”**

RESOLUTION T-14-18

“Adopting Objectives and Performance Measures to be included in the 2020-2050 Columbus Area Metropolitan Transportation Plan”

WHEREAS, the Mid-Ohio Regional Planning Commission (MORPC) 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; and

WHEREAS, Fixing America’s Surface Transportation (FAST) Act is the federal transportation legislation with which MORPC's transportation planning must comply, including development of a metropolitan transportation plan including performance measures; and

WHEREAS, the U.S. Department of Transportation has established transportation performance management rules and processes to be incorporated into metropolitan transportation planning, which includes state and MPO adoption of performance measures; and

WHEREAS, MORPC is developing the federally required metropolitan transportation plan for the MPO area; and

WHEREAS, the goals for the 2020-2050 Columbus Area Metropolitan Transportation Plan (MTP) that will guide regional transportation strategies and projects were adopted by Resolution T-13-18; and

WHEREAS, Resolution T-13-18 directed staff to develop the objectives and performance measures for the 2020-2050 MTP consistent with the adopted goals and FAST Act requirements; and

WHEREAS, the objectives and performance measures will be used to track progress in advancing the goals of the MTP; and

WHEREAS, the objectives, performance measures, and targets as shown in Attachment A were developed based on current available data and rule-making from the U.S. Department of Transportation on incorporating performance measures into the MTP; and

WHEREAS, the Ohio Department of Transportation (ODOT) has established targets for the federally required performance measures; and

WHEREAS, MPO’s are required to support the state targets or establish their own; and

WHEREAS, Attachment B lists only the federal performance measures and MORPC’s statement of supporting the state target or the establishment of its own targets; and

WHEREAS, the objectives and performance measures were distributed for public and member review and comment; and

WHEREAS, the Community Advisory Committee at its October 29, 2018 meeting and the Transportation Advisory Committee at its October 31, 2018 meeting recommended approval of these objectives and performance measures; now therefore

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

- Section 1. That it adopts the 2020-2050 Columbus Area Metropolitan Transportation Plan objectives and performance measures in attachment A, including short- and long-term targets.
- Section 2. That it adopts the action as shown in attachment B in either supporting the state target or establishing MORPC’s own target with regard to the federally required performance measures and it will plan and program projects that contribute toward the accomplishment of the targets.

- Section 3: That it directs staff to monitor rule-making guidance from the U.S. Department of Transportation and ODOT with regard to performance measurement requirements.
- Section 4: That it directs staff to update benchmark data, complete any missing data, and review and revise, if needed, targets in light of additional guidance from the U.S. Department of Transportation and ODOT.
- Section 5: That it directs staff to incorporate any updated objectives and performance measure data into the MTP, which will be reaffirmed upon adoption of the 2020-2050 Columbus Area Metropolitan Transportation Plan.
- Section 6: That it directs staff to develop a process to evaluate strategies and candidate projects for inclusion in the MTP based on advancing the goals and meeting the objectives.
- Section 7: 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.

Rory McGuinness, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Date

Prepared by: Transportation Systems & Funding Staff

Attachment A: 2020–2050 Columbus Area Metropolitan Transportation Plan Objectives and Targets
Attachment B: Federally Required Performance Measures



OBJECTIVES, PERFORMANCE MEASURES & TARGETS

The Metropolitan Transportation Plan is being developed around a set of goals that give direction to making investments in the transportation system. These goals, listed below, were adopted by MORPC in September 2018.

Goals for the 2020-2050 Columbus Area Metropolitan Transportation Plan

Through transportation:

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

The progress of achieving each goal will be measured by several objectives. Two to five objectives have been identified for each goal. Objectives were chosen to measure certain aspects of each goal that can be impacted through transportation or the transportation system, and are based on data availability and measurability. For each objective, the existing condition, or benchmark, is documented and used to establish a short- and long-term target (years 2025 and 2050). The region's progress toward reaching these targets will be reported on annually.

This document provides information on the proposed objectives and targets. Attachment A on the following pages provides the objectives and rationale for how the objective is measuring an aspect of the goal, along with the benchmark measurement value and the 2025 and 2050 proposed targets. Data is still being collected for a few of the objectives' benchmarks. A placeholder of "X" is used to identify the objectives in which data is still being collected. Additional detail on the data being used or calculated is available by contacting MORPC as described below.

As the federally designated Metropolitan Planning Organization for the Columbus Urbanized Area, MORPC is also required to include measures identified by USDOT through a recent rulemaking process. To provide regional context, these measures and targets are included in Attachment A, while they are also pulled out and summarized to specific USDOT reporting specifications in Attachment B.

Attachment A:
2020-2050 Columbus Area Metropolitan Transportation Plan
Objectives, Performance Measures, and Targets

GOAL: Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies	OBJECTIVE: Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Reducing single occupancy auto commutes and increasing commuters using alternative transportation modes will reduce per capita fuel and energy consumption.	82% of commuters drive alone 6% of commuters ride transit, bicycle, or walk <i>2012-2016 American Community Survey</i>	80% of commuters drive alone 7% of commuters ride transit, bicycle, or walk	75% of commuters drive alone 10% of commuters ride transit, bicycle, or walk
	OBJECTIVE: Reduce vehicle miles traveled (VMT) per capita			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Reducing vehicle miles traveled per person for any trip purpose will reduce per capita fuel and energy consumption.	9,300 vmt per capita <i>2017 ODOT VMT, 2018 MORPC Population Estimates</i>	8,800 vmt per capita (5% reduction)	6,500 vmt per capita (30% reduction)
	OBJECTIVE: Increase the percentage of vehicles using alternative fuels			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Increased use of alternative fuel vehicles is a direct measurement of alternative fuel usage.	XX% of registered vehicles use alternative fuels* 0.23% of registered vehicles are electric vehicles <i>SmartColumbus, 7-county area</i>	5% of registered vehicles use alternative fuels 4% of registered vehicles are electric vehicles	40% of registered vehicles use alternative fuels 30% of registered vehicles are electric vehicles
	OBJECTIVE: Increase the number of alternative fuel stations**			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Alternative fuel infrastructure supports the adoption of alternative fuel vehicles.	96 electric vehicle charging stations 53 other alternative fuel stations <i>US Department of Energy's Alternative Fuel Data Center, 7-county area</i>	325 electric vehicle charging stations 75 other alternative fuel stations	1,500 electric vehicle charging stations 150 other alternative fuel stations

*Data for the benchmark is still being gathered. **Stations can have multiple plugs

GOAL: Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.	OBJECTIVE: Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Clean air an essential natural resource and is a key indicator of a healthy community.	Ozone Non-Attainment PM2.5 Attainment	Ozone Attainment PM2.5 Attainment	Ozone Attainment PM2.5 Attainment
	OBJECTIVE: Decrease the locations of freeway and expressway facilities that are at risk for flooding			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Flooding prohibits safe travel and is a result of vulnerabilities during extreme weather events.	4 freeway/expressway locations at risk for flooding <i>2018 ODOT Communication</i>	3 freeway/expressway locations at risk for flooding	2 freeway/expressway locations at risk for flooding

Attachment A:
2020-2050 Columbus Area Metropolitan Transportation Plan
Objectives, Performance Measures, and Targets

GOAL: Position central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally

OBJECTIVE: Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit			
<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Access to jobs within reasonable travel time is important for the vitality of a region's economy.	On average, 306,000 jobs reachable within 20 minutes via automobile On average, XXX,XXX jobs reachable within 40 minutes via automobile On average, XX,XXX jobs reachable within 20 minutes via transit On average, 102,000 jobs reachable within 40 minutes via transit <i>2018 Travel Demand Model</i>	On average, 321,000 (5% increase) jobs reachable within 20 minutes via automobile On average, XXX,XXX (5% increase) jobs reachable within 40 minutes via automobile On average, XX,000 (10% increase) jobs reachable within 20 minutes via transit On average, 112,000 (10% increase) jobs reachable within 40 minutes via transit	On average, 337,000 (10% increase) jobs reachable within 20 minutes via automobile On average, XXX,XXX (10% increase) jobs reachable within 40 minutes via automobile On average, XX,000 (20% increase) jobs reachable within 20 minutes via transit On average, 122,000 (20% increase) jobs reachable within 40 minutes via transit
OBJECTIVE: Minimize the percentage of total vehicle miles traveled under congested conditions			
<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Efficient mobility of people and freight is an important element of a vibrant economy.	Total vehicle miles traveled under congested conditions: Daily: 5% Peak Periods 10.3% 8.6 Annual Hours of Peak Hour Excessive Delay Per Capita <i>2018 Travel Demand Model on functionally classified Collectors and above, 2017 RITIS</i>	Total vehicle miles traveled under congested conditions: Daily: <5% Peak Periods <10% <12 Annual Hours of Peak Hour Excessive Delay Per Capita	Total vehicle miles traveled under congested conditions: Daily: <5% Peak Periods <10% <12 Annual Hours of Peak Hour Excessive Delay Per Capita
OBJECTIVE: Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time.			
<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Freight carriers, commuters and businesses need reliable and consistent travel times to ensure the on-time delivery of goods and most efficiently use their time.	AM Peak Region-wide Uncertainty Index: 1.43 PM Peak Region-wide Uncertainty Index: 1.55 <i>Calculated from Jan-Dec 2017 INRIX data, arterials and above</i> 77% of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold 71% of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold Truck Travel Time Reliability Index: 1.85 <i>2018 ODOT</i>	Region-wide Uncertainty Index: 1.3 85% of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold 80% of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold Truck Travel Time Reliability Index: <1.5	Region-wide Uncertainty Index: 1.25 85% of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold 80% of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold Truck Travel Time Reliability Index: <1.5

Attachment A:
2020-2050 Columbus Area Metropolitan Transportation Plan
Objectives, Performance Measures, and Targets

GOAL: Create **sustainable neighborhoods** to improve residents' quality of life

OBJECTIVE: Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Complete streets allow for transportation choices, which enhance quality of life.	14% of MORPC member communities have adopted complete streets policies or policies that contain those elements.	20% of MORPC member communities have adopted complete streets policies or policies that contain those elements.	100% of MORPC member communities have adopted complete streets policies or policies that contain those elements.

OBJECTIVE: Increase the amount of bicycle and pedestrian infrastructure.

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Sustainable neighborhoods provide adequate bicycle and pedestrian infrastructure to provide viable transportation options.	700 miles of bikeways 40% of arterials and collectors have sidewalks* <i>2018 MORPC Bikeway, Sidewalk Inventories</i>	820 miles of bikeways (17% increase) 45% of arterials and collectors have sidewalks	1,050 miles of bikeways (50% increase) 85% of arterials and collectors have sidewalks

OBJECTIVE: Target infrastructure development to serve a higher number of people and jobs

<i>Rationale</i>	<i>2020 MTP Benchmark*</i>	<i>2025 Target*</i>	<i>2050 Target*</i>
Sustainable neighborhoods provide adequate bicycle and pedestrian infrastructure to provide viable transportation options.	XX% of population live within 3/4 mile of arterial or collector roadway XX% of jobs are located within 3/4 mile of arterial or collector roadway XX% of population live within 3/4 mile of a transit stop XX% of jobs are located within 3/4 mile of a transit stop XX% of population live within 3/4 mile of a bikeway XX% of jobs are located within 3/4 mile of a bikeway	XX% of population live within 3/4 mile of arterial or collector roadway (5% increase) XX% of jobs are located within 3/4 mile of arterial or collector roadway (5% increase) XX% of population live within 3/4 mile of a transit stop (5% increase) XX% of jobs are located within 3/4 mile of a transit stop (5% increase) XX% of population live within 3/4 mile of a bikeway (5% increase) XX% of jobs are located within 3/4 mile of a bikeway (5% increase)	XX% of population live within 3/4 mile of arterial or collector roadway (20% increase) XX% of jobs are located within 3/4 mile of arterial or collector roadway (20% increase) XX% of population live within 3/4 mile of a transit stop (20% increase) XX% of jobs are located within 3/4 mile of a transit stop (20% increase) XX% of population live within 3/4 mile of a bikeway (20% increase) XX% of jobs are located within 3/4 mile of a bikeway (20% increase)

OBJECTIVE: Increase the number of bike/pedestrian miles traveled on COG trails annually.

<i>Rationale</i>	<i>2020 MTP Benchmark</i>	<i>2025 Target</i>	<i>2050 Target</i>
Central Ohio Greenways (COG) are an integral component connecting sustainable neighborhoods around the region.	11.5 million COG bike/pedestrian miles traveled annually (7-county area)	14 million COG bike/pedestrian miles traveled annually (7-county area)	25 million COG bike/pedestrian miles traveled annually (7-county area)

*Data under development

Attachment A:
2020-2050 Columbus Area Metropolitan Transportation Plan
Objectives, Performance Measures, and Targets

GOAL: Increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures	OBJECTIVE: Increase the percentage of funding from non-public sources on transportation projects on functionally classified Principal Arterials and above			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Creative funding partnerships are a result of regional collaboration and seeking out innovative solutions.	0.7% of funding is from non-public sources <i>Projects starting FY2016-18</i>	5% of funding from non-public sources	10% of funding from non-public sources
	OBJECTIVE: Increase the number of projects utilizing innovative initiatives on functionally classified Principal Arterials and above			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Encourage initiatives that advance innovation and partnership to deliver and build projects efficiently.	6% of projects utilized innovative initiatives <i>Projects completed with Every Day Counts initiatives utilized or fiber optic infrastructure included for projects 2017-2018</i>	8% of projects utilized innovative initiatives	15% of projects utilized innovative initiatives
	OBJECTIVE: Increase the percentage of functionally classified Minor Arterials and above facilities employing coordinated Intelligent Transportation System (ITS) technologies, and increase the percentage of all facilities that incorporate digital infrastructure.			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	ITS provides for maximization of capacity on existing facilities and real-time response to incidents and security issues.	20% of mileage utilizes coordinated ITS technologies XX% of network incorporates digital infrastructure*	30% of mileage utilizes coordinated ITS technologies. XX% of network incorporates digital infrastructure*	90% of mileage utilizes coordinated ITS technologies. XX% of network incorporates digital infrastructure*
	OBJECTIVE: Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of functionally classified Principal Arterials and above with video surveillance			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Surveillance capabilities allow for real-time response to incidents and security issues.	81% transit vehicles and facilities with surveillance capabilities 40% of functionally classified Principal Arterials and above are under video surveillance <i>2017 COTA, DATAbus and ODOT Inventories</i>	90% transit vehicles and facilities with surveillance capabilities 50% of functionally classified Principal Arterials and above under video surveillance	100% transit vehicles and facilities with surveillance capabilities 90% of functionally classified Principal Arterials and above under video surveillance
	OBJECTIVE: Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Smart streets policies are a tool communities can use to integrate technology into transportation projects.	0% of MORPC member communities have adopted smart streets policies or policies that contain those elements.	XX% of MORPC member communities have adopted smart streets policies or policies that contain those elements*	XX% of MORPC member communities have adopted smart streets policies or policies that contain those elements*

*Target-setting to be informed by Smart Region Task Force recommendations, which are currently in development

Attachment A:
2020-2050 Columbus Area Metropolitan Transportation Plan
Objectives, Performance Measures, and Targets

GOAL: Use public investments to benefit the health, safety, and welfare of people	OBJECTIVE: Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	The transportation system should equally serve all of the region's population.	Average trip travel time for disadvantaged populations is 5% less than the regional average trip travel time <i>2018 Travel Demand Model</i>	Average trip travel time for disadvantaged populations within 5% of regional average trip travel time	Average trip travel time for disadvantaged populations within 5% of regional average trip travel time
	OBJECTIVE: Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of a useful life			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Maintenance and enhancement of existing infrastructure ensures the maximum lifespan and safe use of public investments	60% of pavements of the Interstate System in Good condition 0.1% of pavements of the Interstate system in Poor condition 41% of pavements of the non-interstate NHS in Good condition 1.3% of pavements of the non-Interstate NHS in Poor condition <i>2017 ODOT</i> XX% of Federal-aid non-NHS pavements in Good condition* XX% of Federal-aid non-NHS pavements in Poor condition* 77% of NHS bridge deck area classified as in Good condition 1.2% of NHS bridge deck area classified as in Poor condition <i>2018 ODOT</i> XX% of Non-NHS bridge deck area classified as in Good condition* X% of Non-NHS bridges deck area classified as in Poor condition* 12% of revenue vehicles that exceed the useful life benchmark 51% of non-revenue service vehicles that exceed the useful life benchmark 63% of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	>50% of pavements of the Interstate System in Good condition <1% of pavements of the Interstate system in Poor condition >35% of pavements of the non-interstate NHS in Good condition <3% of pavements of the non-Interstate NHS in Poor condition > 50% of Federal-aid non-NHS pavements in Good condition <5% of Federal-aid non-NHS pavements in Poor condition >70% of NHS bridge deck area classified as in Good condition <5% of NHS bridge deck area classified as in Poor condition >60% of Non-NHS bridge deck area classified in Good condition <10% of Non-NHS bridge deck area classified in Poor condition 0% of revenue vehicles that exceed the useful life benchmark 20% of non-revenue service vehicles that exceed the useful life benchmark 25% of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	>50% of pavements of the Interstate System in Good condition <1% of pavements of the Interstate system in Poor condition >35% of pavements of the non-interstate NHS in Good condition <3% of pavements of the non-Interstate NHS in Poor condition > 50% of Federal-aid non-NHS pavements in Good condition <5% of Federal-aid non-NHS pavements in Poor condition >70% of NHS bridge deck area classified as in Good condition <5% of NHS bridge deck area classified as in Poor condition >60% of Non-NHS bridge deck area classified in Good condition <10% of Non-NHS bridge deck area classified in Poor condition 0% of revenue vehicles that exceed the useful life benchmark 20% of non-revenue service vehicles that exceed the useful life benchmark 25% of facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
	OBJECTIVE: Reduce the number of fatalities and serious injuries from crashes			
	Rationale	2020 MTP Benchmark	2025 Target	2050 Target
	Crash reduction is a direct measurement of safety.	0.74 fatalities per 100 million VMT 6.11 serious injuries per 100 million VMT Number of fatalities: 106 Number of serious injuries: 868 Number of non-motorized fatal and serious injuries: 145 <i>Average number of crashes occurring 2013-2017</i>	0.69 fatalities per 100 million VMT 5.64 serious injuries per 100 million VMT 8% reduction in fatalities and serious injuries 8% reduction in non-motorized fatalities and serious injuries <i>(1% annual reduction)</i>	0.54 fatalities per 100 million VMT 4.43 serious injuries per 100 million VMT 27% reduction in fatalities and serious injuries 27% reduction in non-motorized fatalities and serious injuries <i>(1% annual reduction)</i>

*Data under development

Attachment B:
National Performance Measures and Targets

The US DOT Performance Management process requires that states develop baseline data and establish performance measure targets in three areas: safety (TPM1); pavement and bridge conditions (TPM2); and system performance (TPM3). Safety targets are re-established annually while the targets for the others are established every four years. ODOT establishes their safety targets in August of each year. ODOT established their targets for the other on May 17, 2018. MPO's establish targets not later than 180 days after the date on which the State DOT establishes targets for the required performance measures. For all but two of the measures, MPO's can choose to either support the state DOT's targets or identify their own. For two of the measures—Peak Hour Excessive Delay (PHED) and Percent Non-Single Occupancy Vehicle (Non-SOV) Travel—State DOT's and MPO's must establish a single urbanized area target. In addition, MPO's must also establish targets with regard to transit in conjunction with the transit operators and their Transit Asset Management Plan requirements. 4-year targets are required for all measures and 2- and 4-year targets are required for some. Both ODOT and MORPC targets are provided in the table below.

National Performance Measure	Benchmark (MPO Area Baseline)	ODOT 2-year Target	ODOT 4-year Target	MORPC 2-year Target	MORPC 4-year Target
TPM1: Safety	0.74 fatalities per 100 million VMT 6.11 serious injuries per 100 million VMT Number of fatalities: 106 Number of serious injuries: 868 Number of non-motorized fatal and serious injuries: 145 <i>average number of crashes occurring 2013-2017</i>	1% Annual Reduction	1% Annual Reduction	Support ODOT's Target	Support ODOT's Target
National Performance Measure	Benchmark (Urbanized Area Baseline)	ODOT 2-year Target	ODOT 4-year Target	MORPC 2-year Target	MORPC 4-year Target
TPM2: Pavement & Bridge	60% of pavements of the Interstate System in Good condition 0.1% of pavements of the Interstate system in Poor condition 41% of pavements of the non-interstate NHS in Good condition 1.3% of pavements of the non-Interstate NHS in Poor condition 77% of NHS bridge deck area classified as in Good condition 1.2% of NHS bridge deck area classified as in Poor condition 2018 ODOT	n/a n/a >35% of pavements of the non-interstate NHS in Good condition <3% of pavements of the non-Interstate NHS in Poor condition >50% of NHS bridge deck area classified as in Good condition <5% of NHS bridge deck area classified as in Poor condition	>50% of pavements of the Interstate System in Good condition <1% of pavements of the Interstate system in Poor condition >35% of pavements of the non-interstate NHS in Good condition <3% of pavements of the non-Interstate NHS in Poor condition >50% of NHS bridge deck area classified as in Good condition <5% of NHS bridge deck area classified as in Poor condition	n/a n/a >35% of pavements of the non-interstate NHS in Good condition <3% of pavements of the non-Interstate NHS in Poor condition >70% of NHS bridge deck area classified as in Good condition <5% of NHS bridge deck area classified as in Poor condition	>50% of pavements of the Interstate System in Good condition <1% of pavements of the Interstate system in Poor condition >35% of pavements of the non-interstate NHS in Good condition <3% of pavements of the non-Interstate NHS in Poor condition >70% of NHS bridge deck area classified as in Good condition <5% of NHS bridge deck area classified as in Poor condition
National Performance Measure	Benchmark (MPO Area Baseline)	ODOT 2-year Target	ODOT 4-year Target	MORPC 2-year Target	MORPC 4-year Target
TPM3: Travel Time Reliability, Truck Travel Time Reliability	77% of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold 71% of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold Truck Travel Time Reliability Index: 1.85 2017 ODOT, RITIS	85% of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold n/a Truck Travel Time Reliability Index: <1.5	85% of Interstate System has Level of Travel Time Reliability Ratio less than federal threshold 80% of non-Interstate NHS has Level of Travel Time Reliability Ratio less than federal threshold Truck Travel Time Reliability Index: <1.5	Support ODOT's Target n/a Truck Travel Time Reliability Index: <1.5	Support ODOT's Target Support ODOT's Target Truck Travel Time Reliability Index: <1.5
National Performance Measure	Benchmark (Urbanized Area Baseline)	Columbus Urban Area 2-year Target	Columbus Urban Area 4-year Target	Columbus Urban Area 2-year Target	Columbus Urban Area 4-year Target
TPM3: Person Hours of Excessive Delay	8.6 Annual Hours of Peak Hour Excessive Delay Per Capita 2017 ODOT, RITIS	n/a	<12 Annual Hours of Peak Hour Excessive Delay Per Capita	n/a	<12 Annual Hours of Peak Hour Excessive Delay Per Capita
National Performance Measure	Benchmark (MPO Area Baseline)	Columbus Urban Area 2-year Target	Columbus Urban Area 4-year Target	Columbus Urban Area 2-year Target	Columbus Urban Area 4-year Target
TPM3: Non-SOV Travel	18% non-Single Occupancy Vehicle (SOV) travel 2012-2016 American Community Survey	18.2% non-Single Occupancy Vehicle (SOV) travel	19% non-Single Occupancy Vehicle (SOV) travel	18.2% non-Single Occupancy Vehicle (SOV) travel	19% non-Single Occupancy Vehicle (SOV) travel
National Performance Measure	Benchmark (Urbanized Area Baseline)	ODOT 2-year Target	ODOT 4-year Target	MORPC 2-year Target	MORPC 4-year Target
TPM3: Total Emission Reductions	VOC (kg/day): 183.86 NOx (kg/day): 411.87 PM2.5 (kg/day): 12.55 2014-2017 Baseline, CMAQ Performance Plan	VOC (kg/day): 69.0 NOx (kg/day): 537.0 PM2.5 (kg/day): 36 (Statewide target)	VOC (kg/day): 69.0 NOx (kg/day): 537.0 PM2.5 (kg/day): 36 (Statewide target)	VOC (kg/day): 14.0 NOx (kg/day): 42.0 PM2.5 (kg/day): 1.1	VOC (kg/day): 24.0 NOx (kg/day): 74.0 PM2.5 (kg/day): 2.3
National Performance Measure	Benchmark (MPO Area Baseline)	ODOT 2-year Target	ODOT 4-year Target	MORPC 2-year Target	MORPC 4-year Target
Transit Asset Management	12% of revenue vehicles (all asset classes) exceed the useful life benchmark 53% of non-revenue automobiles exceed the useful life benchmark 57% of non-revenue trucks exceed the useful life benchmark 41% of other non-revenue equipment exceed the useful life benchmark 73% of Passenger & Parking facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale 14% of Admin/Maintenance facilities are rated less than 3.0 on TERM Scale 2018 COTA, DATABus & MORPC TAM Plans combined percentages	ODOT established targets for their own Transit Assets.	ODOT established targets for their own Transit Assets.	0% of revenue vehicles exceed the useful life benchmark 16% of non-revenue automobiles exceed the useful life benchmark 40% of non-revenue trucks exceed the useful life benchmark 20% of other non-revenue equipment exceed the useful life benchmark 50% of Passenger & Parking facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale 0% of Admin/Maintenance facilities are rated less than 3.0 on TERM Scale	0% of revenue vehicles exceed the useful life benchmark 16% of non-revenue automobiles exceed the useful life benchmark 40% of non-revenue trucks exceed the useful life benchmark 20% of other non-revenue equipment exceed the useful life benchmark 50% of Passenger & Parking facilities are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale 0% of Admin/Maintenance facilities are rated less than 3.0 on TERM Scale



Mid-Ohio Regional Planning Commission Commission Meeting Minutes

Date: October 11, 2018
Time: 1:30 p.m.
Location: Scioto Conference Room

Commission Members

Chris Amorose Groomes
Karen Angelou
Herb Asher
Jeff Benton
Pat Blayney
Ron Bullard
Steve Campbell
Franklin Christman
Ben Collins
Karl Craven
Brad Ebersole
Jennifer Gallagher
Matt Greeson
Glen Hacker
Tim Hansley
Tracy Hatmaker
Dan Havener

Alex Heckman
Tom Homan
Pamela Hykes O'Grady
Erik Janas
Steve Kennedy
Tom Kneeland
Bill LaFayette
Greg Lestini
Glen Marzluf
Dana McDaniel
Rory McGuiness
Bonnie Michael
Mitch Noland
Megan O'Callaghan
R. Michael Pettit
Eric Phillips
Dan Ralley for Ted Staton

Cornell Robertson
Allen Rothermel
David Scheffler
Jim Schimmer
Don Schonhardt
Kent Shafer
Alana Shockey
David Simmons
Ike Stage
Joe Stefanov
Steve Stolte
Kevin Vaughn
Christie Ward
Nancy White
Claire Yoder

Policy Committee Members

Kristen Easterday for Tory
Richardson
Joanna Pinkerton

Isaac Robinson
Thom Slack
Dan Sowry

Carrie Woody

MORPC Staff

Bernice Cage
Kerstin Carr
Mark Crosten
Terri Flora
Mary Ann Frantz
Joe Garrity
Nick Gill

Shawn Hufstедler
Eileen Leuby
William Murdock
Christina O'Keeffe
Shari Saunders
Aaron Schill
Bevan Schneck

Brian Shang
Susan Tsen
Thea Walsh
Liz Whelan
Brandi Whetstone
Brian Williams

Guests

Frederic Bertley, COSI
Megan Matkra, West Erie Realty
Justin Milam, City of Upper Arlington
Nick Plouck, City of Dublin
Robert Priestas, City of Gahanna

J.M. Rayburn, City of Dublin
Morgan Schroeder, Strand Associates
Steve Tugend, Kegler Brown Hill + Ritter
Paul Wise, Genoa Township

Meeting Called to Order

Chair Rory McGuiness called the Commission Meeting to order at 1:30 p.m. followed by the pledge of allegiance.

Chair McGuiness introduced guests Dan Ralley and Justin Milam from the City of Upper Arlington, Rob Priestas from the City of Gahanna, Morgan Schroeder from Strand Associates, and Nick Plouck

and Jay Rayburn from the City of Dublin. Chair McGuiness introduced new member Alana Shockey from the City of Columbus.

Chair McGuiness serves as the Chair of the Alcohol, Drug and Mental Health Board of Franklin County (ADAMH). ADAMH's mural campaign is aimed at raising mental health and drug addiction awareness. The official unveiling of the Gahanna mural is Sunday, October 14, 4-6 p.m. in the Creekside area.

Community Leader Spotlight: COSI – Frederic Bertley, COSI Chief Executive Officer

Dr. Frederic Bertley presented the [2018 COSI Year in Review](#). The year revolved around inspiration through partnerships, university partnerships, education programs, adult programming, and community engagement. The American Museum of Natural History's first partnership is with COSI. COSI's new mission and vision is to engage, inspire and transform lives and communities by being the best partner in science, technology, and industry learning. The COSI Science Festival is a four-day event, May 1-4. The first three days are in different Central Ohio communities. The last day is at COSI. Contact Dr. Bertley if you want to be involved.

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

Round 2 of the Competitive Advantage Projects is underway. MORPC partners with Columbus 2020 and works with counties, local business and communities to list the top four or five projects for each county. The first list, completed in 2017, is being updated in time to share with the new congressional and state legislators.

MORPC takes your investment very seriously. Team Members have completed the Return On Investment (ROI) information for your community. The ROI's are being sent soon.

The 2018 Summit on Sustainability is Thursday, October 25 at the Hilton Columbus Downtown. So far, 525 people are registered. Majora Carter is the keynote speaker. The lunch panel includes Pecha Kucha style presentations from local, state, and national speakers. The summit also includes breakout sessions and qualifies for professional credits.

October is Energy Awareness Month. MORPC will use social media to highlight the important energy work going on in the region. MORPC's Sustainable2050 members kicked-off Energy Awareness Month by visiting a new solar array in Lancaster. South Central Power Company, Buckeye Power, the Lancaster Area Community Improvement Corporation and the City of Lancaster collaborated on the project. The month will conclude with MORPC's annual Home Weatherization Showcase on October 29.

William Murdock reminded members that this is MORPC Energy & Air Quality Director Christina O'Keeffe's last Commission/Transportation Policy Committee Meeting before she moves on to be Executive Director of the Ohio Air Quality Development Authority (OAQDA). Mr. Murdock expressed his pride in Ms. O'Keeffe and her accomplishments. Ms. O'Keeffe thanked the Commission for the ovation. Ms. O'Keeffe commented that she has worked with good people while at MORPC and seen a lot of good work with the communities. She is a better leader because of her time at MORPC.

- **Quarterly Membership Update – Eileen Leuby, MORPC Membership Services Coordinator**
Eileen Leuby gave the [October 2018 Membership Report](#) highlighting:
 - Member visits
 - Annual Salary & Fringe Benefit Survey
 - Upcoming events

- 2019 Local Government Internship Program

Proposed Resolution 22-18: “Establishing population estimates as a basis for 2019 annual participation fees to be assessed” – Aaron Schill, MORPC Regional Data & Mapping Director

Aaron Schill shared highlights from the population estimates:

- 2.4 million people in Central Ohio
- 1.3 million people in Franklin County
- The region gained 43,000 people last year
- The City of Columbus gained 22,000 people last year
- Half the counties in the region had over one percent growth

Bill LaFayette made a motion to approve Resolution 22-18, second by Joe Stefanov; motion passed.

Committees

Regional Policy Roundtable – Ben Collins (Plain Township), Regional Policy Roundtable Vice Chair

Ben Collins gave the [Regional Policy Roundtable Update](#). Over the summer, the Leadership Strategy Group on Infrastructure Funding engaged in dialogue on funding for unmet transportation needs. The group will meet once more to review and affirm policy solutions that are designed to take care of the current transportation system, plan for future multi-modal mobility needs and provide local governments with needed tools to address local infrastructure improvements.

The Public Policy Agenda Working group has approved draft language for the 2019-2020 Public Policy Agenda. The agenda will be presented to the Regional Policy Roundtable on October 18.

- **Legislative Update – Joe Garrity, MORPC Sr. Government Affairs Coordinator and Steve Tugend, Kegler Brown Hill + Ritter**

Earlier this month, Thea Walsh participated in a meeting on Connected Autonomous Vehicles (CAV) at the state house. The House Transportation & Public Safety Committee is creating a report on the deployment of CAVs, the effect it would have on the state and other smart transportation technologies.

The Federal Communications Commission (FCC) recently approved an order that limits the freedom municipalities have to impose fees or other constraints on 5G small-cell deployments. Prior to its approval, MORPC submitted a letter of opposition to the FCC. The letter was also sent to the Central Ohio Congressional Delegation. MORPC is developing a strategy for next steps. The Central Ohio Mayors and Managers Association (COMMA) is looking at litigation. Thank you to the local governments that submitted letters opposing the rule. While the rule is effective October 14, 2018, it could be delayed depending on the court ruling.

Many seats are open in the Ohio Legislature. Statewide races are extremely close. MORPC has a game plan in place regardless of who is elected. Steve Tugend is happy to facilitate introductions to new legislators.

See the [October 2018 Legislative Update](#) for other legislative news.

Sustainability Advisory Committee – Jim Schimmer, (Franklin County) Sustainability Advisory Committee Chair

Jim Schimmer, Kerstin Carr and Christina O’Keeffe recognized the [Sustainable2050](#) members who completed the pilot program and received certification. Tier Status is determined by a combination of completing three mandatory activities, completion of one or more eligible activities, and carrying out the eligible activities across one or more categories. The following communities and designations were recognized:

- City of Dublin – Platinum
- Genoa Township – Silver
- City of Gahanna – Silver
- Village of Lockbourne – Silver
- City of Upper Arlington - Platinum

Mr. Schimmer, Ms. Carr and Ms. O’Keeffe thanked Cornell Robertson and the Franklin County Engineer’s Office for the street signs that were presented to the honorees. Appreciation was also expressed to MORPC Team Members Jennifer Noll, Brandi Whetstone and Rachael Beeman for their work with the Sustainable2050 program.

Regional Data Advisory Committee – Tom Kneeland (City of Gahanna), Regional Data Advisory Committee Chair

Tom Kneeland announced the Draft Regional Data Agenda, which was presented to the Commission in July, has 5 overarching goals, 21 objectives, and 61 action items. This is the first regional data agenda and is in line with MORPC’s Public Policy and Sustainability Agendas. The Regional Data Advisory Committee (RDAC) has begun the process of selecting the top priorities for 2019 and will finalize them at the next RDAC meeting.

- **Proposed Resolution 23-18: “Adoption of MORPC’s 2019-2020 Regional Data Agenda”**
Ike Stage made a motion to approve Resolution 23-18, second by Bonnie Michael; motion passed.

Transportation Policy Committee – Rory McGuinness (City of Columbus), MORPC Chair

Chair McGuinness called the Transportation Policy Committee Session to order at 2:31 p.m. The session adjourned at 2:46 p.m. Separate minutes are attached.

Commission Consent Agenda

Greg Lestini made a motion to approve the Commission Consent Agenda, second by Pamela Hykes O’Grady; motion passed.

The Commission Meeting adjourned at 2:47 p.m.



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Memorandum

TO: Mid-Ohio Regional Planning Commission
Executive Committee
Officers and Board Members

FROM: Thea J. Walsh, AICP
Director of Transportation Systems and Funding

DATE: November 2, 2018

SUBJECT: Proposed Resolution 25-18: **"Adoption of MORPC's 2018 Title VI Program"**

This resolution is to approve the Title VI/Non-Discrimination Program at MORPC. Given that MORPC receives and sub allocates Federal Transit Administration (FTA) funds, MORPC must fulfill the Title VI requirements and guidelines of the Civil Rights Act of 1964.

Federal regulations require MORPC to produce a Title VI monitoring program which must be approved by MORPC's Transportation Policy Committee every three years.

Items required for a Title VI Program in a metropolitan planning organization (MPO) includes:

- A copy of MORPC's Title VI notice
- MORPC's Title VI discrimination complaint process
- A list of public transportation related Title VI investigations, complaints, or lawsuits
- MORPC's public participation plan
- MORPC's plan for providing language assistance for persons with limited English proficiency
- A table depicting racial breakdown of minorities on relevant MORPC committees
- A description of efforts to ensure subrecipients are complying with Title VI
- A demographic profile of the metropolitan area
- A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process
- Demographic maps that overlay with minority and non-minority populations that demonstrate the impact of state and federal funds in aggregate for public transportation managed by the MPO
- Analyze the impacts of federal funds spent and identify any disparate impacts on the basis of race, color, or national origin, and, if so, identify a substantial legitimate justification for the disparate impact

William Murdock, AICP
Executive Director

Rory McGuiness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary

- A description of the procedures the MPO uses to pass through FTA financial assistance
- MORPC's process to provide assistance to potential subrecipients applying for funding
- MORPC's RFP and contract procedures

MORPC staff believes MORPC is in compliance with the Title VI requirements.

Attachment: Resolution 25-18

RESOLUTION 25-18

“Adoption of MORPC’s 2018 Title VI Program”

WHEREAS, in October 2014 the Governor of Ohio appointed the Mid-Ohio Regional Planning Commission as Designated Recipient ID No. 1310 for the Federal Transit Administration’s (FTA) Section 5310 (*Enhanced Mobility of Seniors and Individuals with Disabilities*) funds for the Columbus Urbanized Area; and

WHEREAS, MORPC is the designated recipient of the Section 5310 Federal Transit Administration (FTA) funds for the Columbus, Ohio urbanized area, that are distributed to sub recipients; and

WHEREAS, MORPC is subject to Title VI of the Civil Rights Act of 1964 and the U.S Department of Transportation’s implementing regulations; and

WHEREAS, the FTA requires all recipients document their compliance by submitting a Title VI Program according to the guidelines provided in FTA Circular 4702.1B to their FTA regional civil rights officer once every three years; now therefore

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

- Section 1. That it approves MORPC’s *2018 Title VI/Non-Discrimination Program* dated November 2018.
- Section 2. That it directs staff to implement, monitor and recommend updates to the Program as needed.
- Section 3. That it directs staff to transmit this resolution and program to the FTA.
- Section 4. That the executive director is authorized to take such other action and execute and deliver such other documents as, acting with the advice of legal counsel, he shall deem necessary and appropriate to carry out the intent of this resolution.
- Section 5. That this Commission finds and determines that all formal deliberations and actions of this Commission concerning and relating to the adoption of this resolution were taken in open meetings of this Commission.

Rory McGuiness
Mid-Ohio Regional Planning Commission

Effective date: November 8, 2018
Submitted by: Thea Walsh, Director, Transportation Systems & Funding
Prepared by: Bernice Cage, Public Information & Diversity Manager, Public & Government Affairs
Mary Ann Frantz, Alternative Transportation Manager, Transportation Systems & Funding
Authority: Ohio Revised Code Section 713.21
For action date: November 8, 2018
Attachment: 2018 Title VI/Non-Discrimination Program



Title VI/Non-Discrimination Program at MORPC

(Focus on Metropolitan Planning Organization)

November 2018

- **Mid-Ohio Regional Planning Commission**
- **FTA Recipient ID: 1310**
- **Columbus, Ohio**

Title VI¹/Non-Discrimination Program
at the
Mid-Ohio Regional Planning Commission
(Focus on Metropolitan Planning Organization)

Report Prepared by MORPC

November 2018

This report was prepared by the Mid-Ohio Regional Planning Commission (MORPC), 111 Liberty St., Columbus, Ohio 43215, 614-228-2663. Funding was provided by the Federal Highway Administration, Federal Transit Administration, Ohio Department of Transportation, and Delaware, Fairfield, Franklin, Licking and Union Counties. The report reflects the views and policies of the Mid-Ohio Regional Planning Commission.

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

¹ Title VI of the U.S. Civil Rights Act of 1964

There are many forms of illegal discrimination based on race, color, or national origin that can limit the opportunity of minorities to gain equal access to services and programs. Among other things, in operating a federally-assisted program, a recipient cannot, on the basis of race, color, or national origin, either directly or through contractual means:

- **Deny program services, aids, or benefits;**
- **Provide a different service, aid, or benefit, or provide them in a manner different than they are provided to others; or**
- **Segregate or separately treat individuals in any matter related to the receipt of any service, aid, or benefit.**

U.S. Department of Justice

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Appendix A – Civil Rights and Non-Discrimination Related Links

Appendix B – Non-Discrimination Clause in MORPC ODOT Agreement

Appendix C – Title Assurances, Self-Certification of Process, Contractors’ Requirements

Appendix D – ODOT Title VI Baseline Assessment Tool – FY2019

Appendix E – Non-Discrimination Complaint Procedure

Appendix F – Responsibilities for Title VI Compliance at MORPC

Appendix G – Public Involvement Plan

Appendix H – Environmental Justice Analysis TIP

Appendix I – Limited English Proficiency Plan
Attachments to Appendix I

Appendix J – Title VI Resolution

Appendix K –Final MORPC 5310 Program Management Plan

Appendix L – Title VI Notice

Appendix N – 2016-2017 Diversity and Inclusion Plan

Appendix O - MORPC Contracting Process Procedures

SUMMARY OF MORPC ONGOING TITLE VI-RELATED ACTIVITIES

Name	Description	Date
Title VI Assurances	DOT Title VI assurances are required by FHWA and FTA. MORPC includes these with the annual MPO self-certification resolution.	May 2018
Data Collection	MORPC is required to collect and map data on Title VI-protected populations in the planning area. This is an on-going activity of the transportation department.	Ongoing
Public Involvement Plan	MORPC is required to proactively encourage public participation – <i>seeking out and considering the needs of those traditionally-underserved</i> – the transportation department maintains a separate public involvement plan.	September 2015
Title VI External Complaint Process	MORPC is required to maintain a complaint process.	Current
Beneficiary Title VI Notifications	MORPC is required to let beneficiaries know MORPC's obligations in regards to Title VI and how complaints can be filed.	Current
LEP (Limited English Proficiency)	MORPC is required to take <i>sound measures and reasonable steps</i> to serve the non-English speaking populations in the area. MORPC takes steps to better reach out to these populations and to produce various materials in different languages.	November 2018
ODOT Title VI Report	ODOT requires this report annually. It is included as an appendix in the transportation planning work program document.	May 2018
Contracts, RFPs, RFQs Reviews	MORPC contracts, RFPs and RFQs are required to include specific Title VI related language. Individual departments and the finance director are responsible for making sure that this is done correctly.	Current

I. INTRODUCTION

A. THIS PROGRAM

This program, in response to FTA C4702.13, provides an overview of the responsibilities that the Mid-Ohio Regional Planning Commission (MORPC) has in regards to the Civil Rights Act of 1964 (and related law) and how these responsibilities are carried out by MORPC. The program focuses primarily on Title VI of the Civil Rights Act and on the Metropolitan Planning Organization (MPO) functions at MORPC (see U.S. Code Title 23, section 134 and Title 49, section 5303). MORPC documents some of its non-discrimination-related activities in other reports and these are referenced and/or the current versions are included herein.

The information presented in this program is current as of the date of the report and will continue to provide an overview of Title VI and related non-discrimination activities and requirements. However, all of the information is subject to change and revision in accordance with new legislation, rules and policies at the federal, state, or MORPC levels, or due to MORPC updates of various documents. Therefore, it is strongly recommended that the MORPC staff or MORPC website and other internet links in Appendix A be consulted for the latest information.

This program is intended to serve three primary audiences and purposes:

- **Federal and State Oversight Agencies** – To provide information to state and federal oversight agencies on how MORPC carries out its responsibilities in regards to Title VI and related non-discrimination requirements.
- **MORPC Staff** – As a reference for MORPC staff on Title VI-related requirements and responsibilities and procedures that MORPC follows related to non-discrimination.
- **General Public** - Information for the general public on the non-discrimination regulations that MORPC is obligated to follow (due to being a federal fund recipient and a public entity) and how MORPC responds to these requirements.

It should be noted that MORPC is responsible, contractually, to various jurisdictions in carrying out and properly and sensitively following non-discrimination requirements. The state and federal governments have significant oversight responsibility for MORPC in regards to non-discrimination, and for some MORPC funding sources, local governments or other entities also may have an oversight role. (See Appendix B.)

B. CIVIL RIGHTS ACT OF 1964 AND TITLE VI

At a time when significant amounts of open, overt and even government-sanctioned discrimination still existed against Americans of African descent across the United States, the U.S. Congress passed the landmark Civil Rights Act of 1964. President Lyndon Johnson signed the Civil Rights Act of 1964 into law on July 2, 1964.

In considering the Title VI legislation, one senator addressed how North Carolina hospitals received substantial federal monies for construction, that such hospitals discriminated against blacks as

patients and as medical staff, and that, in the absence of legislation, judicial action was the only means to end these discriminatory practices:

"That is why we need Title VI of the Civil Rights Act, H.R. 7152 - to prevent such discrimination where Federal funds are involved. . . . Title VI is sound; it is morally right; it is legally right; it is constitutionally right. . . . What will it accomplish? It will guarantee that the money collected by colorblind tax collectors will be distributed by Federal and State administrators who are equally colorblind. Let me say it again: The title has a simple purpose - to eliminate discrimination in Federally-financed programs."

Full integration and equal rights for blacks had reached an unstoppable momentum despite the lingering efforts of some governments and individuals to maintain and justify segregationist practices and policies of the past. Today, discrimination against various groups, often in a less blatant way than in 1964 and usually not sanctioned by law, continues as a significant issue. Unintentional discrimination, perhaps through policies or procedures that have the unintended result of discriminating against particular persons or groups, is also an issue today.

The Civil Rights Act of 1964 included eleven titles. Title VI, the primary focus of this program because of its particular applicability to the MPO and MORPC, addressed discrimination in federally-funded programs and activities. A widely-used passage related to Title VI sums up what the title is about:

No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance (42 USC 2000 Section 601).

This made entities that receive federal funding, such as MORPC, directly subject to the federal Civil Rights Act and requirements to operate in accordance with federal non-discrimination law. Current Title VI law requires non-discrimination in all programs and activities, whether federally-funded or not, of those who receive federal funds.

The term "program or activity" and the term "program" mean all of the operations of:

- a. A department, agency, special purpose district, or other instrumentality of a state or of a local government; or
- b. The entity of such state or local government that distributes such assistance and each such department or agency (and each other state or local government entity) to which the assistance is extended, in the case of assistance to a state or local government;

Any part of which is extended federal financial assistance. 42 U.S.C. § 2000d-4a(1)

In the 50-plus intervening years, following the passage of the 1964 Civil Rights Act, the specific applicability of the Act has been clarified or expanded to include more than race, color and national origin. Discrimination protections based on age, handicap/disability, sex, religion, limited English proficiency, and income level have also been included in various federal statutes, regulations, executive orders, and policies.

MORPC and other federal fund recipients must adjust their programs and policies to conform with these requirements, as well. Federal, state and local discrimination prohibitions against lesbian, gay, bi-sexual, and transgender (LGBT) individuals also are common (e.g., see June 2010 HUD press release No. 10-119).

Many programs have two recipients. The *primary* recipient or conduit directly receives the federal financial assistance. The primary recipient then distributes the federal assistance to a *subrecipient* to carry out a program. Both the primary recipient and subrecipient must act in accordance with Title VI. MORPC is a primary and subrecipient.

The specific Title VI-related activities discussed in this program are mostly in response to regulations and directives of the U.S. Department of Transportation (DOT), particularly the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). DOT Title VI implementing regulations are contained in the Code of Federal Regulations, 49 CFR 21.

C. AUTHORITIES

Most federal agencies have adopted regulations that prohibit recipients of federal funds from using criteria or methods of administering their programs that have the *effect* of subjecting individuals to discrimination based on race, color, or national origin. The Supreme Court has held that such regulations may validly prohibit practices having a disparate impact on protected groups, even if the actions or practices are not intentionally discriminatory. *Guardians*, 463 U.S. 582; *Alexander v. Choate*, 469 U.S. at 292-94; see *Elston v. Talladega County Board of Education*, 997 F.2d 1394, 1406 (11th Cir.), *reh'g denied*, 7 F.3d 242 (11th Cir. 1993).

While each federal agency extending federal financial assistance has primary responsibility for implementing Title VI with respect to its recipients, overall coordination in identifying legal and operational standards, and ensuring consistent application and enforcement, rests with the Civil Rights Division of the Department of Justice.

Title VI claims against an entity such as MORPC may be proven under two primary theories:

- Intentional discrimination/disparate treatment; and
- Disparate impact/effects.

The first refers to intentional discrimination based on race, color, or national origin. The second refers to actions that use a neutral procedure or practice that has a disparate impact on individuals of a particular race, color, or national origin, and when such a practice lacks a "substantial legitimate justification."

The documents below are some of the major federal civil rights-related legislation, regulations, executive orders, and federal agency guidance that MORPC is subject to. These are generally listed chronologically by date enacted and are not all-inclusive. See Appendix A for links to actual documents and other related information.

- ❖ [Title VI of the Civil Rights Act of 1964](#) (42 U.S.C. 2000) – prohibits discrimination on the grounds of race, color, or national origin

- ❖ [1970 Uniform Act \(42 USC 4601\)](#) – related to persons displaced/property acquired
- ❖ [Federal-aid Highway Act of 1973 \(23 U.S.C. 324\)](#) – prohibits discrimination on the basis of sex
- ❖ [Section 504 of the Rehabilitation Act of 1973 \(29 U.S.C. 794\)](#) – prohibits discrimination based on handicap/disability
- ❖ [Age Discrimination Act of 1975 \(42 U.S.C. 6101\)](#) – prohibits discrimination based on age
- ❖ [Implementing Regulations \(49 CFR 1.51, 49 CFR 21 and 23 CFR 200\)](#) – U.S. DOT and FHWA Title VI implementing regulations
- ❖ [Federal Transit Laws](#) Title 49 U.S.C. Chapter 53 as amended by MAP-21
- ❖ [Civil Rights Restoration Act of 1987 \(P.L. 100-259\)](#) – restored original intent and scope of Title VI to include all programs and activities of federal-aid recipients and contractors whether federally-funded or not
- ❖ [Fair Housing Act Amendments of 1988 \(42 U.S.C. 3601-3631\)](#) – adds religion as a protected group for relocation purposes
- ❖ [Americans with Disabilities Act of 1990 \(P.L. 101-336\)](#) – non-discrimination based on disability
- ❖ [DOT Order 1000.12](#) – implementation of DOT Title VI Program
- ❖ [Executive Order 12250](#) – (28 CFR 42.401) Department of Justice coordination of enforcement of non-discrimination in federally assisted programs
- ❖ [Executive Order 12898 \(EJ\) in 1994](#) – federal actions to address equity and fairness in minority and low-income populations (“Environmental Justice”)
- ❖ [Executive Order 13166 \(LEP\) in 2000](#) – requires meaningful access to services for people with limited English proficiency

D. STATE OF OHIO NON-DISCRIMINATION LAWS

The State of Ohio also includes many of the same non-discrimination requirements as the federal government in various sections of the Ohio Revised Code, Ohio Administrative Code, Executive Orders, and other documents. The location for some of this information is Section 4112 of the ORC. MORPC, in all of its functions, is also subject to following these state laws and regulations.

E. MORPC ORGANIZATION AND FUNDING

MORPC is organized per sections 713.21 and 713.23 of the Ohio Revised Code as a “Regional Planning Commission” (RPC) and serves member jurisdictions in the Central Ohio area. The MORPC Transportation Policy Committee acts as the “Metropolitan Planning Organization” or “MPO” for the Columbus Urbanized Area (see “Prospectus” in MORPC Transportation Planning Work Program – link in Appendix A) as designated by the Ohio Governor and U.S. Department of Transportation.

MORPC has served as the MPO (or “Transportation Study”) since 1964 and as a planning entity per the Ohio Revised Code since 1943 (under different organizational arrangements and names). The current organization, under the name “Mid-Ohio Regional Planning Commission,” was formed in 1969.

MORPC currently includes four major “production” departments: 1) Transportation Systems and Funding (the “MPO”); 2) Data and Mapping; 3) Planning and Environment; and 4) Energy and Air Quality. Energy and Air Quality includes a home weatherization and housing rehab component, and within Transportation Systems and Funding there is a separate demand management program that provides ridesharing services in 15 counties. MORPC also includes several “support” departments including Executive Management, Finance, Information Technology, and Public and Government Affairs.

MORPC is an independent, voluntary membership-run planning entity and receives part of its operations funding from member dues, which are also used to match grants. The MPO service area includes Delaware and Franklin Counties, and portions of northwest Fairfield County, southeast Union County and southwest Licking County.

The current MPO geographic area was generally established in 1973 except that portions of middle and northern Delaware County, not previously included in the MPO, were added in the early 1990s. Due to the increasing spread of urban growth beyond the central county in the past decade or so, and due to the larger 8-county U.S. Census Bureau-defined metropolitan statistical area, MPO work considers and sometimes includes, or extends into, areas beyond the MPO boundary.

MORPC is governed by a “commission” (or “board”) composed of officials appointed from member governments per MORPC bylaws and articles of agreement. The MPO is governed by the “Transportation Policy Committee” under advisement from the Transportation Advisory Committee and the Community Advisory Committee. The Transportation Policy Committee includes the members of the Commission who are from geographic areas within the MPO boundary and some additional members, per Transportation Policy Committee bylaws.

Board Diversity – To understand and effectively serve the needs of a diverse population, an organization’s board needs to have the perspective of diverse voices at the table. In June 2018, MORPC conducted a survey of its Board members which also requested racial and ethnic minority representation. Out of a total of 134 respondents:

- 30% female
- 70% male
- 8% African American
- 1% Hispanic
- 1% Native American
- 90% Caucasian
- 27% between the ages of 25-44
- 58% between the ages of 45-64
- 15% the age of 65 or older

MORPC operates differently from most public entities in that agency funding comes not from a committed or dedicated tax source but from the voluntary participation of local governments, and from performing work associated with various grants and agreements, which can change over time. These grants and agreements are from federal agencies, the State of Ohio, local governments, utility companies, foundations, and from other public and private entities, to perform, implement or administer specific programs, services or studies.

The funding for a large portion of this work comes directly or indirectly from the federal government, often through state agency recipients. Sometimes these funds come through other subrecipients. The primary federal agencies that provide funding to MORPC include the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), the Department of Energy (DOE), and the Department of Health and Human Services (HHS). MORPC currently operates three major programs, which normally provide the bulk of federal funding to the agency:

- Transportation/MPO functions funded by the DOT
- Home Weatherization program funded by the DOE & HHS
- Housing programs funded by HUD

Section 5310 Funds

PROVIDING ASSISTANCE TO SUBRECIPIENTS Chapter III, 11

MORPC is the Designated and Primary Recipient of FTA Section 5310 funds in the Columbus, Ohio urbanized area. MORPC passes Section 5310 funds through to subrecipients as required by the grant program. MORPC is in the process of developing agreements/contracts using FFY 2016 and 2017 funds executed with FTA with the following subrecipients.

- Alpha Group of Delaware County
- American Red Cross
- Arch Express
- Association for the Developmentally Disabled
- Canal Winchester Senior Transportation Services
- Clintonville Beechwold Community Resource Center
- Grove City
- Groveport
- Heritage Day Health Centers
- LifeCare Alliance
- National Church Residences
- Netcare Access
- SourcePoint

Subrecipients are to be held to the same non-discrimination standards and accountable to the FTA Master Agreement as well as more defined guidelines based on their particular projects as MORPC when using these funds. Each subrecipient is also responsible to complete FTA's Certification and Assurances each federal fiscal year as they become available.

Subrecipients can access MORPC's Title VI notice of rights, complaint form and procedures and adopted policies at <http://www.morpc.org/title-vi/>. All Title VI complaints regarding services

provided with Section 5310 funds are to be addressed to MORPC as well as the recipient using MORPC's complaint procedures.

Sample notices, procedures, demographic and other information will be coordinated and provided by MORPC to assist subrecipients in their Title VI compliance.

MONITORING SUBRECIPIENTS Chapter III, 12

MORPC has developed a process and schedule to track subrecipients Title VI Program compliance and submissions. MORPC's grant administrator will perform site visits as appropriate to each subrecipient to ensure their projects are in compliance with the signed agreement and FTA standards. The administrator will receive reports that will be entered into FTA TrAMS.

As required by the project, selected subrecipients will submit invoices to MORPC for reimbursement. Additional information may be requested in the event documentation is needed for reimbursement to ensure they are in compliance.

Conduct Equity Analysis for Determination of Site or Location of Facilities Chapter III, 13

MORPC and its subrecipients do not use FTA funds to determine the location of a new facility or make renovations to existing facility. No projects require an equity analysis for land acquisition and the displacement of persons from their residences or businesses.

Procedures MORPC uses to pass through FTA financial assistance to subrecipients in a non-discriminatory manner Chapter VI, 2, c (2)

MORPC has a Section 5310 Program Management Plan (PMP) approved by FTA. The PMP documents the pass through of FTA financial assistance to subrecipients in a nondiscriminatory manner. As part of the Section 5310 funding request process, Title VI data collection and general reporting requirements, Limited English Proficiency Requirements and FTA Certification and Assurances is required. A description of procedures to request funding is also included in the PMP. (See Appendix K.)

When funding becomes available, MORPC submits a press release, posts on MORPC's website and social media, sends email blasts and mails post cards to potential subrecipients. MORPC's email and USPS mailing lists are inclusive of minority population organizations.

Each applicant is required as part of its Section 5310 funding request to provide information relating to the clientele to be served by the project, including the number of minority individuals broken down by African American, Hispanic, Asian or Pacific Islander, Native American, and Asian-Indian population groups. MORPC's Title VI complaint process will be used to solicit any complaints based on perceived discrimination based on race, color, or national origin. As a Designated and Primary Recipient, MORPC will monitor subrecipients with regard to Title VI.

Procedures MORPC uses to provide assistance to potential subrecipients applying for funding, including its efforts to assist applicants that would serve predominantly minority populations. Chapter VI, 2, c (3)

As stated in MORPC's PMP when the funding cycles are announced the selection process is open and transparent, and every effort will be made to reach multiple agencies that provide services to the primary target populations, ensuring equity of access to the benefits of the grant programs among eligible groups, as required by Title VI of the Civil Rights Act.

MORPC contacts interested parties representing all segments of the study area, including advocates for people with disabilities, the elderly and minority populations have been maintained. In addition to mailing announcements and web postings, funding availability will be communicated using MORPC's Transportation Public Involvement Plan. (See Appendix G.)

The selection process includes an informational workshop where outlining the development of project and criteria is offered. The workshop and assistance in developing proposals are advertised and offered to all interested parties.

II. TITLE VI ORGANIZATION AT MORPC

A. INTRODUCTION

In general, routine Title VI and related non-discrimination responsibilities at MORPC are handled in a decentralized manner, being primarily the responsibility of individual departments. This reflects the reality that MORPC operates through many different agreements, contracts and programs, and each of them may have somewhat different requirements and responsibilities relating to Title VI and non-discrimination.

Though MORPC is one entity, each production department operates their programs in different functional areas, somewhat independently utilizing different funding sources and agreements, and under varying requirements, roles, and constraints, which individual departments are most familiar with. This affects how Title VI responsibilities are organized at MORPC.

It should be noted that all of MORPC, without exception and across all departments, is subject to following federal Title VI and non-discrimination requirements. In that MORPC receives any federal funds, it is subject to these regulations, but in fact, MORPC receives significant amounts of federal funds that infiltrate every activity and operation of MORPC. This makes the entire agency subject to the related federal laws in all its operations.

B. KEY STAFF RESPONSIBILITIES

As shown in the MORPC Title VI organization chart in Appendix F, the agency Executive Director, who is hired by the Commission, has overall responsibility for non-discrimination and implementation of the Title VI program. Directly reporting to the Executive Director on non-discrimination and civil rights issues is the Director of Public & Government Affairs who serves as the overall agency “Title VI Coordinator.”

This person is the key contact person that has general responsibility over civil rights-related and non-discrimination issues that may arise within the agency. The Director of Public and Government Affairs is responsible for Title VI as it relates to public outreach and Title VI notifications.

The other key staff member related to Title VI, who also reports directly to the Executive Director, is the Chief of Staff and Director of Operations. The Chief of Staff is responsible for helping to make sure the agency meets Title VI requirements in purchasing and in professional service or other contracts. This person is also responsible for employment and hiring and for the agency’s Equal Employment Opportunity reporting.

MORPC has recently established an internal Diversity Committee. The committee was created to focus on and improve diversity issues at MORPC. While not specifically designated to address federal Title VI compliance issues, this committee may have involvement in this in the future. Ultimately though, most of the on-going responsibility for meeting program-related Title VI requirements at MORPC rests with each department director.

III. KEY MPO TITLE VI ACTIVITIES

A. INTRODUCTION

MORPC conducts various activities to address and respond to Title VI-related issues, concerns, and requirements, Section III focuses on the primary Transportation Systems and Funding/MPO and related departments activities regarding Title VI and includes planning sub-sections on data collection.

B. PLANNING PROCESS

1. INTRODUCTION

The MORPC Transportation Systems and Funding Department carries out a *comprehensive, cooperative and continuing* planning process in accordance with the Code of Federal Regulations, Title 23, Section 450. The principal products of this process are the Metropolitan Transportation Plan and the Transportation Improvement Program. MORPC must continually monitor the impacts of its planning to avoid, minimize or mitigate disproportional impacts on Title VI-protected populations.

Title VI affects the MORPC planning process in important ways. These are described in more detail in subsections 2 and 3:

- Data collection
- Public involvement

The primary responsibility for ensuring that these tasks are appropriately and sensitively carried-out lies with the Transportation Systems and Funding Director, while the specific tasks are normally sub-delegated within the Transportation Systems and Funding Department. The MORPC Director of Public and Government Affairs also has a significant role in the public involvement and notification responsibilities.

The MORPC Transportation Systems and Funding Department also has often performed special activities or planning studies that are specifically directed to the Title VI-protected populations. Examples include the MPO's past involvement with (and ongoing interest in) developing and maintaining the following:

- human services transportation planning, mobility, and job access for the transportation disadvantaged as elements of the *Coordinated Plan*.
- *Transportation Demand Management Plan* that incorporates mobility management.
- *Planning Framework for the Evacuation of the Transportation Needs Populations in Central Ohio*.
- *insight2050* study that proactively plan for development and growth over the next 30+ years. This report considers changing demographics and impacts to the mobility of the transportation system.

- **Minority Mobility Needs:** During our outreach and analysis we did not identify any transportation needs specific to minority populations. Their needs were similar to the needs of the general population; access to jobs and other services and generally have adequate mobility throughout the region. Our planning process continuously reaches out to minority populations. To date we have not identified that minority populations in our region have transportation needs different from the population as a whole. These needs are access to jobs and other services; improve the safety of the transportation system; and minimize congestion. Over the last several years, the agency has seen an increase in the need to improve transit services and provide more biking and walking infrastructure to create better and more sustainable neighborhoods. Our transportation planning process includes minority population groups and viewpoints.
- **Impacts of State and Federal funds:** MORPC's analysis of the impact of the distribution of State and Federal funds is shown in figures IV-1 to IV-35 on pages 20- 37 of the Environmental Justice documentation. The charts identify the impacts of the TIP projects with respect to particular measures on various populations groups which specially include minority and non-minority populations groups. A disparate impact would show up in these graphs if the trends depicted on the graph would be different between minority and non-minority population. In all measures the trend lines of minority and non-minority population follow a similar pattern as a result of the TIP projects when compared to the no build situation. More details can be derived by the paragraph associated with each measure. (See Appendix H.)

This type of work is done periodically in addition to the standard MPO activities discussed below.

2. DATA COLLECTION

MORPC is a major collector, user and generator of economic, demographic, land use, transportation, and other data. Collecting some data is a regulatory requirement: *Develop procedures for the collection of statistical data (race, color, sex, age, disability, and national origin) of participants in, and beneficiaries of State highway programs, i.e., relocates, impacted citizens and affected communities* (23 CFR 200.9(b)(4)). Some of the purposes identified for collecting data, include:

To Identify:

- Impacts and persons/businesses impacted
- Transportation needs of all persons/groups within plans or project area
- People to include in the decision-making process
- Leaders/"Champion(s)" for various modes and transportation options
- Benchmark and monitor MORPC diversity efforts

Historically, the major need for data at MORPC has been related to the travel demand modeling component of the transportation work program and is a core part of MORPC's ongoing work. The need for data, however, goes beyond modeling and permeates most planning and service outreach activities at MORPC.

The MPO provides forecasts of population, housing, economic and transportation trends that provide the basis for addressing current issues and exploring future needs. MORPC also serves as a center for the collection, analysis, and dissemination of information in Central Ohio.

Some data is important to the planning process and Title VI because it helps identify the geographic locations and extent of traditionally-underserved populations that are protected through Title VI.

Demographic data regarding characteristics of these target populations for the metropolitan planning area is gathered and distributed into MORPC's traffic analysis zones. This is done so that the data can be further analyzed through the travel demand model. The analyses result in the identification of planning measurements that can be used to identify geographic areas of high densities of target populations.

3. PUBLIC INVOLVEMENT

An effective public involvement process is a cornerstone to due process protection under the law. The rationale is the desire for a public involvement process that proactively seeks and is open to addressing the needs of all persons, including those traditionally underserved. Furthermore, the rationale is to provide public access and the opportunity for input in the development of agency programming.

The public participation, consultation and notification requirements of MPOs are described in the Code of Federal Regulations Title 23, Section 450.316. CFR 450.316 (1) (vii): *Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.*

Public involvement is defined as the *process by which interested and affected individuals or entities are consulted and included in decision-making process.* The public involvement process includes:

- Information dissemination (timely and relevant)
- Consultation (honest and open exchanges)
- "Stakeholder" participation (collaborative engagement)

Communication and public outreach are important to most MORPC programs and activities. Planning studies conducted by staff often need to include participation by a broad spectrum of area residents. Services offered by the housing or weatherization programs particularly, must reach lower and moderate-income groups, minorities, non-English speaking persons, and others. Results of the public participation efforts are included in the Public Involvement Appendix of each document. The Diversity and Inclusion plan also benchmarks the effectiveness of reaching out to these populations. See Focus Area: Service to Diverse Populations in the Diversity and Inclusion Plan. (See Appendix N.)

The MORPC public participation plan, which is updated periodically, helps to guide the engagement and outreach efforts for the transportation planning process. The current version of this plan is in Appendix G.

Some of the tools that MORPC uses to help keep the public informed include the following:

- ❖ **Website** – MORPC maintains an extensive website which is updated frequently. The site includes information on the agency’s responsibilities, policies, programs, publications, on-going activities, and press releases. Direct staff links are provided for most of the information on the website.
- ❖ **Social Media** – MORPC’s social media efforts include Facebook, Twitter, Vimeo, and LinkedIn.
- ❖ **Publications** – Each year, MORPC issues a multitude of publications, reports, and maps as part of the agency work, and responds to and processes a large number of data requests. Much of this can be accessed through the website. The publications are also distributed to the metropolitan libraries located within the transportation planning area.
- ❖ **Electronic newsletters** – MORPC utilizes electronic newsletters such as eSource and Voices of insight 2050 to also inform the public of its programs, projects and initiatives.
- ❖ **Press Releases** – Press releases are routinely sent to more than 150 media contacts, including daily and weekly newspapers, and television and radio stations throughout the Central Ohio area. These include numerous Title VI-protected groups. The press releases are also placed on the website in the Press Center.
- ❖ **Meetings Open to the Public** – All MORPC board and committee meetings are open to the public. Meeting dates, times and agendas for board and major committee meetings are posted well in advance on the agency’s website.
- ❖ **Opportunities for Public Comment** – MORPC routinely provides opportunities for public comment through Social Media (Facebook and Twitter), online, email, U.S. mail, fax, phone, and through public comment at meetings. MORPC responds to all comments received.
- ❖ **Staff is Accessible** – Staff is accessible in person, on the phone, by mail, by fax, and by email. Contact information for many staff members is included on the agency website.
- ❖ **Mailings** – MORPC routinely uses direct mail and email to keep the public informed of the agency’s services, programs, public comment periods, meetings, and publications. These mailings include a large number of community groups and social service agencies, some of which represent Title VI protected groups. MORPC also sends press releases to newspapers that are published by and for traditionally underserved populations.
- ❖ **Events** – Events such as workshops, open houses, and forums are held regularly, as needed. MORPC routinely offers the following different ways for people to comment on activities, programs, and decisions made at the agency, as follows:
- ❖ **Comments are Accepted at Any Time** – Comments are accepted by social media, online, phone, fax, email, U.S. mail, from the interactive maps on the website and in person at any board, committee or public meeting.
- ❖ **Formal Public Comment Periods for Major Activities** – Formal public comment and review periods are used to solicit comments on major planning and programming activities. This includes major amendments to the transportation plan or transportation improvement program and changes to important MORPC policies such as the public participation plan.

MORPC also has an active Community Advisory Committee that is a major component of the public involvement process and provides public input and recommendations to the Transportation Policy Committee. It is the responsibility of Public and Government Affairs to make sure that the Community Advisory Committee has representation from Title VI-relevant populations.

The Community Advisory Committee presently has 15 members, including 4 minority, and 3 people with a disability. MORPC consistently recruits for new committee members. MORPC also reviews and requires that project-specific committees include representation of diverse populations from the study areas.

The Transportation Advisory Committee serves as the technical component of the public involvement process and provides recommendations to the Transportation Policy Committee. The Transportation Advisory Committee (TAC) presently has 32 members.

MORPC has created an external facing Diversity in Local Government Working Group to address diverse voices on its Board and in its Working Committees. The Working Group is tasked with providing recommendations by November 2018.

In recent years, MORPC has taken steps to reach out to the growing non-English speaking communities in Central Ohio. MORPC has some of its outreach material translated into Spanish and Somali. It also routinely distributes information to Spanish and Somali publications in the region. The MORPC website is translatable into various languages. MORPC also has under contract various agencies that provide interpretation, translation and services for the deaf and hearing impaired. This information is available to all staff on the intranet site and at the front desk in the lobby. See additional information in the Diversity and Inclusion plan under Focus Area: Service to Diverse Populations. (See Appendix N.)

Additional information on public involvement is included on the MORPC website. See the MORPC “public involvement” and “Metropolitan Transportation Plan” links in Appendix A.

C. DIVERSITY AND INCLUSION PLAN

In 2009 MORPC formed the Diversity & Inclusion Committee to investigate the agency’s approach to diversity. The committee inventoried each department’s policies in serving diverse populations. The committee also hired a consultant, Multiethnic Advocates for Cultural Competence (MACC), to help MORPC enhance its diversity efforts.

In 2013, MORPC created the first MORPC Diversity & Inclusion Work Plan. The plan utilized the suggestions from MACC based on surveys and focus group interviews with staff and board members, as well as information provided from a MORPC self-assessment for cultural competence in the workplace completed for United Way.

The goal of the yearly work plans is to cultivate a work environment that is welcoming and inclusive; provide services and programs to the Central Ohio community creating a special place to live, work, and raise a family; and create a place for businesses to want to locate. The work plans assist MORPC in its planning and decision-making, establishing priorities, providing relevancy to the MORPC region,

building capacity, maintaining accountability, allocating resources and improving services to the Central Ohio community.

MORPC's commitment to diversity is evident in its Diversity Statement:

"Diversity refers to the differences that make us unique. MORPC recognizes, values, embraces and celebrates diversity by respecting and utilizing all of our differences to enhance our lives and our society."

The current 2016-2017 Diversity Work Plan reviewed the efforts of the 2015 Work Plan and the six focus areas.

The matrices, sorted by focus area, identifies: the process in which to achieve desired outcomes (Infrastructure); the capability to implement the processes (Competency); and the MORPC Team Member(s) responsible for the specific infrastructure (Staff). The matrix provides an area for reporting results (Outcome).

- **Workforce** (WF) – Commit to the preparation of a culturally competent workforce.
- **Workplace** (WP) – Improve accessibility and accommodations for minorities, people with disabilities and GBLT.
- **Diversity Spend** (DS) – Increase diverse vendors spend to 10 percent.
- **Service to Diverse Populations** (SD) – Increase/enhance service to diverse populations.
- **Diversity Requirements** (DR) – Continue to meet the federal requirements for DBE and Section 3 HUD monitoring and reporting.
- **Diversity Communications** (DC) – Increase the promotion of MORPC's services and programs to diverse audiences, and increase the awareness of MORPC's Diversity & Inclusion efforts.

In early 2018 and as a result of the outcomes from the 2017 Work Plan new actions were developed to improve performance on priority Diversity & Inclusion goals and to implement new internal structure to improve capacity, results and priority. The results of those efforts will be revealed in October/November 2018.

See Appendix N for the complete Diversity and Inclusion Work Plan.

IV. OTHER TITLE VI-RELATED RESPONSIBILITIES AT MORPC

A. TITLE VI RESOLUTION, POLICY STATEMENT AND ASSURANCES

MORPC is required by the U.S. Department of Transportation to submit approval of the three-year Title VI program and to maintain a Title VI policy statement signed by the Executive Director and Title VI assurances. See Appendix J. The policy statement, included in Appendix C, is an express commitment to non-discrimination and is signed by the chief administrative officer. The policy statement is required to be circulated throughout the organization and general public.

The Title VI assurances are now included as part of the annual MPO self-certification resolution, usually adopted in May of each year. Appendix C includes a copy of this from FY 2018.

It is relevant to note that by signing an assurance, the recipient has provided documentation that may be a basis for a 'breach of contract' action. Even without such writing, courts describe Title VI obligations (and other non-discrimination laws) as similar to a contract; "the recipients' acceptance of the funds triggers coverage under the non-discrimination provision" (*Paralyzed Veterans*, 477 U.S. at 605).

Assurances serve two important purposes: they remind prospective recipients of their non-discrimination obligations, and they provide a basis for the federal government to sue to enforce compliance with these statutes.

The notice, Notifying the Public of Rights Under Title VI, can be found on MORPC's website at <http://www.morpc.org/title-vi/>, in MORPC's lobby, and in the employee lounge.

B. ON-SITE TITLE VI FEDERAL OR STATE REVIEWS

The federal agency providing the financial assistance is primarily responsible for enforcing Title VI as it applies to its recipients. Federal agencies have several mechanisms available to *evaluate* whether recipients are in compliance with Title VI, and additional means to *enforce* or obtain compliance should a recipient's practices be found lacking. Evaluation mechanisms include pre-award reviews, post-award compliance reviews, and investigations of complaints.

MORPC is subject to on-site federal or state Title VI compliance reviews, though this would be a rare-occurrence, if it took place. On-site reviews, which would be a detailed review of how MORPC addresses Title VI compliance, can be done anytime that a federal agency director believes that such a review is warranted, or for other specific reasons. Due to the dispersion within the MPO and the agency of Title VI activities and responsibilities, any response to on-site reviews by the agency is likely to be a joint effort by various individuals and departments.

Much more common, are special Title VI reviews pertaining to one project (see next section), activity or to complaints, usually requiring a written response. Title VI issues are also usually reviewed as part of the MPO on-site certification review conducted by FHWA and FTA every four years. A copy of the 2018 Title VI and Non-discrimination questions and answers to the Certification Review are included in Appendix M. MORPC strives to comply to proper procedures and maintenance of documentation of all activities related to Title VI.

C. SPECIAL GRANTS

It is not unusual for MORPC to apply for special grants from various federal agencies or for federal grants through state agencies. These grants may be initiated by the MPO or another department at MORPC and may be a joint effort across departments. Often, in these cases, the federal agency (or state agency representing the federal agency) will require their own Title VI assessment – primarily answering various questions (and perhaps providing documentation) regarding Title VI at MORPC. This assessment is in accordance with U.S. Justice Department - recommended procedures for federal agencies.

Completing the required forms and documentation may be a combined effort at MORPC. As noted in the previous section, MORPC having correctly followed and documented Title VI procedures in the past can make responding to these Title VI reviews less difficult. The current document also should help with this.

Federal agencies typically require that an applicant submit an *assurance* of compliance with Title VI (and other applicable non-discrimination related laws) as part of a pre- grant award review. They may request information on pending lawsuits or complaints, prior compliance determinations, ethnic makeup of staff and decision-making bodies, and other related information. As part of the federal agency internal screening process, agency civil rights officials are normally notified of potential assistance grants and are provided the opportunity to raise a "red flag" or concern about potential grant recipients, such as MORPC.

D. COMPLAINT PROCESS

Any individual may exercise their right to file a complaint with MORPC, or oversight federal or state agencies, if that person believes that they have been subject to unequal treatment or discrimination, in their receipt of benefits/services on grounds of race, color, or national origin. MORPC adopted an external Title VI complaint process in 2004.

Under MORPC's Requirement to Record and Report Transit-Related Investigations, Complaints, and Lawsuits, MORPC has not, in the past three years, received a Title VI complaint, investigation or lawsuit.

MORPC makes a concerted effort to resolve complaints informally at the lowest level, using the agency's non-discrimination complaint process or other procedures. The complaint process is intended to be used for external discrimination complaints. It includes a multi-step process for resolving complaints in conjunction with the Ohio Department of Transportation and federal agencies.

MORPC is also required to make it known that discrimination-related complaints can be submitted to MORPC using this procedure or through the federal highway or transit administrations, or other federal agencies.

Per the complaint process, complaints would first be submitted to the Director of Operations. This person will review the complaint then request assistance in the response from the appropriate department director. The current complaint process is in Appendix E and on the MORPC website.

E. NOTIFYING BENEFICIARIES OF PROTECTION UNDER TITLE VI

In order to comply with 49 CFR Section 21.9(d) and the FTA Civil Rights Assurance (that MORPC has signed) and other requirements, recipients and subrecipients shall provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded them by Title VI. The information shall include:

- A statement that the agency operates programs without regard to race, color, and national origin.
- A description of the procedures that members of the public should follow in order to request additional information on the recipient's or sub-recipient's non-discrimination obligations.
- A description of the procedures that members of the public should follow in order to file a discrimination complaint against the recipient or subrecipient.

Notices of Title VI obligations and protections against discrimination are located on MORPC's website <http://www.morpc.org/title-vi/> in MORPC's main lobby and in the employee lunchroom. The notices are written in English and Spanish. Information regarding the notices is also available in the Diversity and Inclusion Plan under Area of Focus: Workplace.

The FTA Title VI Assurance says:

The Mid-Ohio Regional Planning Commission will make it known to the public that the person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

MORPC does this in the following ways:

- Website – MORPC maintains a website with a wide-range of information on discrimination-related concerns. It also includes MORPC's complaint process.
- Major Publications – In major publications, such as the Metropolitan Transportation Plan and Transportation Improvement Program, information is included in the front on MORPC's obligations related to Title VI and where to get more information.
- Brochures – the non-discrimination clause is also placed on MORPC pamphlets, brochures and applications

F. LIMITED ENGLISH PROFICIENCY (LEP) AND OTHER COMMUNICATION ISSUES

A limited English proficiency or LEP person is one who does not speak English as primary language and has limited ability to read, speak, write, or understand English. MORPC is required to implement *sound measures* and take *reasonable steps* for meaningful access to programs and activities by LEPs.

Requirement to Provide Meaningful Access to LEP Persons: Language Assistance Plan or LEP Plan is located in Appendix I.

Additional information on the LEP population is available in the Diversity and Inclusion Plan under Area Focus: Service to Diverse Populations and the ODOT Title VI Assessment. See Appendix N.

Illiteracy is another situation that can make communication, especially written communication, difficult. MORPC staff is available to help client's complete applications for service and other documents and to take verbal comments. Public meetings are also frequently held which allow for communication verbally with staff and in written form.

G. ANNUAL TITLE VI REPORT FOR ODOT

Annually, in May, in conjunction with developing the coming year's planning work program, MORPC updates the Title VI report required by the Ohio Department of Transportation. The MPO is mostly a subrecipient of federal transportation funds and ODOT is usually the primary recipient for MORPC.

The ODOT report, which helps to satisfy federal requirements for the primary recipient and the sub-recipient, is submitted to ODOT with the transportation work program and currently includes information related to: the composition of the MPO staff; Title VI complaints; use of minority contractors; and citizen participation activities. A copy of the most recent report is included in Appendix D and on the MORPC website.

H. CONTRACT PROCEDURES

Contract Procedures

MORPC's contracting and pre-contracting steps are generally done on a decentralized basis by individual departments, though all contracts are reviewed by the MORPC Chief of Staff & Finance Director. MORPC's current contracting procedures, as adopted by the Commission, are contained in Appendix O. These are general requirements that apply agency-wide.

The requirement is to include specific Title VI-related text in all MORPC requests for proposals (RFPs), requests for qualifications (RFQs) and contracts. MORPC is required to include the following language in all RFPs or RFQs:

[The following section is for projects funded by federal transportation funds.]

The Mid-Ohio Regional Planning Commission in accordance with Title VI of the Civil Rights Act of 1964 and the related nondiscrimination statutes, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all bidders including disadvantaged

business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency in consideration for an award.

The following text is required to be included in all contracts:

The background of this Agreement is as follows:

- A. Pursuant to the FAST Act of 2016, the Federal Highway Administration (“FHWA”) made certain funds available to the State of Ohio for surface transportation planning programs. MORPC is the sub-recipient of some of these funds (“GRANT”).
- B. The Mid-Ohio Regional Planning Commission (hereinafter referred to as the “SUBRECIPIENT”) HEREBY AGREES THAT as a condition to receiving any Federal financial assistance it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, nondiscrimination in Federally-Assisted Programs of the Department of Transportation- Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no persons the United States shall, on the grounds of race, color, creed, religion, ancestry, national origin, sex or gender, sexual orientation, gender identity or expression, age, disability or other handicap, genetic information, marital/familial status, veteran status, or income or status with regard to public assistance, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the SUBRECIPIENT receives Federal financial assistance including the Ohio Department of Transportation, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.71(a) of the regulations.

§19. Non-Discrimination.

CONSULTANT shall carry out the applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by CONSULTANT to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as MORPC deems appropriate.

To effectuate compliance with Title VI of the Civil Rights Act of 1964 (42 U.S.C. Section 2000d et seq.) as amended, the following notice to the CONSULTANT regarding federal aid recipients applies. MORPC has made similar notice of compliance via the GRANT agreement. During the performance of this Agreement, CONSULTANT for itself, its assignees and successors in interest agrees as follows:

- a) CONSULTANT will ensure that applicants are hired and that employees are treated during employment without regard to their race, religion, color, sex, national origin (ancestry), disability, genetic information, age (40 years or older), sexual orientation, military status (past, present, or future), creed, gender identification, marital/familial status, limited English proficiency, or status with regard to public assistance. Such action shall include, but not be limited to, the following: Employment, Upgrading, Demotion, or Transfer; Recruitment or

Recruitment Advertising; Layoff or Termination; Rates of Pay or other forms of Compensation; and Selection for Training including Apprenticeship.

- b) CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause. CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that all qualified applicants will receive consideration for employment without regard to race, religion, color, sex, national origin (ancestry), disability, genetic information, age (40 years or older), sexual orientation, military status (past, present, or future), creed, gender identification, marital/familial status, limited English proficiency, or status with regard to public assistance.
- c) *Compliance with Regulations:* CONSULTANT will comply with the regulations relative to nondiscrimination in Federally-assisted programs of the U.S. DOT Title 49, Code of Federal Regulations, Part 21, as amended, (hereinafter referred to as "Regulations"), which are herein incorporated by reference and made a part of this Agreement.
- d) *Nondiscrimination:* CONSULTANT, with regard to the work performed by it after the execution of this Agreement, will not discriminate on the grounds of race, color, national origin, sex, age, disability, low-income status, limited English proficiency, religion, genetic information, sexual orientation, gender identification, creed, military status (past, present, or future) or marital/familial status in the selection and retention of contractors and consultants, including in the procurement of materials and leases of equipment. The CONSULTANT will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B to Part 21 of the Regulations.
- e) *Solicitations for Contracts, including Procurement of Materials and Equipment:* In all solicitations either by competitive bidding or negotiation made by CONSULTANT for work to be performed under a contract, including procurement of materials or equipment, each potential contractor or supplier will be notified by CONSULTANT of the CONSULTANT's obligations under this Agreement and the Regulations relative to nondiscrimination on the grounds of race, religion, color, national origin, sex, age, disability, low-income status, limited English proficiency, genetic information, sexual orientation, gender identification, creed, military status (past, present, or future) or marital/familial status.
- f) *Information and Reports:* CONSULTANT will provide all information and reports required by the Regulations or directives issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information and its facilities as may be determined by ODOT, FHWA, or FTA to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of CONSULTANT is in the exclusive possession of another who fails or refuses to furnish this information, the CONSULTANT will so certify to ODOT, FHWA or FTA as appropriate, and will set forth what efforts it has made to obtain the information.
- g) *Sanctions for Noncompliance:* In the event of CONSULTANT'S noncompliance with the nondiscrimination provisions of this Agreement, ODOT will impose such Agreement sanctions as ODOT, FHWA, or FTA may determine to be appropriate, including, but not limited to:
 - i. Withholding of payments to CONSULTANT under this Agreement until CONSULTANT complies, and/or;
 - ii. Cancellation, termination, or suspension of this Agreement, in whole or in part.

h) *Incorporation of Provisions:* CONSULTANT will include the provisions of paragraphs a) through g) in every contract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. CONSULTANT will take such action with respect to any contracts or procurement as ODOT, FHWA, or FTA may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that, in the event CONSULTANT becomes involved in, or is threatened with, litigation with a contractor, consultant, or supplier as a result of such direction, MORPC may request ODOT to enter into such litigation to protect the interests of ODOT, and, in addition, MORPC may request the United States to enter into such litigation to protect the interest of the United States.

i) *Pertinent Non-Discrimination Authorities:*

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects)
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324 et seq.,) (prohibits discrimination on the basis of sex)
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), as amended (prohibits discrimination on the basis of disability) and 49 CFR Part 27
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 et seq.) (prohibits discrimination on the basis of age)
- Airport and Airway Improvement Act of 1982 (49 U.S.C. § 471, Section 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex)
- The Civil Rights Restoration Act of 1987 (PL 100-209) (broadened the scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of Federal-Aid recipients, sub-recipients, and contractors, whether such programs or activities are Federally funded or not)
- Titles II and III of the Americans with Disabilities Act (42 U.S.C. §§ 12131-12189), as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38 (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities)
- The Federal Aviation Administration’s Non-Discrimination Statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex)
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority or low-income populations)
- Executive Order 13166, Improving Access to Services for People with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100)
- Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), as amended (prohibits discrimination in the sale, rental, and financing of dwellings on the basis of race, color,

- religion, sex, national origin, disability, or familial status (presence of child under the age of 18 and pregnant women)
- Title IX of the Education Amendments Act of 1972, as amended (20 U.S.C. 1682 *et seq.*) (prohibits discrimination on the basis of sex in education programs or activities)

MPO contracts also need to include the “Contractor Contractual Requirements.” This is included as part of the “Standard DOT Assurances” document, currently included as part of MORPC’s annual self-certification resolution. A copy of this is in Appendix C.