NOTICE OF A MEETING

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

Thursday, February 7, 2019
1:30 p.m.

AGENDA

1. Welcome – Karen Angelou, Chair

2. Consent Agenda
   • Approval of December 6, 2018 minutes

3. Executive Director’s Report – William Murdock

4. Committee Updates
   • Nominating Committee – Rory McGuiness
   • Regional Policy Roundtable – Joe Garrity
     o Federal Government Shutdown
     o FOR Ohio
     o NARC/Policy Trip
   • Sustainability Advisory Committee – Kerstin Carr
   • Regional Data Advisory Committee – Aaron Schill
   • Smart Region Task Force – Aaron Schill & Thea Walsh
   • Transportation Policy Committee – Thea Walsh

5. Proposed Resolution 01-19: “Accepting Morrow County as a member of the Mid-Ohio Regional Planning Commission (MORPC)”
   – William Murdock

6. Quarterly Membership Update – Eileen Leuby

7. Quarterly Financial Statements – Shawn Hufstedler

8. Draft Commission Agenda

9. Executive Session – ORC Section 121.22 (G) (1)
   Purpose: to consider the purchase of property for public purposes, or for the sale of property at competitive bidding, if premature disclosure of information would give an unfair competitive or bargaining advantage to a
person whose personal, private interest is adverse to the general public interest.

10. Other Business

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

The next Executive Committee Meeting is
Thursday, March 7, 2019 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. Three electric vehicle charging stations are 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.

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.
Welcome – Karen Angelou
Chair Karen Angelou called the meeting to order at 1:30 p.m. Chair Angelou congratulated Rory McGuiness and his wife on the November 29th birth of their daughter Evelyn.

Consent Agenda
Kim Maggard made a motion to approve the Consent Agenda, second by Jennifer Gallagher; motion passed.

Executive Director’s Report – William Murdock
William Murdock announced MORPC recently received two awards from the Capital Crossroads SID: Outstanding Service for the Downtown C-pass Launch Team (with COTA) and Outstanding Achievement for the Downtown C-pass Program. Mr. Murdock introduced and congratulated Team Members Chuck Ratliff, Mary Ann Frantz, Nathaniel Kaelin, and Thea Walsh.

The 2018 MORPC Emerging Leaders Team’s Action Plan took on a portion of MORPC’s space planning efforts. The Team toured various facilities and interviewed MORPC Team Members in researching furniture options. They are crafting a strategy to move forward with MORPC’s space planning efforts.

The position was posted last week. Send recommendations to Mr. Murdock.

MORPC is organizing a group to attend the Consumer Electronic Show and the Hyperloop Test Track. Let Mr. Murdock know if you are interested in going.

Mr. Murdock announced that Brandi Whetstone has been promoted to a new position, Sustainability Officer, and will report to Kerstin Carr. In the meantime, Ms. Whetstone is serving as Energy & Air Quality Interim Director.

The 2019 MORPC Meeting Schedule is now available. Contact Ciel Klein or Shari Saunders if you would like to receive a calendar invitation for the meetings.
Upcoming events include:
- December 13, 2018 – Pets in Communities Member Forum
- January 22, 2019 – Options in Capital Asset Financing
- February 14, 2019 – Positive Workplace Cultures in Local Government

Terri Flora presented MORPC Branding: Logo Re-Design. Now is a good time for a MORPC logo change. MORPC is involved in many new and innovative projects; our logo and branding should reflect all the work MORPC does. At the same time, MORPC is in the process of re-designing and branding its workspace as well as updating signage. The logo re-design was done in-house saving MORPC thousands of dollars. The new logo represents MORPC’s innovative focus areas, departments, range of members, and diverse parts of the region coming together to make Central Ohio a better place. Each department has its own sub-brand. Ms. Flora asked for feedback from the Executive Committee.

Central Ohio Rural Planning Organization Update – Thea Walsh
The Central Ohio Rural Planning Organization met Monday and finished the Executive Summary of their long range plan. ODOT asked them to prioritize projects by county. They are moving on to their Transportation Improvement Program and their safety applications.

Membership status:
- Union County – continued CORPO and MORPC membership
- Knox County – joining CORPO and MORPC
- Fairfield County – joining CORPO
- Madison County – considering CORPO membership
- Pickaway County – having conversations with MORPC
- Morrow County – having conversations with MORPC
- Marion County – having conversations with MORPC

There are three levels of CORPO membership: Full MORPC membership, CORPO only membership, and minimum support. Ms. Walsh is hopeful CORPO will receive the official ODOT rural transportation planning organization designation during the Kasich administration.

Transportation Policy Committee Update – Thea Walsh
Ohio Metropolitan Planning Organizations (MPOs) have been notified that significant cuts in discretionary funding are coming in the near future. Starting with SFY 2021, all MPOs will receive a six percent cut, then a total of 18 percent cuts from 2022 through 2025. Discretionary funding is a large part of our capital budget. The cuts are due to lack of funding in the forecast, such as a decrease in gas tax fund, a decrease in federal dollars, and an uncertainty about federal transportation dollars in general. There is a rollback of TRAC dollars for 2019 and possibly no TRAC for 2020. Discretionary funds are used for bike trails, signals, and general highway projects. Karen Angelou asked Thea Walsh to send the Executive Committee a summary of the information shared.

The Attributable Funds Committee met and advanced previous projects and new projects through 2024. They would not settle on years. A caucus of project owners is being called in January to discuss which years the projects can proceed. Ms. Walsh will report the results to the Executive Committee.
Executive Committee Minutes
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**Smart Region Task Force Update – Aaron Schill & Thea Walsh**
The next Smart Region Task Force meeting is December 11. The agenda includes COTA updates and reviewing the final draft of the Smart Streets Policy. The Task Force hopes to bring the policy to the Commission in February.

**Regional Data Advisory Committee Update – Aaron Schill**
The next Regional Data Advisory Committee meeting is December 18. The agenda includes recommendations for new 2019 members, prioritization of the Regional Data Agenda and setting-up their 2019 work plan.

The Data & Mapping Team is wrapping up work on the Metropolitan Transportation Plan (MTP). They completed current year population and employment estimates and also projections through 2050 for the MORPC MPO area. The Team recently worked with the Public & Government Affairs Department to encourage full funding support for the 2020 U.S. Census.

**Sustainability Advisory Committee Update – Kerstin Carr**
The Sustainability Advisory Committee (SAC) is adding new members Aslyne Rodriguez from EmpowerBus and Glenn Taylor from COTA. Jim Schimmer and Mayor Mike Compton will continue as Chair and Vice Chair.

After completing his 3-year term, Tony Collins is stepping down as the Central Ohio Greenways (COG) Board Chair. He will continue on the board as past chair. Letty Schamp from the City of Hilliard is the new COG Board Chair and will be added to the SAC in that capacity.

The Team is working on a new chair for the Water Quality Working Group and confirming the new Energy & Air Quality Working Group chair. The next SAC meeting is December 19 where they will recognize the next round of Sustainabile2050 certifications.

**Regional Policy Roundtable Update – Terri Flora**
The Public Policy Agenda was presented to the Executive Committee and Commission in November for review. Terri Flora thanked Joe Garrity for his work on the agenda.

- **Proposed Resolution 26-18: “Adoption of MORPC’s 2019-2020 Public Policy Agenda”**
  Matt Greeson made a motion to approve Resolution 26-18, second by Eric Phillips; motion passed.

**State of the Region Award Nominations – Terri Flora**
Terri Flora noted the [2019 State of the Region Award Nominations Handout](https://example.com). Each year MORPC presents three awards at the State of the Region: William H. Anderson, Regional Leadership, and William C. Habig Collaborative Achievement. The 2019 State of the Region is April 18. For 2019 nominations, MORPC is asking only for the name. MORPC will contact the person placing the nomination for more information.

William Murdock presented [MORPC’s Diversity & Inclusion Efforts](https://example.com). The Diversity in Local Government Working Group concluded their work last month. The specific recommendations are included in the meeting packet. Mr. Murdock asked the Executive Committee to provide feedback/input. Mr. Murdock thanked Bernice Cage for her staff support of the working group.
Ms. Cage thanked the Executive Committee and Mr. Murdock for putting greater emphasis on MORPC’s diversity and inclusion efforts.

Eric Phillips made a motion to approve Resolution 30-18, second by Erik Janas; motion passed.

**Proposed Resolution 31-18: “Accepting Knox County as a member of the Mid-Ohio Regional Planning Commission (MORPC)”** – William Murdock
Matt Groesson made a motion to approve Resolution 31-18, second by Gary Merrell; motion passed.

William Murdock and Shawn Hufstedler presented the 2019 Budget. Mr. Murdock recognized Susan Ts'en and Betsy Hunkar, the MORPC leads on the budget. The 2019 budget is similar to the 2018 budget by maintaining MORPC values, focusing on long-term stability, being fiscally conservative and advancing strategic priorities. While the indirect rate increased 2.2 percentage points, the fringe rate decreased 2 percentage points resulting in a close to net zero impact.

The 2019 Budget is included in the meeting packet. It begins with the Executive Summary. The actual budget is on page 4, followed by a detail of member dues, a schedule of appropriations and an appendix. The 2019 budget is a little over $18 million compared to $17.87 million for 2018.

Kim Maggard made a motion to approve Resolution 28-18, second by Jennifer Gallagher; motion passed.

**Proposed Resolution 27-18: “Authorizing the executive director to execute the agreement with Columbia Gas of Ohio for the WarmChoice program in 2019 and to extend and/or enter into contracts for residential energy conservation heating and weatherization services”** – Brandi Whetstone
Brandi Whetstone announced that Residential Services Team Members have surpassed 2018 inspection goals and are reaching completion goals; more than 100 over last year.

Matt Groesson made a motion to approve Resolution 27-18, second by Chris Amorose Groomes; motion passed.

**Proposed Resolution 32-18: “To authorize the executive director to enter into agreements with Homeport for $200,000 to perform exterior home repairs in the Milo Grogan neighborhood within the City of Columbus”** – Brandi Whetstone
Erik Janas made a motion to approve Resolution 32-18, second by Eric Phillips; motion passed. Jennifer Gallagher abstained.

**Proposed Resolution 33-18: “To authorize the executive director to enter into agreements with the Central Ohio Community Improvement Corporation (COCIC) for $75,000 to perform exterior home repairs leveraged with MORPC’s residential services”** – Brandi Whetstone
Eric Phillips made a motion to approve Resolution 33-18, second by Nancy White; motion passed.


**Proposed Resolution 35-18:** “Authorizing the executive director to execute an agreement with the City of Columbus for up to $200,000 if selected for the development of the Sustainable Columbus Climate Action Plan beginning in 2019” – Brandi Whetstone

MORPC responded to a City of Columbus RFP to develop a Climate Action Plan. This resolution provides authority to enter into agreement with the City if selected. The budget will be negotiated after selection.

Matt Greeson made a motion to approve Resolution 35-18, second by Eric Phillips; motion passed. Jennifer Gallagher abstained.

**Proposed Resolution 34-18:** “Authorizing the executive director to execute a contract with a vendor to implement the Short North Late Night Parking Shuttle Pilot that will service the Short North Alliance” – Thea Walsh

Resolution 24-18 approved MORPC’s involvement with the pilot. MORPC spoke with COTA; they are not ready to implement. The Short North Alliance will take over after the pilot period is complete. This is a one-time pilot.

Kim Maggard made a motion to approve Resolution 34-18, second by Nancy White; motion passed.

**Draft Commission Agenda**

The Executive Committee reviewed the draft December 13, 2018 Commission Meeting Agenda.

**Executive Session**

Karen Angelou made a motion for the Executive Committee to enter into Executive Session for the purpose of Section 121.22 (G) (1): To consider the purchase of property for public purposes, or for the sale of property at competitive bidding, if premature disclosure of information would give an unfair competitive or bargaining advantage to a person whose personal, private interest is adverse to the general public interest; second by Matt Greeson. A roll call vote was conducted with all attending committee members in favor. Executive Session began at 3:04 p.m. and concluded at 3:16 p.m.

The meeting adjourned at 3:16 p.m.

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**Erik J. Janas, Secretary**

**Executive Committee**
Smart Streets Policy

Background
For decades, transportation has been understood primarily as the movement of people and goods via motorized vehicles on a network of publicly funded highways and streets, with most vehicles being privately owned by individuals or companies and supplemented by public transit running on fixed routes. Technological advancements are rapidly transforming this conventional view of transportation into the concept of a mobility system that employs digital communications and information technologies to provide a variety of services for moving people and goods. These include transportation network companies, shared vehicles (motorized and non-motorized), employer-provided shuttles, unmanned aerial vehicles, or drones, and increasingly connected and autonomous vehicles that collect, transmit and share large volumes of data. Similarly, the transportation network is being transformed by the deployment of digital communications technologies that collect, transmit and share data with its users and managers about traffic, incidents and the condition of the infrastructure.

These emerging technologies must be implemented to improve service delivery and the quality of life in Central Ohio as it continues to grow in population and employment. If implemented thoughtfully, these advancements have the potential to improve safety, reduce congestion, increase system efficiency, and deliver services more effectively.

Digital infrastructure is a key component for deploying these technologies and realizing their benefits. This infrastructure needs to be regional in nature to maximize the potential of these technologies. It requires a significant investment to build and maintain this infrastructure. A regional policy on the deployment of digital infrastructure is an effective way to ensure that public infrastructure investments are made in a way that supports the capability of these technologies to effectively serve public interests and improve the quality of life in Central Ohio.

Definitions
Smart Streets comprise a mobility system able to leverage current and emerging technologies and data to provide services more effectively and improve the quality of life of all residents.

Digital Infrastructure is the system that provides and supports digital communications, including fiber optic cable, wireless communications, and the hardware and software that supports them.

Intelligent Transportation System (ITS) means electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

Mobility is the quality or state of being mobile or movable.

Mobility System is the infrastructure, services, data, technology, and governance that enables the mobility of people and goods.

Vision
Central Ohio is the leader in creating a regional smart mobility system that is connected, inclusive, secure and resilient across jurisdictions, providing services effectively to improve the quality of life of all residents.
Purpose
To ensure public investments in mobility are planned, selected, scoped, designed, constructed and maintained in a manner that advances a Smart Region.

Goals
- **Connectivity**: Strategically advance digital infrastructure (primarily broadband) and access across jurisdictions throughout the region to improve mobility and the delivery of public services and effectively support economic development.
- **Flexibility**: The mobility system is flexible, scalable, and able to support evolving digital technologies to improve people’s mobility and the delivery of public services.
- **Interoperability**: The mobility system is interoperable and can effectively and securely collect and share data across jurisdictions for processing and analysis to improve mobility, safety, infrastructure management and the quality of life.
- **Equity**: The mobility system is accessible to all people, and emphasizes improving access and mobility for the disadvantaged.

Policy
**Statements**
MORPC supports the Smart Streets concept throughout Central Ohio. To promote the acceptance and practice of Smart Streets, MORPC recommends that local jurisdictions and the state of Ohio develop and adopt Smart Streets policies to meet their needs and are compatible with this regional policy.

MORPC seeks to incorporate the Smart Streets concept into the planning, programming, scoping, design, implementation, maintenance and performance monitoring of all transportation infrastructure and encourages all infrastructure investments in Central Ohio to comply with this policy.

All projects awarded funding through MORPC must adhere to this policy. However, this policy does not add new requirements to the design and construction of all projects. The expectations of this policy are that Smart Streets concepts will be a consideration in all projects, and the specific factors and rationale for decisions regarding Smart Streets on each project will be documented. MORPC will ensure the uses of these funds are consistent with this policy, incorporating Smart Streets concepts as appropriate.

This policy is not intended to create new rights for utilities outside those provided by existing law and contract.

**Applicability**
Many factors will be considered to determine whether compliance with the policy has been achieved.

1. Prior to submitting a formal application or request for funding, MORPC staff will be available to the sponsor to review the proposed use of funds, to discuss options for incorporating Smart Streets concepts and adhering to this policy, and to provide technical assistance.
2. The formal application or funding request shall provide sufficient information about the projects for staff to determine whether the proposed project adheres to this policy. The evaluation and selection process will incorporate Smart Streets concepts.

3. Once MORPC-attributable funds are committed to a project, staff will continually monitor its development through the construction/implementation. This includes review and comment on requests for proposals, field reviews, scoping, preliminary studies, design plans and change orders to ensure adherence to this policy and provide guidance on incorporating Smart Streets concepts.

Requirements
Projects must meet the requirements listed below, to adhere to this policy. The requirements are grouped by the four goals of the policy.

Connectivity
1. The project sponsor shall complete the checklist accompanying this policy and provide the information to MORPC.
2. The project shall use the most appropriate development process and design standards. Digital infrastructure related to the project shall meet accepted industry standards.
3. Project sponsors shall coordinate with the owners of digital communications infrastructure in the project area. This includes notification of the project scope and schedule when funds are committed and the opportunity to participate in all plan reviews.
4. The sponsor shall provide MORPC with geocoded data for the location, type and specifications of digital infrastructure that was installed as part of the project.
5. If the project will affect digital infrastructure in the vicinity of institutional uses or public facilities such as a police or fire station, school, library, recreation center, government offices, or maintenance facility, the project sponsor shall engage the facility owner/operator about the possibility of the facility having access to the affected infrastructure if feasible.
6. If a construction of a project requires the removal or relocation of digital infrastructure in current use for a public service, the infrastructure shall be relocated or replaced. The replacement infrastructure shall meet current industry standards and be sufficient to continue current public uses.

Flexibility
1. Project requirements for digital infrastructure shall be sensitive to the context of the project setting, the scope of the project, and cost. It is important to note that projects in different contexts can incorporate different digital infrastructure components to comply with this policy.
2. Sponsors shall maintain the project’s digital infrastructure in a state of good repair and operate the infrastructure securely, in accordance with industry standards.

Interoperability/Data
1. All digital infrastructure systems associated with a project shall be interoperable with other such systems serving public infrastructure in the region. They will have the capability to transmit and share data with each other.
2. A systems approach shall be used in developing projects to ensure engagement and communication with nearby jurisdictions, projects, and plans, irrespective of which agency is the sponsor.
3. If there are other nearby projects planned, programmed or in development, the projects should be coordinated to ensure consistency and connectivity among the facilities serving the area.

4. Sponsors of projects with digital infrastructure components are required to have policies in place to guide the collection, use and sharing of data and to ensure the security and privacy of the system and the data within it, especially for potentially sensitive data such as personally identifiable information.

5. Public transit agencies shall be informed of projects being developed in their service areas and shall not be excluded from the development of the project. Each transit agency can determine the level of participation in project development necessary to ensure that the project provides sufficient accommodation and access to transit vehicles, services and facilities, including transit-related digital infrastructure.

6. All sponsors shall identify any Intelligent Transportation Systems (ITS) services, inventory elements, functional requirements and interfaces/information flows in the Central Ohio Regional ITS Architecture that are relevant to the project before beginning detailed design or right-of-way acquisition.

7. Projects shall facilitate ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture by accounting for future integration requirements and describing how it will support future extensions of the regional architecture.

**Equity**

1. All digital infrastructure funded by the project must be primarily utilized to serve a public purpose.

2. The sponsor shall ensure that actions taken to comply with this policy do not prevent safe use of the public right-of-way by any mode (e.g., a cabinet shall not block the clear walking zone on the sidewalk or encroach on a transit stop).

3. Project sponsors shall comply with all applicable laws and regulations regarding the installation and placement of digital infrastructure.

**Recommendations**

1. Local governments are encouraged to adopt their own Smart Streets policies to meet the needs of their communities. They should strive for consistency with this regional policy and federal and state requirements.

2. State government agencies should work with Metropolitan Planning Organizations to ensure consistency in digital infrastructure policies at the state, regional and local level.

3. Project sponsors are encouraged to build redundancy and resiliency into digital infrastructure to a degree that is in accordance with industry best practices.

4. Project sponsors may encourage colocation with private utility infrastructure as part of the project, provided that it does not inhibit public use of the infrastructure or right-of-way.

5. Project sponsors should allow other local governments and public uses to collocate in conduit installed as part of the project that is not reserved by the sponsor for a specific public use. See also Recommendation 4 regarding private uses of the conduit.

6. Project sponsors should consider incorporating other connected technologies into their projects that can benefit from and maximize the utility of the digital infrastructure being installed, such as smart lighting, traffic surveillance, security surveillance, data collection and reporting.
7. Traffic signal maintenance should include upgrades to support connected vehicles when it can be installed at a comparably lower cost than a subsequent retrofit.

8. As multiple mobility providers emerge and the usage of shared/autonomous vehicles increases, the demand for curb space may become acute at certain times and places. Local agencies should consider policies to equitably and effectively manage these spaces.

9. MORPC advocates for open data sharing, good data governance and the adoption of policies to ensure data security by local public agencies. However, it also recognizes that every situation presents unique challenges and trade-offs such that these principles cannot be applied to specific projects nor every circumstance.

Appeals
If the sponsor and MORPC staff are unable to reach an agreement on assuring compliance with this policy, sponsors may ask the Attributable Funds Committee to grant an exemption from this policy or to review the situation. MORPC staff will review the request and provide a report with recommendations to the committee in advance of the decision. In the event that the sponsor disagrees with the action of the Attributable Funds Committee, the sponsor may appeal to the MORPC Policy Committee officers, who may or may not elect to hear the appeal request.

Implementation
Upon approval and adoption of this policy, Smart Street concepts will become part of MORPC’s project selection process for MORPC-attributable funds. The policy will also guide MORPC staff in the preparation of the Metropolitan Transportation Plan and other plans it prepares or to which it contributes.

A resource guide will be developed to assist sponsors in developing projects that comply with the Smart Streets policy. This guide will contain project-specific best practices, sample policies, funding opportunities, and information on other resources.

Evaluation
MORPC reports annually on the region’s progress toward targets established in the Metropolitan Transportation Plan. These targets include several ITS-related targets that can be considered in evaluating the effectiveness of this policy.

MORPC collects data on several aspects of projects receiving the assistance of MORPC-attributable funds, such as the lead agency, location, limits, type of work, length, number of travel lanes, pedestrian facilities, bicycle facilities, and funding by phase, source and year. Digital infrastructure components of these projects will be tracked through reporting mandated by Connectivity Requirement #4.

Portions of the Policy that are the subject of an appeal heard by the Attributable Funds Committee will be subsequently reviewed by the committee, and any recommendations concerning the policy will be considered for approval by MORPC’s Community Advisory, Transportation Advisory, and Transportation Policy committees.
Memorandum

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

FROM: William Murdock
    Executive Director

DATE: February 1, 2019

SUBJECT: Proposed Resolution 01-19: "Accepting Morrow County as
a member of the Mid-Ohio Regional Planning Commission (MORPC)"

On January 28, 2019, the Morrow County Commissioners approved a resolution to join the Mid-Ohio Regional Planning Commission (MORPC) and the Central Ohio Rural Planning Organization (CORPO). The attached resolution accepts Morrow County as a member of MORPC, which will help meet the desire of MORPC’s membership to continue to grow the organization for the benefit of a stronger Central Ohio region.

The dues for Morrow County will be assessed at a pro-rated rate of $15,070 (for 11 months of 12 months at $16,435).

Attachment: Resolution 01-19
RESOLUTION 01-19

“Accepting Morrow County as a member of the Mid-Ohio Regional Planning Commission (MORPC)”

WHEREAS, Morrow County recognizes the need for collaborative, cooperative planning in order to ensure continued growth and prosperity; and

WHEREAS, MORPC’s mission is to be the regional voice and a catalyst for sustainability and economic prosperity in order to secure a competitive advantage for Central Ohio; and

WHEREAS, Morrow County has petitioned for membership in MORPC; and

WHEREAS, it is the desire of MORPC’s members to continue to grow for the benefit of strong collaboration on regional issues; and

WHEREAS, Morrow County will be assessed dues based on the 2019 population projection; and

WHEREAS, on January 28, 2019, the Morrow County Board of Commissioners passed a resolution to join the Central Ohio Rural Planning Organization (CORPO); and

WHEREAS, on January 25, 2019, the Morrow County Board of Commissioners passed a resolution accepting the conditions of membership contained in MORPC’s Articles of Agreement; now therefore

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

Section 1. That Morrow County is accepted as a member of MORPC effective February 14, 2019.

Section 2. That the Articles of Agreement provide that two (2) members of the Morrow County Board of Commissioners are eligible to serve as voting members or that the Commissioners may appoint up to two (2) members to serve on their behalf at the MORPC Commission meetings.

Section 3. That net 2019 dues of $15,070 will be pro-rated as of the date of membership (February 14, 2019) and assessed to Morrow County for one year.

Section 4. That Morrow County shall be entitled to the same regular services of MORPC as are other members and that any special services will be purchased by the County based on standard MORPC rates.

Section 5. 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 6. 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.
Effective date: February 14, 2019
Submitted by: William Murdock, Executive Director
Prepared by: Eileen Leuby, Membership Services Coordinator
Authority: Ohio Revised Code Section 713.21
For action date: February 14, 2019
Memorandum

TO: William Murdock, Executive Director  
    Executive Committee
FROM: Shawn Hufstedler  
    Chief of Staff & Director of Operations
DATE: February 4, 2019
SUBJECT: Financial Report – December 2018

Summary

At December 31, 2018 our cash position was $658,056 in the operating account. For the year-to-date ending December 31, 2018 both the actual fringe rate variance and indirect rate variance were favorable.

Operating Income (Change in Net Position)

There has been a decrease in net position (loss from operations) for the year-to-date ending December 31, 2018 of ($396,788). This is primarily the result of costs that have not been recovered in the weatherization programs ($182,863); building due diligence/leasehold improvement costs for which revenue was recorded in prior years ($33,723); prior year event surpluses and Management Reserves allocated to current year programs ($35,531); investment income of $60,474; and a reduction in 2018 revenues which relate to cash received from COTA in 2017 but not spent in 2017, recorded instead as prior year revenue ($191,269). Final year-end adjustments to revenues for unused member dues and 2018 event surpluses, and adjustments to expenses for pension and related costs, have not yet been posted.

Member Dues

Member dues revenue was 7.5% of the year-to-date operating revenue. Dues revenue recognized (excluding Leasehold Improvements and Building Due Diligence, which are budgeted from prior year dues) was $51,981 less than the 2018 annual dues billed. Use of member dues was under budget $364,382 including the prior year dues budgeted for use. Use of all current year and prior year member dues, including building due diligence and office improvement activities were as follows:


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<tr>
<th>Use of Member Dues</th>
<th>Budget</th>
<th>Actual</th>
<th>Variance (Over) Under</th>
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<td>Services to Members</td>
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<td>Local Matching Funds</td>
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**Fringe Benefit and Indirect (Overhead) Variances**

**Fringe Benefits**
The actual fringe benefit cost rate for the year-to-date is 60.89% which is lower than the budgeted rate of 61.0%, creating a favorable variance for the year of $3,440.

**Indirect (Overhead)**
The actual indirect cost variance for the year-to-date is 54.20% which is lower than the budgeted rate of 55.0%, resulting in a favorable variance for the year-to-date of $41,266.

**Statement of Net Assets**

- Operating cash on hand is $658,056 which was equal to 13 days of cash flow. The Hope 3 Trust account holds cash of $39,469 restricted for NSP usage. The building reserve account is $1,046,334; operating reserve account is at $1,361,056; and management reserve is $105,664. The building improvement/maintenance fund holds $371,987.
- Accounts Receivable totaled $1,296,161 compared to $2,053,102 at the end of December 2017.
- Accounts Payable plus Other Accrued Liabilities totaling $278,232 were $83,432 less than the $361,664 balance at the end of December 2017.

**Expenses and Appropriations**

Expenses for the year totaled $14,008,451 or 78.4% of the total year’s operating appropriations of $17,874,151.
Operating Reserve

The $658,056 of operating cash at December 31, 2018 is equivalent to 13 days of expenditures, which is less than the 30-day ($1,462,000) target threshold established in the Operating Reserve Policy. The pending receipt of more than $392,000 from the Central Ohio Transit Authority for local funds in lieu of NTD/Section 5307 has been delayed due to the federal government shutdown.

The $1,361,056 balance of the invested operating reserve at December 31, 2018 is held in STAROhio, and was not utilized in 2018. Combining both the operating reserve balance and the operating cash balance equates to 41 days of expenditures, which is less than the 60-day target threshold as per the Operating Reserve Policy. Interest earned and allocated to the operating reserve year-to-date through December 31 was $25,967.

Operating surpluses from MORPC-sponsored events held in 2017 (State of the Region and the Ohio Conference on Freight) totaled $57,120 and, as per the reserve policy, were apportioned 1/3 to the operating reserve, 1/3 to the management reserve, and 1/3 to current programs in 2018 ($19,040 to each). An additional $16,491 of the management reserve was utilized to support the activity-based costing study in 2018.
## MORPC
### Statement of Net Position
#### As of 12/31/2018

**Date:** 2/4/2019, 2:50 PM  **Page:** 1

<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Current Assets</strong></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Cash</td>
<td>$658,056</td>
<td>$924,323</td>
<td>($266,267)</td>
<td>$1,363,980</td>
<td>($705,924)</td>
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<td>Cash-Designated for Building Improvement</td>
<td>671,987</td>
<td>695,769</td>
<td>(23,782)</td>
<td>684,606</td>
<td>(12,619)</td>
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<tr>
<td>Cash-Operating Reserve</td>
<td>1,361,056</td>
<td>1,358,345</td>
<td>2,711</td>
<td>1,316,048</td>
<td>45,008</td>
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<tr>
<td>Cash-Building Reserve</td>
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<td>1,044,226</td>
<td>2,109</td>
<td>1,026,135</td>
<td>20,199</td>
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<td>Cash with Trustee NSP1 Franklin Co</td>
<td>39,469</td>
<td>40,996</td>
<td>(1,527)</td>
<td>40,574</td>
<td>(1,105)</td>
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<td>Investments Greenways Fund</td>
<td>105,664</td>
<td>105,463</td>
<td>201</td>
<td>101,189</td>
<td>4,475</td>
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<td>Prepaid Expenses</td>
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<td>115,604</td>
<td>38,597</td>
<td>164,735</td>
<td>(10,535)</td>
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<tr>
<td><strong>Total Current Assets</strong></td>
<td>5,343,853</td>
<td>6,034,017</td>
<td>(690,164)</td>
<td>6,750,371</td>
<td>(1,406,518)</td>
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<tr>
<td><strong>Non-Current Assets</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Forgivable Mortgages</td>
<td>33,748</td>
<td>36,620</td>
<td>(2,871)</td>
<td>72,010</td>
<td>(38,262)</td>
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<td>Fixed Assets</td>
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<td>626,507</td>
<td>0</td>
<td>579,201</td>
<td>47,306</td>
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<td>Contributed Assets</td>
<td>296,860</td>
<td>296,860</td>
<td>0</td>
<td>369,976</td>
<td>(73,116)</td>
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<td>Accumulated Depreciation</td>
<td>(845,420)</td>
<td>(840,889)</td>
<td>(4,532)</td>
<td>(864,739)</td>
<td>19,319</td>
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<tr>
<td><strong>Total Non-Current Assets</strong></td>
<td>111,694</td>
<td>119,097</td>
<td>(7,403)</td>
<td>156,448</td>
<td>(44,754)</td>
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<tr>
<td><strong>Deferred Outflows of Resources</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GASB 68 Pension</td>
<td>2,919,775</td>
<td>2,919,775</td>
<td>0</td>
<td>2,076,372</td>
<td>843,403</td>
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<tr>
<td><strong>Total Deferred Outflows of Resources</strong></td>
<td>2,919,775</td>
<td>2,919,775</td>
<td>0</td>
<td>2,076,372</td>
<td>843,403</td>
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<tr>
<td><strong>Total Assets</strong></td>
<td>$8,375,322</td>
<td>$9,072,889</td>
<td>($697,567)</td>
<td>$8,983,191</td>
<td>($607,869)</td>
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<tr>
<td>Liabilities</td>
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<td></td>
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<tr>
<td>Current Liabilities</td>
<td></td>
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<tr>
<td>Accounts Payable</td>
<td>$236,233</td>
<td>$443,265</td>
<td>($207,032)</td>
<td>$321,890</td>
<td>(85,657)</td>
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<td>Accrued Payroll</td>
<td>296,037</td>
<td>296,273</td>
<td>(236)</td>
<td>247,880</td>
<td>48,157</td>
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<td>Accrued Fringe Benefits</td>
<td>79,708</td>
<td>67,553</td>
<td>12,155</td>
<td>167,193</td>
<td>(87,485)</td>
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<tr>
<td>Other Accrued Liabilities</td>
<td>41,999</td>
<td>38,738</td>
<td>3,261</td>
<td>39,774</td>
<td>2,225</td>
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<td>Accrued PTO &amp; Sick Leave</td>
<td>55,000</td>
<td>40,000</td>
<td>15,000</td>
<td>70,000</td>
<td>(15,000)</td>
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<tr>
<td>Deferred Income</td>
<td>333,101</td>
<td>625,052</td>
<td>(291,951)</td>
<td>1,436,749</td>
<td>(1,030,648)</td>
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<tr>
<td>Deferred Income-Member Dues</td>
<td>136,309</td>
<td>188,770</td>
<td>(52,461)</td>
<td>63,124</td>
<td>73,185</td>
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<tr>
<td>Deferred Income-Indirect Reserve</td>
<td>145,420</td>
<td>193,437</td>
<td>(48,017)</td>
<td>167,748</td>
<td>(22,328)</td>
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<tr>
<td>Deferred Fringe Benefit Reserve</td>
<td>(3,705)</td>
<td>78,639</td>
<td>(82,344)</td>
<td>154,019</td>
<td>(157,724)</td>
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<tr>
<td><strong>Total Current Liabilities</strong></td>
<td>1,320,102</td>
<td>1,971,726</td>
<td>(651,625)</td>
<td>2,668,377</td>
<td>(1,348,275)</td>
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<tr>
<td>Non-Current</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Accrued PTO &amp; Sick Leave</td>
<td>456,688</td>
<td>471,276</td>
<td>(14,587)</td>
<td>404,948</td>
<td>51,740</td>
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<td>HOPE 3 Deferred Income</td>
<td>2,291</td>
<td>2,663</td>
<td>(371)</td>
<td>6,748</td>
<td>(4,457)</td>
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<td>Other Mortgages-Deferred Income</td>
<td>31,457</td>
<td>33,957</td>
<td>(2,500)</td>
<td>65,262</td>
<td>(33,805)</td>
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<td>Accrued Building Lease Expense</td>
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<td>GASB 68 Pension Liability</td>
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<td>7,183,782</td>
<td>0</td>
<td>5,418,085</td>
<td>1,765,697</td>
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<td><strong>Total Non-Current</strong></td>
<td>7,674,219</td>
<td>7,691,677</td>
<td>(17,458)</td>
<td>5,895,043</td>
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<tr>
<td><strong>Deferred Inflows of Resources</strong></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GASB 68 Pension</td>
<td>336,123</td>
<td>336,123</td>
<td>0</td>
<td>416,480</td>
<td>(80,357)</td>
</tr>
<tr>
<td><strong>Total Deferred Inflows of Resources</strong></td>
<td>336,123</td>
<td>336,123</td>
<td>0</td>
<td>416,480</td>
<td>(80,357)</td>
</tr>
<tr>
<td><strong>Total Liabilities</strong></td>
<td>9,330,443</td>
<td>9,999,526</td>
<td>(669,083)</td>
<td>8,979,900</td>
<td>350,543</td>
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<tr>
<td><strong>Net Assets</strong></td>
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<tr>
<td>Beginning Net Assets</td>
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<td>(558,334)</td>
<td>0</td>
<td>195,701</td>
<td>(754,034)</td>
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<td>Current YTD Net Income</td>
<td>(396,788)</td>
<td>(368,304)</td>
<td>(28,484)</td>
<td>(192,411)</td>
<td>(204,377)</td>
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<tr>
<td><strong>Total Net Assets</strong></td>
<td>(955,121)</td>
<td>(926,638)</td>
<td>(28,484)</td>
<td>3,290</td>
<td>(958,411)</td>
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<tr>
<td><strong>Total Liabilities and Net Assets</strong></td>
<td>$8,375,322</td>
<td>$9,072,889</td>
<td>($697,567)</td>
<td>$8,983,190</td>
<td>($607,868)</td>
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## MID-OHIO REGIONAL PLANNING COMMISSION

### SCHEDULE OF REVENUES AND EXPENSES—BUDGET AND ACTUAL

FOR THE TWELVE MONTHS ENDING DECEMBER 31, 2018

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<tr>
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<th>Actual</th>
<th>Budget</th>
<th>Variance over / (under)</th>
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<tbody>
<tr>
<td><strong>Revenue</strong></td>
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<tr>
<td>Environment, Mapping &amp; Transportation</td>
<td>$6,859,310</td>
<td>$10,175,969</td>
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<td>Energy and Air Quality</td>
<td>4,699,967</td>
<td>4,710,054</td>
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<td>Housing &amp; Community Services</td>
<td>993,501</td>
<td>1,411,500</td>
<td>(417,999)</td>
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<td>Services to Members &amp; Development</td>
<td>752,281</td>
<td>784,982</td>
<td>(32,701)</td>
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<tr>
<td>Other</td>
<td>246,131</td>
<td>766,646</td>
<td>(520,515)</td>
</tr>
<tr>
<td><strong>Total Operating Revenues</strong></td>
<td><strong>$13,551,189</strong></td>
<td><strong>$17,849,151</strong></td>
<td>($4,297,962)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Actual</th>
<th>Budget</th>
<th>Variance over / (under)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Expenses</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Salaries and benefits</td>
<td>$6,875,677</td>
<td>$7,596,443</td>
<td>($720,766)</td>
</tr>
<tr>
<td>Materials and Supplies</td>
<td>178,829</td>
<td>550,000</td>
<td>(371,171)</td>
</tr>
<tr>
<td>Consultants, services and other</td>
<td>6,900,147</td>
<td>9,648,212</td>
<td>(2,748,065)</td>
</tr>
<tr>
<td>Depreciation</td>
<td>53,798</td>
<td>79,496</td>
<td>(25,698)</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>$14,008,451</strong></td>
<td><strong>$17,874,151</strong></td>
<td>($3,865,700)</td>
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<table>
<thead>
<tr>
<th></th>
<th>Actual</th>
<th>Budget</th>
<th>Variance over / (under)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations income (loss)</td>
<td>($457,262)</td>
<td>($25,000)</td>
<td>(432,262)</td>
</tr>
<tr>
<td>Interest Income</td>
<td>60,474</td>
<td>$25,000</td>
<td>35,474</td>
</tr>
<tr>
<td><strong>Increase (decrease) in net position</strong></td>
<td>($396,788)</td>
<td>-</td>
<td>($396,788)</td>
</tr>
</tbody>
</table>