



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

111 Liberty Street, Suite 100  
Columbus, Ohio 43215  
morpc.org

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**NOTICE OF A MEETING**

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

**Thursday, May 9, 2019**  
**1:30 p.m.**

**AGENDA**

- 1:30 p.m.
- 1. Pledge of Allegiance**
  - 2. Welcome and Introductions** – Rory McGuiness (City of Columbus), MORPC Chair
    - **Recognition of Guests and New Members** – Eileen Leuby, MORPC Membership Coordinator
  - 3. 1MORPC1Voice Speaker Series: Columbus Women's Commission** – Shelly Beiting, Columbus Women's Commission Executive Director
  - 4. Executive Director's Report** – William Murdock, MORPC Executive Director
    - a. Quarterly Membership Report** – Eileen Leuby, MORPC Membership Coordinator
  - 5. Proposed Resolution 08-19: "Authorizing the executive director to file applications with, execute agreements with, and receive funds from the U.S. Department of Transportation and the Ohio Department of Transportation"** – Thea Walsh, MORPC Transportation & Infrastructure Development Director
  - 6. Proposed Resolution 09-19: "Accepting Washington Township as a member of the Mid-Ohio Regional Planning Commission (MORPC)"** – William Murdock, MORPC Executive Director

**William Murdock, AICP**  
Executive Director

**Rory McGuiness**  
Chair

**Karen J. Angelou**  
Vice Chair

**Erik J. Janas**  
Secretary

2:00 p.m.

**Committees**

- 7. Transportation Policy Committee (MPO)** – Rory McGuiness (City of Columbus), MORPC Chair
  - a. Call to Order** – Rory McGuiness (City of Columbus), MORPC Chair
  - b. Proposed Resolution T-6-19: “Adopting a Regional Smart Streets Policy”** – Thea Walsh, MORPC Transportation & Infrastructure Development Director and Dana McDaniel (City of Dublin), Smart Region Task Force Chair
  - c. Metropolitan Planning Organization Report**
    - Transportation & Infrastructure Development – Thea Walsh, Director
  - d. Transportation Policy Committee Consent Agenda**
    - 1) Approval of **April 11, 2019 Transportation Policy Committee Meeting Minutes**
    - 2) **Proposed Resolution T-4-19: “Acceptance of the MORPC Fiscal Year 2020 Planning Work Program”**
    - 3) **Proposed Resolution T-5-19: “Certification of the MORPC Metropolitan Transportation Planning Process”**
  - e. insight2050 Corridor Concepts** – Kerstin Carr, MORPC Planning & Sustainability Director
  - f. 2020-2050 Metropolitan Transportation Plan Update**
    - **Proposed Resolution T-7-19: “Adoption of Project Evaluation Criteria for Developing the 2020-2050 Metropolitan Transportation Plan”** – Thea Walsh, MORPC Transportation & Infrastructure Development Director
    - **Population and Employment Update** – Aaron Schill, MORPC Data & Mapping Director
  - g. Adjourn Transportation Policy Committee (MPO)** – Rory McGuiness (City of Columbus), MORPC Chair

2:30 p.m.

- 8. Central Ohio Rural Planning Organization** – Steve Stoltz (Union County), Central Ohio Rural Planning Organization Chair
- 9. Sustainability Advisory Committee** – Mike Compton (City of Pataskala), Sustainability Advisory Committee Vice Chair

- a. **Sustainable2050 Certification** – Kerstin Carr, MORPC Planning & Sustainability Director

**10. Regional Policy Roundtable** – Kim Maggard (City of Whitehall),  
Regional Policy Roundtable Chair

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

**11. Commission Consent Agenda**

- a. Approval of **April 11, 2019 Commission Meeting Minutes**
- b. Approval of Actions of the Transportation Policy Committee

**12. Other Business**

3:00 p.m.      **13. Adjourn** – Rory McGuinness (City of Columbus), MORPC Chair

**PLEASE NOTIFY SHARI SAUNDERS AT 614-233-4169 OR [ssaunders@morpc.org](mailto:ssaunders@morpc.org) IF YOU REQUIRE SPECIAL ASSISTANCE.**

**The next Commission Meeting is**  
**Thursday, June 13, 2019, 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.

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. The Kroger lot is accessible off Front Street.**



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

## **MORPC Monthly Agency Report**

*April 2019*

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### **Government Affairs**

Joe Garrity, Government Affairs Director [jgarrity@morpc.org](mailto:jgarrity@morpc.org)

### **State Transportation Budget**

On April 3, 2019 Governor DeWine signed the state transportation budget, House Bill 62, into law. There were some major victories for MORPC members such as the increase to the motor fuel user fee, the expansion of permissive license fees, and increased funds for transit. MORPC staff created a one-pager on the state transportation budget and MORPC's related advocacy efforts. In addition, documents detailing how much revenue a community will receive from the increase in the motor fuel user fee and if they should choose to increase the motor fuel user fee were distributed to members.

### **Regional Policy Roundtable**

The Regional Policy Roundtable met April 16, 2019. Members of the Roundtable discussed working in a collaborative fashion on state operating budget advocacy priorities such as protecting transit funding dollars and advocating for dedicated dollars for the 2020 census complete count committee. Another central topic of discussion was the recently introduced HB 6 which would create the Ohio Clean Air Program or fund to be administered by the Ohio Air Quality Development Authority. The bill would end low-income benefits from the Energy Efficiency program and eliminate the state's existing energy efficiency standards and renewable energy credits. In consultation with MORPC's Sustainability Advisory Committee, MORPC decided to oppose HB 6. This position is consistent with prior MORPC stances. The legislation is not consistent with MORPC's Public Policy Agenda or Regional Sustainability Advisory Agenda.

### **State Advocacy**

On April 24, 2019 MORPC Executive Director William Murdock submitted written opponent testimony to the Ohio House Energy and Natural Resources Energy Generation Subcommittee.

### **Communications & Engagement**

Niel Jurist, Director [njuristmorpc.org](mailto:njuristmorpc.org)

### **State of the Region**

Registration reached an all-time high with 1,055 confirmed to attend the event. Keynote speaker Anthony Foxx, Lyft Policy Advisor and former U.S. Secretary of Transportation, met with several key officials during his visit to Columbus and visited the Long Street Bridge and Smart Columbus Center. Sponsorship for the event exceeded our goal with \$47,500.

CTC TV3 broadcast a tape on the 2019 State of the Region and Spectrum News 1 provided coverage of State of the Region. MORPC sponsors several podcasts under Columbus Underground's "The Confluence Cast". Columbus Underground will soon provide a podcast featuring Anthony Foxx which you will be able to view at:

<https://www.columbusunderground.com/tag/podcast>.

### Paving the Way

MORPC held its annual Paving the Way meeting for jurisdictions and agencies to share their road construction project information for the 2019 construction season. The meeting included presentations, updates, and information from 18 agencies, with roughly 30 people in attendance. The meeting also included a demonstration of the redesigned Paving the Way system that will soon launch.

### Presentations & Outreach

Updates on Air Quality Alerts, Gohio Commute, the 2020-2050 Metropolitan Transportation Plan and the 2020 Census Complete Counts were provided to the following:

- Greater Hilltop Area Commission Meeting
- Far South Columbus Area Commission Meeting
- Far West Area Commission Meeting

**See attachment for more MORPC Membership News**

### Transportation & Infrastructure Development

Thea Walsh - [twalsh@morpc.org](mailto:twalsh@morpc.org)

#### Metropolitan Transportation Plan

A public comment period on the proposed project evaluation process and criteria was held April 1-24. Comments received were incorporated as appropriate before being presented to CAC, TAC, and Transportation Policy Committees in May for adoption.

The 2050 forecast population and employment was shared with local technical experts and made available for public comment. The comment period is open through May, and will be presented to CAC, TAC, and Transportation Policy committees for adoption in June.

Work continues to collect candidate projects and develop an interactive public webmap to be used for collecting project suggestions and comments on candidate projects. The webmap is expected to be available beginning in June.

### Gohio

The Gohio Team is working with the Mobility Campaign Coalition to connect community events with a media campaign for Bike Month in May. Messaging and images show how our diverse communities are bike friendly and encourage Central Ohio residents to bike. Community events highlighted during Bike Month include a touch-a-truck event, Memorial Day parades, art festivals, and CoGo expansion celebrations. The Mobility Campaign Coalition is using this campaign as a strategic stepping stone to the Commuter Challenge to first build confidence through shorter trips and outreach during Bike Month, and then using confidence gained to make the “big” trip that is the commute during the Commuter Challenge.

The 2019 Challenge is June 3-9. This marketing campaign targets commuters within the MORPC region with a focus on those travelling downtown for work. COTA, CoGo Bike Share, SMART Columbus, Commute by Enterprise, and Lyft are sponsoring the 2019 Commuter Challenge.

### Rapid Speed Transportation Initiative (RSTI)

Contracts were extended to September 30, 2019. Work sessions with the Cities of Columbus, Marysville, Kenton and Lima are underway to receive input from local stakeholders on the proposed passenger rail and hyperloop route alternatives, as well as potential rail station/hyperloop portal locations.

The Environmental Impact Study (EIS Study) has a draft route alternatives report prepared for comment. The Hyperloop Feasibility Study consultant is working on the economic demand analysis and will submit draft reports by the end of May.

#### Rickenbacker Area Study

Findings and recommendations from the Rickenbacker Area Study are available for public comment through May 30. The study investigates the area's multifaceted existing factors and the growth potential over the next 10 to 20 years. The findings are presented in an interactive, story map format at [www.morpc.org/rickenbackerstudy](http://www.morpc.org/rickenbackerstudy).

#### Central Ohio Rural Planning Organization (CORPO)

The MORPC Team began the process of tracking projects within the CORPO study area and plans to update the project information as it is received from ODOT. A peer review workshop will establish a dialogue between member organizations of Ohio's RTPPO Program to discuss the program's strengths, weaknesses, successes, challenges, etc.

#### Ohio Public Works Commission (OPWC)

The Public Works Integrating Committee (PWIC) for OPWC District 3 met to review a draft of policies and criteria for Round 34 of the State Capital Improvements Program and the Local Transportation Improvement Program. The PWIC will consider approving the draft at the May 10 meeting.

#### Natural Resources Assistance Council (NRAC)

The NRAC for District 3 (Franklin County) received seven applications requesting \$4.2 million from the Clean Ohio Conservation Fund. The district currently has approximately \$4.6 million available to preserve open spaces, sensitive ecological areas, and stream corridors. NRAC members are scoring the applications and will meet April 25 to approve projects to submit to the Ohio Public Works Commission for funding.

#### INFRA and BUILD

INFRA applications continue to be reviewed by U.S. DOT. MORPC, ODOT, and the City of Columbus are gathering additional letters of support for the Columbus Crossroads Phase 4 application. The application will ensure the High, Third, and Fourth Street bridges over the south trench of I-70/I-71 are replaced with enhanced bridge structures as part of the larger innerbelt improvement.

U.S. DOT released the Notice of Funding Availability for the 2019 cycle of BUILD transportation grants, with approximately \$900 million available nationally. These competitive grants are awarded to projects that improve roads, bridges, transit, rail, ports, and intermodal transportation facilities. The maximum grant award is \$25 million. Applications are due July 15, 2019.

#### Competitive Advantage Projects (CAP)

MORPC is releasing a Request for Proposals (RFP) for consultant services to conduct an innovative funding strategies development activity over the summer months to assist four to six projects. It is envisioned that the consultant will work with the sponsors of selected projects to identify new, non-traditional, and/or innovative project funding strategies and provide next steps for sponsors to move forward.

## **Data & Mapping**

Aaron Schill, Director – [aschill@morpc.org](mailto:aschill@morpc.org)

### Regional Data Advisory Committee (RDAC)

The Central Ohio Systems Management Organizational Sharing (COSMOS) group met and discussed security policies, disaster recovery strategies, Ohio Senate Bill 22 (Ohio's Cyber Security Safe Harbor Law), and integration with the work of the Regional Data Advisory Committee (RDAC). Aaron Schill reported on the RDAC priority projects with an emphasis on the Municipal Fiber Optic Mapping Project.

### Transportation

JMT provided a demonstration of the new Paving the Way system.

Working with the traffic modeling team, Team Members completed small area household and employment forecast drafts for the region. The forecasts are currently being reviewed by communities and will be finalized in May.

### Census

MORPC is scheduling meetings with stakeholders in Central Ohio counties for updates to the Census Participant Statistical Areas Program (PSAP). Each meeting will update Census tracts, block groups, and census designated places.

Data & Mapping Director, Aaron Schill, participated in a press event with the Ohio Census Advocacy Coalition at the Ohio Statehouse on April 1 as a part of the Census Day of Action. He emphasized the importance of a complete count in 2020, the work local governments have already been doing to make sure all of Ohio's residents are counted and called on the state to allocate funding specifically for Census efforts.

## **Planning & Sustainability**

Kerstin Carr, Director - [kcarr@morpc.org](mailto:kcarr@morpc.org)

### Active Transportation Working Group (ATWG)

Team Members organized and hosted the ATWG which focused on review and feedback of the guidelines for the next cycle of the insight2050 Technical Assistance Program. Attendees also received information on the "Your Move Ohio" toolkit developed by ODOT, along with MORPC-led events for National Bike to Work Month and Bike to Work Day. The next scheduled meeting is in July 2019.

### Bicycle & Pedestrian Counts

Spring 2019 Volunteer Bike & Pedestrian Counts are May 15, 7-9 a.m. and 11 a.m.-1 p.m. at 29 locations throughout Central Ohio. Locations were selected based on a combination of crash data analysis and Central Ohio Greenways priority locations. An outreach campaign was initiated this month to recruit volunteers to conduct manual counts. Collected data will be incorporated into MORPC's continued data collection and analysis to identify year to year trends in regional bicycle/pedestrian activity. If you would like to volunteer, please contact Lauren Cardoni at [lcardoni@morpc.org](mailto:lcardoni@morpc.org).

Team Members continue to review current bicycle/pedestrian count methodology best practices and peer exchange with MPOs across the state for potential opportunities to make the counting process more efficient and more useful for members.

### Active Transportation Plan (ATP) Update

MORPC began research of existing plans throughout the country and discussions with peer MPOs to identify best practices which could potentially be integrated into MORPC's Active Transportation Plan (ATP) update. The ATP update process is anticipated to commence in Q1 2020.

### insight2050

The Corridor Concepts findings and report were released on April 30, coinciding with several events to share the findings. MORPC members and their communities, funding partners, and the business and development sectors were invited to attend these events. MORPC will continue to share this information with its members at various engagements throughout the year. The report can be found at [www.getinsight2050.org](http://www.getinsight2050.org).

Team Members finalized the draft 2019 insight2050 Technical Assistance Program Guidelines. The guidelines include project scopes of work templates, application instructions, and competitive application criteria and will be shared with the Commission in June.

### Transportation Safety

A draft of the Central Ohio Transportation Safety Plan was completed this month and shared with the working group for review. The plan is expected to be completed by the end of May 2019. Other plan deliverables include a priority safety locations list and a high injury network for the region, both of which are in progress and expected to be completed by May 2019.

Team Members assisted in response to several media requests following high-profile fatal crashes in recent weeks. The Team also coordinated with a consulting firm selected by ODOT to conduct a Road Safety Audit at a location in the City of Columbus (Georgesville Road at Clime Road) and reviewed a draft Safety Study for SR-256/CR-15/CR-106/Slate Ridge Blvd in the City of Reynoldsburg.

### Sustainable2050

Team Members presented Sustainable2050 and the Regional Sustainability Agenda at the Ohio EPA Sustainability Conference (approximate audience of 35). Included in the presentation was a discussion of how such a recognition program could be replicated in other sectors.

### Central Ohio Greenways Board

The Central Ohio Greenways (COG) Board met and reviewed the Planning Study conducted by Mollard Consulting. The consultants interviewed key leaders, potential donors, and stakeholders in the region and surveyed trail advocates to gain an understanding of the region and organization's readiness to support a major trail fundraising campaign. The results of the study indicate that the perception and interest in trails is extremely high. Key recommendations include reaffirming the mission of COG, prioritizing projects, developing a brand identity, and analyzing potential business model changes.

Team Members are focused on the reveal of a Great American Rail Trail route May 8 at Wilson Road Park. This route will run from Washington D.C. to Seattle, Washington through Columbus, Ohio.

### Sustaining Scioto

The Sustaining Scioto Adaptive Management Plan strategies and initiatives was reviewed. Team Members will continue to meet with Subcommittee members through May to refine and finalize the strategies and initiatives and integrate them into the full draft plan for the June Subcommittee meeting. Team Members are preparing for Riverfest 2019 on June 8.

### Central Ohio Water Resources Working Group

Outreach efforts are complete in Delaware, Madison, Pickaway and Union Counties. Fairfield, Licking and Franklin Counties are expected to be completed in June 2019.

### Energy & Air Quality

Team Members are preparing for the 2019 summer ozone season. An updated process for improving the reach of Air Quality Alerts was created, including sharing alerts through National Weather Service outreach platforms in partnership with meteorologists at the Wilmington Forecast Office.

The Energy and Air Quality Working Group met and discussed the role that the sustainability-health nexus plays in their work. Ohio Health presented information about sustainability programming in Central Ohio's health organizations. Ohio EPA provided an update on a draft submission to the U.S. EPA requesting re-designation for Central Ohio as in attainment with the 2015 Ozone National Ambient Air Quality Standards (NAAQS) that is currently open for comment. MORPC submitted a letter to Ohio EPA in support of the request to re-designate Central Ohio as attainment with the current ozone standards.

### Local Government Energy Partnership

The Benchmarking Program held an "Orientation to Enrollment" webinar. Six communities participated in the webinar, detailing the process of enrollment with specific focus on the MOU, which would bring the total enrollment in the partnership to 17 members (28% of allowed participants).

### Sustainability Advisory Committee (SAC)

The SAC met in conjunction with the Ohio EPA Sustainability Conference. The meeting included a presentation on MORPC's partnership with CURA for development of a dynamically-fed sustainability dashboard based on the goals of the Regional Sustainability Agenda. A joint working group between the SAC and Regional Data Advisory Committee will form to advise on the development and roll-out of this dashboard.

The SAC also approved Sustainable2050 platinum tier status designations for the Cities of Columbus and Westerville. Both Sustainable2050 members will be certified Platinum and will have their achievements recognized at the May Commission meeting.

SAC members provided guidance on why MORPC should oppose HB 6, as the bill is not aligned with MORPC's Public Policy Agenda and Regional Sustainability Agenda.

### **Residential Services**

Robert Williams – [rwilliams@morpc.org](mailto:rwilliams@morpc.org)

### WarmChoice

Due to a low intake of applicants, we are now experiencing a shortage of referrals, which will affect April production for both initials and completions.

Creative Housing is re-connecting with MORPC to perform work on residences that have not been served.

### Marketing & Outreach/Intake

Discussions are continuing with Homeport, Columbus Metropolitan Housing Authority, Columbia Gas and COCIC for future projects and weatherization services.

### Home Repair Programs

The Milo Grogan Area project with Homeport funding has been extended into 2019. We expect to provide repair services to 12 units in 2019 for a total of 23.

COCIC funded exterior home repair pilot has been approved to continue for 2019 for another four units.

### Operations

Shawn Hufstedler – [shufstedler@morpc.org](mailto:shufstedler@morpc.org)

### Audit Update

Financial Auditors Plante Moran completed their on-site field work for the 2018 audit. The Comprehensive Annual Financial Report (CAFR) will be presented to the Executive Committee for approval in June.

### Information Technology Updates

The Information Technology Services team completed the following projects and tasks:

- Two-way user account authentication between local Active Directory (MORPC network) and Microsoft Office 365 cloud service, and concluded Single Sign-on mission
- Deployed a “Phish Alert Button” on Microsoft Outlook to make it convenient for MORPC Team Members to report suspicious phish emails
- Completed laptop deployment for the first batch in the newly recognized laptop lifecycle policy and prepared for the 2019 laptop refresh
- Visited multiple commercial data centers for MORPC disaster recovery relocation options

### Personnel Updates

The following new Team Members began in April:

- Operations IT Services Specialist Alex Jokerst began April 1 to provide technical support to MORPC Team Members
- Residential Services Electric Baseload Auditor Sunny Kalu began April 15
- Transportation Infrastructure & Development Temporary Administrative Support Marta Crispin-Rondon began April 24

MORPC is currently interviewing or in the process of extending offers of employment for the following positions:

- Residential Services Energy Auditor
- Data Analyst (Data & Mapping Department)
- Senior GIS Specialist (Data & Mapping Department)
- Energy Planning & Air Quality Intern (Planning & Sustainability Department)

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

### RFP/RFQ Postings

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

- RFQ for Air Quality Educational Marketing – Closed April 24
- RFQ for Appliances and Services for the Electric Partnership Program – Closed April 19
- 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-rfqs/>.

## **Attachment**

### **MORPC in the News**

There were 462 mentions about MORPC in social media. Of the mentions, 34 percent were on the State of the Region Massive Collaborative award and Crew, 17 percent on the State of the Region keynote Anthony Foxx, 13 percent on the 2020 Census Complete Count and 12 percent on the affordable housing strategy. In print, radio and television, 44 percent of MORPC's mentions were on the affordable housing strategy with a combined reach of 2.2 million.

### **Save the Date Reminders**

Riverfest - June 8-9, 2019 [www.morpc.org/riverfest](http://www.morpc.org/riverfest) for more details.

People for Bikes - July 18, 2019

Summit on Sustainability - September 30, 2019 at the Hilton Columbus Downtown.

America Walks - October 1, 2019 at the Hilton Columbus Downtown.

Upcoming Member Forums:

- May 1: "What's Up with Drones?"
- May 21: Regional Collaboration Northeast meeting in Sunbury
- June 11: Grant Forum Invitational
- June 19, July 31 & August 13: Rural Forum Series



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## Memorandum

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

**FROM:** Thea Walsh, Director  
Transportation Infrastructure & Development

**DATE:** May 3, 2019

**SUBJECT:** Proposed Resolution 08-19: **“Authorizing the executive director to file applications with, execute agreements with, and receive funds from the U.S. Department of Transportation and the Ohio Department of Transportation”**

Annually, MORPC submits an application to the Ohio Department of Transportation (ODOT) for planning funds to continue the metropolitan planning program, as currently defined by the FAST Act. Some of these funds are allocated to MORPC on a “formula” basis, and others are allocated at the discretion of MORPC and other agencies. The appropriate portions of the grants and the local shares are included in the agency budget for 2019.

For State Fiscal Year (SFY) 2020 (begins July 1, 2019), MORPC is requesting \$2,319,810 of new combined Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds, and \$289,976 of new ODOT matching funds. The MORPC local share for these grants is \$289,976. These are the “formula” funds supporting the base transportation planning.

Historically, MORPC has encouraged ridesharing and vanpools. In SFY 2020 MORPC will be using \$800,000 of MORPC Congestion Mitigation Air Quality (CMAQ) funds for the ridesharing program.

Other discretionary special projects include \$350,000 in MORPC STBG funds for Supplemental Planning that will include seven activities:

1. Project Expedition SFY 2020 – Augment the efforts of the TIP project to ensure the timely completion of projects funded with MORPC-attributable funds.
2. Traffic Monitoring – Augment traffic counts received from local governments by taking traffic counts, including bike and pedestrian counts, at other key locations to maintain the regional model and for other purposes. Also, enhance availability of data on the MORPC website.
3. Data Products and Services – This includes soliciting services and data products that supplement Work Elements 60510-2000 and 60520-2000 (transportation data-related elements). It includes technical tools and services for promoting data sharing and availability and supporting the Regional Data Advisory Committee.

**William Murdock, AICP**  
Executive Director

**Rory McGuinness**  
Chair

**Karen J. Angelou**  
Vice Chair

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Secretary

4. Assistance to Members – Provides planning data, travel demand forecasting, and transportation analysis assistance to members upon request for studies conducted by or for local governments.
5. Western Licking and Fairfield County Thoroughfare Plan – Working with jurisdictions in the study area, prepare traffic projections and other information to identify function of roads in the study area and develop a classification scheme.
6. Rapid-Speed Transportation Initiative support - Resources for staff working on RSTI. See work elements 66528-3000 and 66538-3000 for methodology details.
7. Coordinate with other regional activities such as the Regional Sustainability Agenda activities that further the 2016-2040 Metropolitan Transportation Plan (MTP) Goals.

As Central Ohio is designated a “maintenance” area for ozone and for fine particulate matter, MORPC will continue its planning and education efforts for air quality. \$565,000 of CMAQ funding will be used for Work Element 66730-8000 for FY 2020.

In FY 2015, a new special project Work Element 67415-3000 was included to administer the Federal Transit Administration (FTA) Section 5310 funding for the Columbus urbanized area. MORPC as the designated recipient will receive an annual allocation from FTA for staff administration. From FY 2019 approximately \$82,000 remains and will be carried forward into FY 2020. The FY 2020 funds will be \$108,597 and are included in Work Element 67410-3000. No matching funds are required.

In FY 2018 MORPC assumed management of the Paving The Way program which had previously been managed by the City of Columbus through an allocation of MORPC STBG funds. MORPC will continue the Paving The Way program through Work Element 66540-0400 in FY 2020. The annual amount of \$150,000 for FY 20 was previously approved through an amendment to the FY2019 PWP to support the complete redesign of the Paving The Way project tracking process. Approximately \$50,000 will be carried forward into FY 2020.

In total, including other special projects that began in previous MORPC Planning Work Programs (PWPs) and were addressed in previous resolutions, transportation-funded elements of MORPC have remaining funds totaling approximately \$5,166,061. A portion may be carried over into SFY 2020. The use of these funds is outlined in the SFY 2020 MORPC PWP that reflects comments from ODOT and FHWA. Attached to Resolution 08-18 is a summary of the draft SFY 2020 MORPC PWP expected to be approved by the Transportation Policy Committee under Resolution T-4-19.

The Central Ohio Rural Planning Organization (CORPO) has been created as a Regional Transportation Planning Organization (RTPO) and is staffed by MORPC. \$160,748 in ODOT federal and state funds are being requested to continue the CORPO (plus \$17,861 of new local matching funds). A PWP for CORPO has also been developed with the work elements included as an attachment to Resolution 08-19.

Resolution 08-19 authorizes the executive director to submit and execute any required grant applications and related agreements including the biennial agreements with ODOT for the MORPC and CORPO transportation planning areas. The resolution also ensures MORPC's compliance with the civil rights statutes required for receipt of federal funds.

NTG

Attachment: Resolution 08-19



## RESOLUTION 08-19

### **“Authorizing the executive director to file applications with, execute agreements with, and receive funds from the U.S. Department of Transportation and the Ohio Department of Transportation”**

WHEREAS, the Secretary of the U.S. Department of Transportation (U.S. DOT) is authorized to make grants for transportation planning funds consistent with Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, these funds are administered in Ohio by the Ohio Department of Transportation (ODOT); and

WHEREAS, the contracts for financial assistance will impose certain obligations upon the Mid-Ohio Regional Planning Commission (MORPC), including the provision of the local share of project costs; and

WHEREAS, the transportation planning process is also required to be in compliance with the Clean Air Act Amendments of 1990 (CAAA); and

WHEREAS, it is required by the U.S. DOT, that in connection with filing applications for assistance, MORPC gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. DOT requirements thereunder; and

WHEREAS, MORPC has established procedures for the Disadvantaged Business Enterprise (DBE) program, and it is the goal of MORPC, within the requirements of U.S. DOT and ODOT, that DBEs be utilized to the maximum extent feasible when procuring equipment, supplies, and services; and

WHEREAS, to do some of the projects in the State Fiscal Year 2020 MORPC Planning Work Program (PWP) and the Central Ohio Rural Planning Organization (CORPO) PWP, it will be necessary to secure matching funds from other agencies and to subcontract work or make purchases per the estimated amounts shown in the attachment; now therefore

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

- Section 1. That the executive director is authorized to file applications with and execute grant agreements on behalf of MORPC with U.S. DOT and ODOT, to aid in financing technical studies and other transportation-related activities.
- Section 2. That the executive director is authorized to enter into a continuing agreement with ODOT to implement 23 U.S.C. §134 and 49 U.S.C. §1607, as may be amended, in the Columbus metropolitan planning area, including designation of MORPC as the metropolitan planning organization responsible for conducting the continuing, cooperative and comprehensive urban transportation planning process.
- Section 3. That the executive director is authorized to enter into a continuing agreement with ODOT to conduct transportation planning for the CORPO

including designation of MORPC as the Regional Transportation Planning Organization (RTPO) for conducting the continuing, cooperative and comprehensive transportation planning process.

Section 4. That the executive director is authorized to enter into ongoing agreements of cooperation with the counties, incorporated municipalities, and other entities and special districts within the areas for carrying forward the transportation planning process consistent with FAST Act and CAAA.

Section 5. That the executive director is authorized to execute and file with such application an assurance or any other document required by the U.S. DOT, effectuating the purposes of Title VI of the Civil Rights Act of 1964, including amendments.

Section 6. That the executive director is authorized to furnish such additional information as U.S. DOT or ODOT may require in connection with the application for the PWP.

Section 7. That the executive director is authorized to set forth and execute affirmative disadvantaged business policies in connection with the project's procurement needs.

Section 8. That the following estimated funding be requested from ODOT:

- a. \$2,319,810 of new combined FHWA PL and FTA Section 5303 funding (plus \$289,976 of new MORPC and ODOT matching funds each).
- b. \$160,748 in ODOT federal and state funds to continue the Central Ohio Rural Planning Organization (plus \$17,861 of new local matching funds).
- c. \$800,000 of MORPC CMAQ funds to support MORPC vanpool and rideshare matching program.
- d. \$565,000 in MORPC CMAQ funds for air quality awareness program.
- e. \$350,000 in MORPC STBG funds for seven activities.
- g. \$200,000 in MORPC STBG funds for insight2050 Technical Assistance Program.
- h. \$108,597 in FTA Section 5310 funding.

Section 9. That previously approved projects and activities, with remaining budgets totaling approximately \$217,702 in various federal, ODOT, and local funds, be authorized to continue.

Section 10. That the executive director is hereby authorized to enter into any agreements with these or other funding agencies and with any

subcontractors or vendors necessary to undertake any of the activities identified in the State Fiscal Year 2020 PWPs for amounts that have been included in the approved budget of the agency.

- Section 11. That the executive director is authorized, if required, to approve one or more extensions of time for performance of services for any of the agreements described in this resolution and to receive funds or issue change orders not to exceed 25 percent of the original total of the agreement amounts without further authorization from this Commission.
- Section 12. 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 13. 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.

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Rory McGuinness, Chair  
**MID-OHIO REGIONAL PLANNING COMMISSION**

Effective date: May 9, 2019  
Submitted by: Thea Walsh, Director of Transportation Systems and Funding  
Prepared by: Transportation Systems and Funding Department  
Authority: Ohio Revised Code Section 713.21  
For Action Date: May 9, 2019

Attachment A: List of Activities to be Subcontracted

Attachment B: Summary State Fiscal Year 2020 MORPC Planning Work Program

Attachment C: State Fiscal Year 2020 CORPO Planning Work Program Work Elements

List of activities to be subcontracted:

1. Gohio Commute marketing/advertising/vanpool subsidies/ride-matching software – Approximately \$40,000 is budgeted for miscellaneous printing, marketing and advertising to multiple vendors, \$61,000 for vanpool subsidies to various vanpool providers, and \$10,000 for ride-matching software (MORPC part, other MPOs also participating in a shared services arrangement).
2. Air Quality Awareness marketing/advertising – During SFY 2020, approximately \$25,000 is budgeted for air quality-related printing, travel, outreach, marketing and advertising to multiple vendors. An additional \$80,000 is budgeted for ozone and particulate forecasting services.
3. Up to \$44,000 is subcontracted for traffic counting services.

All other funds received and contracts to be let were or will be addressed by other resolutions, if required.

## SUMMARY

## FISCAL YEAR 2020 MORPC PLANNING WORK PROGRAM

## Notes on Listing

Total budget of all work elements (including funds spent prior to SFY 2020) **\$6,041,061****\$5,166,061** is estimated to remain to be expended in SFY 2020 or subsequent years.

## I. Formula Funded Planning Program Projects

Total Budget **\$2,899,762**

WORK ELEMENT BUDGET	PROJECT DESCRIPTION
------------------------	---------------------

60110-1000

\$420,000

**Active Transportation Planning**

MORPC assists local agencies and entities in planning for and implementing pedestrian and bicycle infrastructure. More specifically, this activity works to maintain the regional active transportation plan, gather pedestrian- and bicycle-related data, review transportation plans and projects to ensure that all users are accommodated, coordinate and assist with safety education, work on specific projects, and provide information and education to local government members to assist them in their local planning efforts.

Products/Activities

Planning assistance

Active Transportation Plan

Non-motorized system monitoring

Complete Streets Outreach and Implementation

Conduct special studies and projects related to active transportation

Education

60120-3000

\$175,000

**Management & Operations Planning**

Managing and maintaining the extensive existing transportation system is a priority of transportation agencies. This activity includes education on the benefits of a holistically managed transportation system. Helping members collaborate on M&O, advancing ITS including connected infrastructure and CV/AV, access management, estimating costs to maintain the condition of the transportation system including pavement management and deficient bridges, etc., and incorporating security and emergency response into the planning process. Monitoring freight rail activities and analyzing for developing trends; meeting one-on-one with communities that are impacted by freight; and providing timely information via the web. Monitoring goods movement-related legislation and other regional freight initiatives.

Products/Activities

Condition report of highway system and resources

Access Management

Maintain Regional ITS Architecture

Member assistance with ITS-related projects

Participation in freight initiatives

Mid-State Freight Web Tool and educate governmental officials and the public about the freight industry

Transportation security assistance

60130-1000

\$125,000

**Safety Planning**

Safety continues to be a significant focus for FHWA, ODOT and the entire region. This activity works to gather crash data, conduct crash data analyses to provide regional high-crash location lists, reports on safety meetings, encourages local governments to apply for funding to implement safety countermeasures, conducts pre- and post-crash data analysis for safety projects to evaluate the benefits of each countermeasure, and implements the regional systematic safety improvements.

Products/Activities

Regional crash data analysis

Regional Safety Education

\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020

	<p>Member assistance</p> <p>Participation in local and state safety committees</p> <p>Project Evaluation</p> <p>Special projects and studies</p>
<p><b>60150-3000</b></p> <p>\$75,000</p>	<p><b>Transit and Human Services Planning</b></p> <p>Coordination, assistance, and oversight to improve transit service and workforce mobility. Work includes integration of all aspects of transit and mobility to ensure that an adequate level of access is afforded to all populations while improving the range of options for meeting diverse mobility needs.</p> <p><u>Products/Activities</u></p> <p>Maintain the urbanized area's Coordinated Plan for Franklin and Delaware Counties</p> <p>Public transit provider coordination</p> <p>Transit Service planning assistance</p> <p>Monitor agreements and funding in the region</p> <p>Workforce Mobility Assistance</p>
<p><b>60200-3000</b></p> <p>\$275,000</p>	<p><b>Transportation Improvement Program (TIP) and Implementation</b></p> <p>The TIP is one of the two required items to allow for the flow of federal and state transportation funds into the region. This activity includes the development, update and revisions of the TIP, monitoring of federally funded projects, coordination of federally funded infrastructure projects with projects funded from other sources, allocation of STBG, CMAQ, and TAP funding, the TRAC process, environmental studies and engineering source document review, innovative financing, and financing education. Specific activities for the year are listed below.</p> <p><u>Products/Activities</u></p> <p>Maintain the SFY 2018-2021 TIP and prepare SFY 2021-2024 TIP</p> <p>Prioritized list of regional projects for TRAC</p> <p>Collaboration on innovative project delivery and financing options for projects</p> <p>Reports on the status of federally funded projects &amp; annual obligation report</p> <p>Update the Policies for Managing MORPC-Attributable Funding</p>
<p><b>60510-2000</b></p> <p>\$445,000</p>	<p><b>Manage, Map, Collect, and Share Data</b></p> <p>This element pertains to MORPC's role as a leader in coordinating data providers throughout the region, as well as managing its own internal data and GIS systems. It includes using technology for collecting, maintaining and sharing data sets that support transportation programs. It includes keeping data sets current and organized, and managing and monitoring the GIS system. In addition, it includes advancing collaboration among local data providers to reduce redundancies and improve efficiencies associated with information management.</p> <p><u>Products/Activities</u></p> <p>Increase efficiencies of internal data systems</p> <p>Update and maintain data sets to support transportation planning efforts</p> <p>Promote data sharing among data providers to reduce redundancy</p> <p>Coordinate with U.S. Census</p>
<p><b>60520-2000</b></p> <p>\$400,000</p>	<p><b>Data Analytics and Research for Transportation Projects and Programs</b></p> <p>Many transportation programs and projects require GIS and database analytical methods. This element includes using information and tools developed through 60510-2000 to develop and prepare final products associated with the various projects and programs of the Metropolitan Planning Organization. In addition, MORPC functions as a regional resource for requests for information regarding transportation, demographic, development, and various other community needs. This element includes aspects of research associated with fulfilling those requests.</p> <p><u>Products/Activities</u></p> <p>Provide GIS and technical assistance to transportation programs</p> <p>Prepare annual estimates of population and employment at the county and sub-county level</p> <p>Transform raw data into useful information, suggest conclusions, and support decision-making</p> <p>Update the Transportation Plan Report Card</p> <p>Respond to and document requests</p>

\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020

**60550-3000**

\$270,000

**Transportation Systems Analysis Techniques and Applications**

Building upon transportation data, this activity maintains, updates and refines the regional transportation models and continues to refine and implement the Congestion Management Process (CMP) procedures in the 3C planning process, including monitoring congestion, Environmental Justice (social equity) analysis, TIP and Transportation Plan air quality conformity, SIP revisions, and CMAQ justifications. Participation in other regional congestion management and air quality initiatives.

Products/Activities

Up-to-date travel demand model

Up-to-date data sets for SIP development and air quality conformity

Up-to-date CMP and EJ analysis procedures, data and documents

Determination of the emissions changes from proposed CMAQ projects

Up-to-date Land Use Model processes

Modeling assistance to ODOT staff in the certified design traffic development

**61010-3000**

\$290,000

**Long-Range Multimodal Transportation Planning**

The Long-Range Transportation Plan is the major requirement of the MPO, including coordinating all Transportation Plan-related activities. This includes any follow-up to the 2016-2040 Metropolitan Transportation Plan and continuing steps of the 2020-2050 Metropolitan Transportation Plan. This activity is also to coordinate with state and local agencies on transportation studies and plans. Specific activities this year are listed below.

Products/Activities

2016-2040 MTP Follow-up

Goals and Objectives; Project Evaluation Criteria; and Land Use Projections for the 2020-2050 Metropolitan Transportation Plan

2020-2050 MTP Candidate Strategies and Projects

Draft MTP Projects and Draft and Final 2020-2050 MTP

Functional Class, National Highway System, and Regional Thoroughfare Plan

Coordination with ODOT planning activities

Complete long-range system studies

insight2050 resource updates and outreach

Intercity transportation service planning

**61020-0400**

\$119,762

**Transportation Public Involvement**

Public involvement is a vital component of the transportation planning process. This activity maintains the public involvement process for transportation consistent with the FAST-Act and federal regulations and local needs. Efforts continue to seek the involvement of low-income and minority populations, handicapped and elderly in the transportation planning process, Metropolitan Transportation Plan, Transportation Improvement Program, Active Transportation Plan, FTA's Section 5310, FTA's Section 5307 and other transportation-related studies. The Public Involvement Plan (PIP) supports the activities of the Community Advisory Committee, and provides updates on transportation planning activities through presentations, the web, electronic newsletter, social media and other public involvement activities.

Products/Activities

Transportation Public Involvement Process

Public Involvement Activities for the Metropolitan Transportation Plan

Public Involvement Activities for the Transportation Improvement Program

Public Involvement Activities for the Active Transportation Plan

Public Involvement for Miscellaneous Transportation Activities

**62510-1000**

\$200,000

**Planning Coordination and Support**

Coordination of transportation planning efforts among different jurisdictions is a critical element to ensuring regional consistency in the transportation network. This activity includes informational sharing meetings among MORPC and others, regional collaboration meetings, and educational transportation workshops and forums. Through this element MORPC staff will provide technical planning assistance to support individual communities with effective integration of insight2050 findings into local land use and transportation plans.

Products/Activities

Informational Meetings

Regional Collaboration Group Meetings

*\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019*

*^ Project is expected to continue beyond SFY 2020*

Member Education  
Planning Technical Assistance Program

**69710-3000**

\$105,000

**Program Administration**

This work element is to facilitate the efficient administration of the transportation planning program. This work element provides for technical and policy direction of activities to fulfill ODOT, U.S. EPA, Ohio EPA, FHWA, FTA and jointly funded work as described in the Planning Work Program, where such activities are not directly attributable to specific work elements. The specific items are listed below.

Products/Activities

CAC, TAC, TPC agendas and meeting summaries  
Annual Planning Work Program and Completion Report  
Title VI & DBE Process  
Maintain certification and planning agreements  
Monitor federal and state planning requirements

*\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019*

*^ Project is expected to continue beyond SFY 2020*

## II. Special Studies

**Total Budget \$1,776,299**

**\$875,000 spent prior to SFY 2020**

**Balance for SFY 2020 or later is \$901,299**

<b>WORK ELEMENT</b>	<b>PROJECT DESCRIPTION</b>
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**BUDGET**

<b>66528-3000</b>	<b>Rapid-Speed Transportation Initiative (RSTI) – Environmental Components</b>
\$536,000	The purpose of this work element is to study intercity routes that could utilize two rapid-speed transportation technologies—traditional passenger rail and/or hyperloop technology—between Chicago, Columbus, and Pittsburgh. The piece includes work that could build into components of an Environmental Impact Study (EIS) for the corridor. Future pieces will likely include completing a full Tier 1 EIS.
* \$36,000 remaining	<u>Products/Activities</u> Components of an Environmental Impact Study (EIS) for the Corridor
<b>66538-3000</b>	<b>Rapid-Speed Transportation Initiative (RSTI) - Feasibility</b>
\$300,000	The purpose of this work element is to study intercity routes that could utilize hyperloop technology—between Chicago, Columbus, and Pittsburgh. Initially, the RSTI will be a Hyperloop Feasibility Study. This will provide a building block for additional, more detailed studies. The Hyperloop study will enhance work already completed by MORPC, that submitted the winning proposal to Virgin Hyperloop One as part of its Global Challenge competition in 2017.
* \$50,000 remaining	<u>Products/Activities</u> Hyperloop Feasibility Study
<b>66540-0400</b>	<b>Paving The Way SFY20</b>
\$150,000	The purpose of this work element is to provide transportation project construction information to the public. Paving the Way acts as a liaison between the government agencies implementing projects and the public, and it is unique in that it provides information on all construction projects affecting traffic regardless of which agency (state, local, or utility) is responsible. Paving the Way addresses construction management and communication on a regional, rather than project, basis. The program regularly provides information and education to the public on roadway construction, traffic management, and work zone safety and alternative transportation options with the goal of ensuring that drivers experience the least possible inconvenience while traveling in and around Central Ohio.
* \$50,000 remaining	<u>Products/Activities</u> Project Coordination Communications and Outreach
100% STBG using toll credit	
<b>66558-1000</b>	<b>Technical Assistance Program</b>
\$200,000	The purpose of this work element is to provide technical planning assistance to support individual communities with effective integration of insight2050 findings into local land use and transportation plans. Services will be provided for specific community planning and development projects related to transportation, air quality, traffic, and other projects that support consideration of transportation in land use planning and/or demonstrate the benefits of various modes of transportation. Part of this work element is to maintain online references, tools, policies, and expertise developed under this PWP work element.
	<u>Products/Activities</u> Planning Assistance Outreach Maintenance of insight2050 resources
<b>66560-3000</b>	<b>Supplemental Planning SFY20</b>
\$350,000	This work element supplements the formula-funded program and includes research and planning efforts that are required to fulfill MPO planning and project implementation responsibilities. The activity includes elements that supplement project delivery, data collection and data management, RSTI support, long-range studies and sustainability. Specific activities this year are listed below.
100% MORPC STBG using toll credit	<u>Products/Activities</u> Regular reports to members and MORPC committees on project delivery Traffic counts for approximately 200 locations, including bike and pedestrian counts as identified in active transportation count plan

**\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019**

**^ Project is expected to continue beyond SFY 2020**

Develop a Strategic Plan for the Regional Data Advisory Committee  
 Provide special services and conduct special transportation studies  
 Western Licking and Fairfield County Thoroughfare Plan  
 Support for the Rapid Speed Transportation Initiative (RSTI) activities  
 Coordination with other regional activities such as the Regional Sustainability Agenda to further the 2016-2040 MTP goals

**67410-3000**

\$108,597

100% FTA 5310  
 Administration 10% of  
 Apportionment

**5310 Designated Recipient-2020**

This work element is to carry out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for each federal fiscal year apportionment for the Columbus urbanized area. The program will follow FTA policy and program guidance in the selection of projects and apply for FTA funding using the designated FTA electronic grant management system on behalf of eligible recipients.

Products/Activities

A Program Management Plan (PMP) according to FTA provisions  
 Comply with other FTA requirements  
 Program of Projects  
 Update and maintain the Coordinated Plan

**67419-3000**

\$106,702

\* \$81,702 remaining  
 100% FTA 5310  
 Administration 10% of  
 Apportionment

**5310 Designated Recipient-2019**

This work element is to carry out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for each federal fiscal year apportionment for the Columbus urbanized area. The program will follow FTA policy and program guidance in the selection of projects and apply for FTA funding using the designated FTA electronic grant management system on behalf of eligible recipients.

Products/Activities

A Program Management Plan (PMP) according to FTA provisions  
 Comply with other FTA requirements  
 Program of Projects  
 Update and Maintain the Coordinated Plan

**90103-9004**

\$25,000

Funding amount is  
 ODOT contribution only

**America Walks Conference**

The National Walking Summit is an opportunity for community advocates, nonprofit representatives, government officials, and transit, health, and planning professionals to share best practices and stories, increase the visibility of key issues, build support for the walking movement, and create momentum for the work ahead. The Summit will discuss and plan interventions to address concerns, share process, resources, and stories, and build awareness and actions of the walking movement. The Summits will celebrate and identify local approaches and applications of national solutions that feature projects, programs, and practitioners that are creating safe, accessible, equitable, and enjoyable places to walk and be physically active. America

Products/Activities

October 1, 2019 National Walking Summit

\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020

### III. Ridesharing and Air Quality Projects

**Total Budget \$1,365,000**

WORK ELEMENT	PROJECT DESCRIPTION
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#### BUDGET

<b>66710-3000</b>	<b>Transportation Services (Ridesharing) SFY20</b>
\$800,000	Promote Travel Demand Reduction (TDM) in Central Ohio; and market programs and service in a 15-county area. Program services include carpool matching, vanpool formation, transit, bike and pedestrian support and strategies for employers and the general public. MORPC administers an emergency ride home program, vanpool program, and a multiregional rideshare matching vendor contract in coordination with OARC rideshare agencies.
100% MORPC CMAQ	<p><u>Products/Activities</u></p> <p>Promote a culture of sustainable and smart multimodal travel throughout Central Ohio. Public education and ridematching services</p> <p>Raise public awareness about mobility options in the region. Increase ridesharing and TDM acceptance to improve air quality</p> <p>National Transit Database reporting</p> <p>Program evaluation and strategic plan</p> <p>Promote TDM services in diverse and underserved populations</p>
<b>66730-1000</b>	<b>Air Quality Awareness</b>
\$565,000	In 2001, MORPC began a year-round daily air quality forecasting service for ground-level ozone and particulate matter in order to track and report poor air quality to the public, businesses, and organizations. This work element ensures that MORPC continues air pollution forecasting and educating its members and the public on the importance of air quality, its health and environmental impacts, and how to reduce air pollution.
100% MORPC CMAQ	<p>Educating the public, issuing air quality alerts, and understanding the impacts of air quality on our communities is an important complement to transportation planning and funding. It ensures: 1) that the public understands the benefits of non-motorized and alternative-fueled transportation, 2) technology enhancement for more efficient transportation to reduce congestion and 3) that they have the knowledge to protect their health from air pollution caused by fossil-fueled transportation. Strategies for reducing fuel use include providing technical assistance, such as outreach, data benchmarking and analysis, assessments, and planning services to assist communities in advancing alternative fuel and other transportation-related choices which reduce emissions and energy use.</p> <p><u>Products/Activities</u></p> <p>Operate a year-round daily air quality forecasting and alert system to communicate important air quality information to Central Ohio residents</p> <p>Air Quality Alerts</p> <p>Education and Outreach</p> <p>Conduct special studies and projects related to air quality</p> <p>Planning and policy assistance</p>

\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020

## IV. Projects Undertaken By Other Entities

**Total Budget \$0**

<b>WORK ELEMENT BUDGET</b>	<b>PROJECT DESCRIPTION</b>
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**66505-3000**

\$0

No funding

**Ongoing Local Planning**

Other agencies also undertake transportation planning activities. This activity includes identifying local planning efforts and coordinating with them through other projects. No budget.

Products/Activities

Integrate local planning efforts into MORPC's regional transportation planning processes

**67401-3000**

\$0

No funding

**Ongoing COTA Activities**

This work element is for coordination with COTA to ensure adherence to federal and state requirements and for the facilitation of effective transit services in the COTA service area, mainly in Franklin County and in portions of adjacent counties. No budget.

Products/Activities

COTA's planning process

Continued refinement of COTA Long-Range Plan and other planning activities

Short-Range Transit Plan (SRTP) update

Service change planning

COTA safety and asset management plans

Transit On Board Survey

**67402-3000**

\$0

No funding

**Ongoing DATABus Activities**

This work element is for coordination with DATABus to ensure adherence to federal and state requirements and for the facilitation of effective transit services in Delaware County. No budget.

Products/Activities

DATABus's planning process and requirements needed to receive federal urban area and state funds

Delete Census changes to transit operations - Delete

Implementing recommendations from DATABus's updated mission and visioning process and the Transit Development Plan & Local Funding Study

DATABus safety and asset management plans.

\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020

**FY 2020 CORPO PLANNING WORK PROGRAM****WORK ELEMENTS****No. 60190-3000****Short Range Planning**

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

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

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

<b>Product: Method</b>	<b>Agency/ies</b>	<b>Schedule</b>
Condition report of highway system and resources: Assess current condition of highway system by collecting pavement condition summaries from ODOT and local agencies. Identify resources needed to bring it to an acceptable standard. Coordinate effort with the ODOT Asset Management System	<i>CORPO</i>	<i>May 2020</i>
Safety planning: Encourage members to address safety concerns through engineering and enforcement measures. Assist them with their applications for safety funding. Conduct special studies and projects related to transportation safety, as requested by members or ODOT.	<i>CORPO/Others</i>	<i>Ongoing</i>
Active transportation planning: Assist local agencies and entities in planning for and implementing active transportation infrastructure.	<i>CORPO/ODOT/Local Governments</i>	<i>Ongoing</i>

**Budget:**

Total Work Element Budget: \$25,000      \$20,000 FHWA      , \$2,500 ODOT, \$2,500 MORPC

PID#: 109396

No. 60290-3000

**Transportation Improvement Program (TIP) and Implementation**

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

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

<b>Product: Method</b>	<b>Agency/ies</b>	<b>Schedule</b>
2021-2024 TIP: Coordinate with ODOT Districts 5 and 6, MORPC, transit providers and local agencies on project information for the TIP. Coordinate with ODOT Central Office on TIP update and amendment schedules.	<i>CORPO</i>	<i>May 2020</i>
Collaboration on project delivery and financing options for projects: As needed, work with local jurisdictions to identify project funding mechanisms and coordinate them with the use of federal, state and other locally available resources, including coordination with OPWC's SCIP-/LTIP-funded projects. Assist with special funding opportunities such as TIGER and INFRA. Work with our public and private partners to bring projects that are extremely time-sensitive online as quickly as possible.	<i>CORPO &amp; local agencies</i>	<i>Ongoing</i>

**Budget:**

Total Work Element Budget: \$75,000      \$60,000 FHWA, \$7,500 ODOT, \$7,500 MORPC

PID#: 109396

**No. 60590-3000****Data and Analysis**

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

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

**Budget:**

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

PID#: 109396

No. 61090-3000

**Long Range Transportation Planning**

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

<b>Product: Method</b>	<b>Agency/ies</b>	<b>Schedule</b>
Develop, monitor and report plan performance measures: Comply with ODOT measures and federal rules on the Performance-Based Planning Process requirements (as appropriate).	<i>CORPO</i>	<i>Ongoing</i>
Maintain the 2018 – 2040 Long- Range Transportation Plan: Amend as needed.	<i>CORPO</i>	<i>As Needed</i>
Coordinate with ODOT planning activities: Identify and coordinate with special studies; projects that are in the early steps of development and the update to the statewide transportation plan.	<i>CORPO/MORPC</i>	<i>Ongoing</i>
Complete long-range system studies: Use regional data and resources and technical expertise in highway, thoroughfare, transit, pedestrian and bikeway planning to analyze specific long-range transportation needs to assist local governments.	<i>CORPO, Local Governments</i>	<i>Ongoing</i>

**Budget:**

Total Work Element Budget: \$50,000      \$40,000 FHWA, \$5,000 ODOT, \$5,000 MORPC

PID#: 109396



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

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## Memorandum

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

**FROM:** William Murdock  
Executive Director

**DATE:** May 3, 2019

**SUBJECT:** Proposed Resolution 09-19: **“Accepting Washington Township as a member of the Mid-Ohio Regional Planning Commission (MORPC)”**

On April 23, 2019, the Board of Township Trustees of Washington Township (Franklin, Delaware, and Union Counties) approved a resolution to join the Mid-Ohio Regional Planning Commission (MORPC). The attached resolution accepts Washington Township 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 Washington Township will be assessed at a pro-rated rate of \$667 (for 8 months of 12 months at \$1,000).

Attachment: Resolution 09-19

## RESOLUTION 09-19

### **“Accepting Washington Township as a member of the Mid-Ohio Regional Planning Commission (MORPC)”**

WHEREAS, Washington Township 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, Washington Township 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, Washington Township will be assessed dues based on the 2019 population projection; and

WHEREAS, on April 23, 2019, the Board of Township Trustees of Washington Township (Franklin, Delaware, and Union Counties) 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 Washington Township is accepted as a member of MORPC effective May 9, 2019.
- Section 2. That the Articles of Agreement provide that one (1) member of the Washington Township Board of Trustees is eligible to serve as a voting member or that the Trustees may appoint up to one (1) member to serve on their behalf at the MORPC Commission meetings.
- Section 3. That net 2019 dues of \$1,000 will be pro-rated to \$667 based on the date of membership (May 9, 2019) and assessed to Washington Township for 2019.
- Section 4. That Washington Township shall be entitled to the same regular services of MORPC as are other members and that any special services will be purchased by the Township 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.

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Rory McGuinness, Chair  
**MID-OHIO REGIONAL PLANNING COMMISSION**

Effective date:	May 9, 2019
Submitted by:	William Murdock, Executive Director
Prepared by:	Eileen Leuby, Membership Services Coordinator
Authority:	Ohio Revised Code Section 713.21
For action date:	May 9, 2019



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

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## Memorandum

**TO:** Transportation Policy Committee  
Transportation Advisory Committee  
Community Advisory Committee

**FROM:** Thea Walsh, Director  
Transportation & Infrastructure Development

**DATE:** May 3, 2019

**SUBJECT:** Proposed Resolution T-6-19: “**Adopting a Regional Smart Streets Policy**”

Proposed Resolution T-6-19 will make Central Ohio a leading region in the “smart cities” arena by becoming the first region in the nation to adopt a policy requiring careful consideration of digital infrastructure components in transportation projects. 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.

The policy is an initiative of MORPC’s Smart Region Task Force. The task force was formed early last year to focus on advancing and leveraging “smart mobility” and data-enabled infrastructure initiatives throughout the region, including Smart Columbus, the US 33 Smart Mobility Corridor, and the Intelligent Communities Forum. Local government members compose two-thirds of the task force and they worked with technical experts in the group to define what it means for Central Ohio to be a Smart Region. Their purpose is to encourage and empower all communities in the region to advance proven approaches and best practices within their planning activities and infrastructure investment. The task force has produced this Smart Streets Policy to ensure MORPC’s infrastructure investments are planned and constructed in a manner that advances a Smart Region.

The policy was modeled on MORPC’s Complete Streets Policy, which was adopted to ensure that projects constructed with MORPC-attributable funds would safely and comfortably accommodate all users of the facility by including elements and designs appropriate for the project context. The Smart Streets Policy would also apply directly to MORPC-attributable funding, and would take a similar approach to incorporating digital infrastructure into a project as appropriate for the project’s individual circumstances. The policy is accompanied by a Smart Streets Checklist, to be completed by project sponsors, to help identify those circumstances.

Members of MORPC committees, including the Executive Committee and Transportation Advisory Committee, reviewed a draft version of the policy and checklist. Seven entities provided thoughtful and constructive comments. The comments were in general agreement that there is a need to ensure that our investments in transportation infrastructure will facilitate the implementation of new technologies in a manner that is consistent with the goals of communities across the region. They

**William Murdock, AICP**  
Executive Director

**Rory McGuiness**  
Chair

**Karen J. Angelou**  
Vice Chair

**Erik J. Janas**  
Secretary

were appreciative of the effort and recognized that there will be challenges in trying to do something new and innovative.

Two of the comments expressed the concern that because these technologies are still developing and the state is working on a similar initiative that it is not yet time for the region to adopt this policy. These commenters and others were also concerned about the lack of specific guidance and measures available to implement the policy.

There were many comments related to specific provisions in the policy and the checklist.

Attachment:

- Proposed Resolution T-6-19

## **RESOLUTION T-6-19**

### **“Adopting a Regional Smart Streets Policy”**

WHEREAS, 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; and

WHEREAS, MORPC’s Public Policy Agenda 2019-2020 supports efforts that leverage Smart Columbus and the Northwest U.S. 33 Smart Mobility Corridor, and advocates for regional policies that prepare Central Ohio communities for additional smart-infrastructure investment; and

WHEREAS, under the guidance of a 20-member working group with representation from member governments and technical experts, staff prepared a Smart Streets Policy; and

WHEREAS, the Smart Streets Policy is accompanied by a checklist to assist project sponsors in defining and designing their projects in adherence to the policy; and

WHEREAS, MORPC will develop a “Smart Region Resource Guide” that will contain model policies, engineering, educational and enforcement strategies, and information on other resources to assist local communities to develop their own Smart Streets policies and designs; and

WHEREAS, the Community Advisory Committee, at its meeting on April 29, 2019, and the Transportation Advisory Committee, at its meeting on May 1, 2019, recommended approval of this resolution to the Transportation Policy Committee; now therefore

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

- Section 1. That it adopts the attached Smart Streets Policy and recommends it to Central Ohio governments for use in planning, developing, constructing, and operating and maintaining their infrastructure projects.
- Section 2. That the policy is hereby approved to be applied to all projects awarded funding through MORPC.
- Section 3. That the principles and procedures of the Smart Streets Policy will be evaluated after one year of use and be modified as warranted.
- Section 4. That this resolution be forwarded to the Ohio Department of Transportation (ODOT) to demonstrate MORPC’s member support of this policy and to encourage ODOT to consider it in the development of a similar policy of its own.

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

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Rory McGuinness, Chair  
**MID-OHIO REGIONAL PLANNING COMMISSION**

---

Date

Prepared by: Transportation Staff

Attachment: Smart Streets Policy

# Smart Streets Policy

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## 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 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 follow this policy.

This policy will be applied to all projects awarded funding through MORPC. MORPC will ensure the uses of these funds are consistent with this policy, incorporating Smart Streets concepts as appropriate. The policy is intended to identify opportunities where they exist and leverage our investments in infrastructure. It requires sponsors to take certain considerations regarding digital infrastructure into account during project development, document the findings, and provide a rationale for its decisions. The policy does not include the specific criteria for how those decisions will be judged. Those criteria are expected to develop and change rapidly as the technologies emerge and evolve and be very dependent on the individual circumstances of each project. Instead, the policy is intended for the project sponsor, the program administrators, and the existing organizational institutions to make informed, transparent decisions about the digital infrastructure components of transportation projects, using standards and criteria they mutually agreed upon. If it is successful, the policy will not result in imposing a burden upon

sponsors or their projects, but, through its deliberate application, help to generate the awareness and knowledge necessary to lead them to processes and outcomes they value themselves.

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 a project is consistent with the policy.

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 any potential Smart Streets considerations with the project, and to provide resources for 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 (if applicable) requests for proposals, field reviews, scoping, preliminary studies, systems engineering analysis, design plans, and change orders to ensure adherence to this policy and provide guidance on incorporating Smart Streets concepts.

## Requirements

The policy's requirements are listed below and grouped by the four goals of the policy. Some of these are already required by existing laws, regulations, and standards. They are included here to stress their importance for Smart Street concepts.

## 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. Any digital infrastructure related to the project shall meet accepted industry standards.
3. Project sponsors shall notify the owners of digital infrastructure located in the project area of the project scope and schedule after MORPC has committed funds to the project. They shall be given 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, if feasible, to the affected infrastructure.
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 maintained by being relocated or replaced. The replacement infrastructure shall meet current industry standards, be compatible with the existing infrastructure, 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. Projects in different contexts may take different approaches to Smart Streets.
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 a project, such that the sponsoring agency has engaged and communicated with stakeholders (within the sponsoring agency as well as any other jurisdictions) about the potential interrelationships between the project and any existing, planned or proposed infrastructure in the vicinity of the project.
3. If there are other nearby infrastructure 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, regulations, and standards regarding the installation and placement of digital infrastructure.

## Recommendations

The following statements are recommendations. Project sponsors and others are not obligated to follow any of these recommendations to be considered in compliance with this policy.

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 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 the option to pay for the use power and fiber 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. Project sponsors should avoid use of proprietary point technologies where practicable in favor of interoperable technologies.
8. Traffic signal maintenance should include upgrades to support connected vehicles when it can be installed at a comparably lower cost than a subsequent retrofit.
9. 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.
10. 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 a provision of this policy, sponsors may ask the Attributable Funds Committee to grant an exemption from the provision 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, the Attributable Funds Committee will be tasked with incorporating Smart Street concepts into the 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.

# Smart Streets Policy Project Checklist

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## Project Scope

Using available information, check any of the following that could potentially be involved in the project:

- ☐ Right-of-way acquisition
- ☐ Utility relocation
- ☐ Excavation of more than 3 feet below ground level
- ☐ Traffic signal infrastructure
- ☐ Light poles

What transportation-related or mobility function will be performed by the digital infrastructure elements of the project?

## Connectivity

Please cite the specific design guidance or resources related to digital infrastructure that you expect to use in the development and design of your project.

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities? Check all that apply:

- ☐ Police or fire station
- ☐ School
- ☐ Library
- ☐ Recreation center
- ☐ Government offices
- ☐ Maintenance facility
- ☐ Other (please specify): \_\_\_\_\_

What digital infrastructure is currently present in the project area? Will it be maintained in place or will it potentially need to be relocated or replaced? What digital infrastructure is expected to replace the existing infrastructure to meet current industry standards and be sufficient to continue current public uses?

What communications infrastructure (e.g. coax, fiber, conduit, duct bank, pull boxes) are present in the project area? What specifications/details (owners, users, number of strands, lines, capacity) are known about each one?

What are the current publicized connection speeds of internet service available in the project area?

## Flexibility

What agency will be responsible for ongoing maintenance of the digital infrastructure and how will this be budgeted? If the project sponsor is not responsible for maintenance after the project ends, please indicate responsible agency name. Please attach the maintenance agreement.

## Interoperability

Project limits should be selected so that they can accommodate existing and future connections. If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered?

Identify any fixed route transit service and stops in the project area. Describe any engagement with the transit service provider regarding this project.

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region?

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.

Does the project present any ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture? Describe how it will support future extensions of the regional architecture.

What policies are 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?

## Equity

Identify people and organizations that are expected to benefit from the digital infrastructure proposed in the project and any people and organizations that could have a potential benefit.



## Mid-Ohio Regional Planning Commission Transportation Policy Committee Meeting Minutes

Date: April 11, 2019

Time: 2:23 p.m.

Location: Scioto Conference Room

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### **Members Present**

Chris Amorose Groomes  
Mike Anderson  
Karen Angelou  
Herb Asher  
Trudy Bartley  
Jeff Benton  
Pat Blayney  
Stacey Boumis  
Ron Bullard  
Steve Campbell  
Carolyn Casper  
Ben Collins  
Karl Craven  
William Dorman  
Brad Ebersole  
Riane Federman for  
Bryan Rhoads

Sophia Fifner  
Jennifer Gallagher  
Marian Harris  
Alex Heckman  
Matt Huffman  
Erik Janas  
Steve Kennedy  
Tom Kneeland  
Bill LaFayette  
Kim Maggard  
Dana McDaniel  
Rory McGuinness  
Gary Merrell  
Megan O'Callaghan  
Robert Peters  
Joanna Pinkerton  
Dan Ralley

Tory Richardson  
Cornell Robertson  
Isaac Robinson  
Lauren Rummel  
Michael Schadek  
Don Schonhardt  
Roby Schottke  
Kent Shafer  
David Simmons  
Thom Slack  
Dan Sowry  
Joe Stefanov  
Andy Teater  
Christie Ward  
Nancy White

### **Commission Members**

Joe Antrum  
Teresa Bemiller  
Franklin Christman  
Thom Collier

Bill Habig  
Tim Hansley  
Eric Phillips  
Steve Stolte

Andy Ware  
Cathy Youtkus for  
Jeffrey Harris

### **Associate Members**

Charles Hillman

Nikki Scarpitti

### **MORPC Staff Present**

Bernice Cage  
Kerstin Carr  
Mark Crosten  
Mary Ann Frantz  
Joe Garrity  
Shawn Hufstedler

Alex Jokerst  
Niel Jurist  
Ciel Klein  
Eileen Leuby  
William Murdock  
Shari Saunders

Aaron Schill  
Bevan Schneck  
Thea Walsh  
Brandi Whetstone  
Robert Williams

### **Guests Present**

Mitch Blackford, ODOT District 6  
Don Gaitten, Terragon  
Scott Scharlach, CMHA  
David Schniegeberg, OSU  
Morgan Schroeder, Strand Associates

Kelly Scocco – City of Columbus  
Sonja Simpson – Michael Baker  
Steve Tugend – Kegler Brown Hill + Ritter  
Matt Weber – City of Delaware

### **Meeting Called to Order**

Chair Rory McGuinness called the Transportation Policy Committee Meeting to order at 2:23 p.m.

### **Metropolitan Planning Organization Report**

- **Transportation & Infrastructure Development – Thea Walsh, MORPC Transportation & Infrastructure Development Director**

A number of comments were received on the draft Smart Streets Policy. The Transportation Advisory Committee will have a special meeting May 1 to discuss the draft policy.

The draft Planning Work Program (PWP), included in the meeting packet, outlines MORPC's annual work utilizing ODOT funds. It makes up \$5 million of MORPC's budget. The PWP will be presented next month for approval.

MORPC also prepares a PWP for the Rural Transportation Planning Organization (RTPO). That PWP will move forward at the May 13 Central Ohio Regional Planning Organization meeting.

The first Transportation Improvement District (TID) meeting was this week. Cornell Robertson is the TID Chair. May 31 is the deadline to apply for grant money to develop a TID or to certify a new TID with ODOT.

- **Planning & Sustainability – Kerstin Carr, MORPC Planning & Sustainability Director**

Kerstin Carr gave a summary of the [insight2050 Technical Assistance Program Pilot](#). Four communities participated in the program pilot.

- ✓ City of Westerville – Brookside Strategic Redevelopment Plan
- ✓ Violet Township – Community Recreation Center Site Plan
- ✓ City of Delaware – Complete Streets Policy & Implementation Toolkit
- ✓ City of Worthington – Complete Streets Policy & Implementation Toolkit

The pilot program was led by Jennifer Noll and Stephen Patchan and supported by Tobi Otulana, Brian Williams, Liz Whelan, Maria Schaper and other MORPC Team Members.

Because of the success of the pilot, a permanent Technical Assistance Program will roll out in summer 2019.

- **Data & Mapping – Aaron Schill, MORPC Data & Mapping Director**

Aaron Schill presented the [Data & Mapping Update](#). While the Ohio Department of Administrative Services has made the Census Complete Count a priority, they did not ask for dedicated money in the state operating budget, but will use a portion of their communications budget. Mr. Schill encouraged members to ask the state for dedicated funding for Census efforts. Language and guiding documentation is available.

A demonstration of the redesigned Paving the Way website was presented at the April 9 Paving the Way Annual Meeting. While still in development, the new website is more practical and allows for more flexibility. The new site launch is expected later this spring.

**Transportation Policy Committee Consent Agenda**

Pat Blayney made a motion to approve the Transportation Policy Committee Consent Agenda, second by Tom Kneeland; motion passed.

**2020-2050 Metropolitan Transportation Plan (MTP) Update – Thea Walsh, MORPC  
Transportation & Infrastructure Director**

Thea Walsh presented the proposed [MTP Project Evaluation Criteria](#). Copies of the [MTP Volume 3 Newsletter](#) were provided. All projects are evaluated based on ability to help advance each MTP goal and meet adopted regional targets. The public comment period for the proposed criteria is April 1-24.

Aaron Schill reported MORPC will be sending updated population and employment figures to communities for technical review.

The Transportation Policy Committee Meeting adjourned at 2:54 p.m.

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



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

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## Memorandum

**TO:** Transportation Policy Committee  
Transportation Advisory Committee  
Community Advisory Committee

**FROM:** Thea Walsh, Director  
Transportation Infrastructure & Development

**DATE:** May 3, 2019

**SUBJECT:** Proposed Resolution T-4-19: “**Acceptance of the MORPC Fiscal Year 2020 Planning Work Program**”

Annually, MORPC submits a Planning Work Program (PWP) that outlines the work of the MPO, the use of regional transportation planning funds, and the regional planning activities that will be undertaken in the coming year. The PWP outlines MORPC’s annual scope of work with ODOT using federal planning dollars. The total Fiscal Year 2020 budget of all work elements is \$6,041,061. The work elements of the PWP as shown in the summary attached to the resolution (T-4-19) are divided into four sections:

- 1) Formula-Funded Planning Program Projects (total budget of \$2,899,762 for SFY 2020)  
This includes work elements related to the core federally required planning activities. These touch on all areas including active transportation planning, safety planning, the Transportation Improvement Program, transportation data and analysis, the Metropolitan Transportation Plan and member and public involvement and education.
- 2) Special Studies (total budget \$901,299 for SFY 2020 or later)  
These are special studies completed with funding outside of the core planning funds. These include work elements related to the Rapid Speed Transportation Initiative, insight2050 Technical Assistance, Paving the Way, supplemental planning and 5310 designated recipient for enhanced mobility of seniors and individuals with disabilities programs.
- 3) Ridesharing and Air Quality Projects (total budget is \$1,365,000 for SFY 2020)  
This includes transportation services related to Ridesharing (Gohio) and Air Quality Awareness activities.
- 4) Projects Undertaken by Other Entities  
This area is provided in order to report on local and transit transportation planning activities throughout the region. No specific federal funding through MORPC is provided for these activities.

Transportation Policy Committee  
Transportation Advisory Committee  
Community Advisory Committee  
Proposed Resolution T-4-19  
April 24, 2019  
Page 2

Resolution T-4-19 accepts the attached MORPC Planning Work Program for Fiscal Year 2019 as a document to receive federal and state planning funds.

Attachment: Resolution T-4-19



RESOLUTION T-4-19

**“Acceptance of the MORPC Fiscal Year 2020 Planning Work Program”**

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

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

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

WHEREAS, it is the role of the metropolitan planning organization (MPO) to help encourage, facilitate and provide a forum for this cooperation so as to help spend regional transportation funds most effectively; and

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

WHEREAS, the Federal Highway Administration, the Ohio Department of Transportation, and the Central Ohio Transit Authority have reviewed the MORPC Fiscal Year 2020 PWP (summary attached); and

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

WHEREAS, basic requirements for the PWP are included in the U.S. Code of Federal Regulations, Title 23, Section 450.308; and

WHEREAS, the Community Advisory Committee at its meeting on April 29, 2019 and the Transportation Advisory Committee at its meeting on May 1, 2019 recommended acceptance of this work program by the Transportation Policy Committee; now therefore

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

- Section 1. That it hereby accepts the attached MORPC Planning Work Program for Fiscal Year 2020 as a document to receive federal and state planning funds.
- Section 2. That staff is authorized to make such changes to the work element as are needed to satisfy clarifying comments from the Ohio and U.S. Departments of Transportation, but which do not change the intent of the activity.
- Section 3. That this resolution be forwarded to ODOT as evidence of acceptance of this program by the Policy Committee.
- Section 4. That this committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

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Rory McGuiness, Chair  
**MID-OHIO REGIONAL PLANNING COMMISSION**

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Date

Prepared by: Transportation Infrastructure & Development Department  
Attachment: Summary of FY 2020 PWP

## SUMMARY

## FISCAL YEAR 2020 MORPC PLANNING WORK PROGRAM

## Notes on Listing

Total budget of all work elements (including funds spent prior to SFY 2020) **\$6,041,061**

**\$5,166,061** is estimated to remain to be expended in SFY 2020 or subsequent years.

## I. Formula Funded Planning Program Projects

Total Budget **\$2,899,762**

WORK ELEMENT BUDGET	PROJECT DESCRIPTION
------------------------	---------------------

## 60110-1000

\$420,000

## Active Transportation Planning

MORPC assists local agencies and entities in planning for and implementing pedestrian and bicycle infrastructure. More specifically, this activity works to maintain the regional active transportation plan, gather pedestrian- and bicycle-related data, review transportation plans and projects to ensure that all users are accommodated, coordinate and assist with safety education, work on specific projects, and provide information and education to local government members to assist them in their local planning efforts.

Products/Activities

Planning assistance

Active Transportation Plan

Non-motorized system monitoring

Complete Streets Outreach and Implementation

Conduct special studies and projects related to active transportation

Education

## 60120-3000

\$175,000

## Management &amp; Operations Planning

Managing and maintaining the extensive existing transportation system is a priority of transportation agencies. This activity includes education on the benefits of a holistically managed transportation system. Helping members collaborate on M&O, advancing ITS including connected infrastructure and CV/AV, access management, estimating costs to maintain the condition of the transportation system including pavement management and deficient bridges, etc., and incorporating security and emergency response into the planning process. Monitoring freight rail activities and analyzing for developing trends; meeting one-on-one with communities that are impacted by freight; and providing timely information via the web. Monitoring goods movement-related legislation and other regional freight initiatives.

Products/Activities

Condition report of highway system and resources

Access Management

Maintain Regional ITS Architecture

Member assistance with ITS-related projects

Participation in freight initiatives

Mid-State Freight Web Tool and educate governmental officials and the public about the freight industry

Transportation security assistance

## 60130-1000

\$125,000

## Safety Planning

Safety continues to be a significant focus for FHWA, ODOT and the entire region. This activity works to gather crash data, conduct crash data analyses to provide regional high-crash location lists, reports on safety meetings, encourages local governments to apply for funding to implement safety countermeasures, conducts pre- and post-crash data analysis for safety projects to evaluate the benefits of each countermeasure, and implements the regional systematic safety improvements.

Products/Activities

Regional crash data analysis

Regional Safety Education

\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020

	<p>Member assistance</p> <p>Participation in local and state safety committees</p> <p>Project Evaluation</p> <p>Special projects and studies</p>
<p><b>60150-3000</b></p> <p>\$75,000</p>	<p><b>Transit and Human Services Planning</b></p> <p>Coordination, assistance, and oversight to improve transit service and workforce mobility. Work includes integration of all aspects of transit and mobility to ensure that an adequate level of access is afforded to all populations while improving the range of options for meeting diverse mobility needs.</p> <p><u>Products/Activities</u></p> <p>Maintain the urbanized area's Coordinated Plan for Franklin and Delaware Counties</p> <p>Public transit provider coordination</p> <p>Transit Service planning assistance</p> <p>Monitor agreements and funding in the region</p> <p>Workforce Mobility Assistance</p>
<p><b>60200-3000</b></p> <p>\$275,000</p>	<p><b>Transportation Improvement Program (TIP) and Implementation</b></p> <p>The TIP is one of the two required items to allow for the flow of federal and state transportation funds into the region. This activity includes the development, update and revisions of the TIP, monitoring of federally funded projects, coordination of federally funded infrastructure projects with projects funded from other sources, allocation of STBG, CMAQ, and TAP funding, the TRAC process, environmental studies and engineering source document review, innovative financing, and financing education. Specific activities for the year are listed below.</p> <p><u>Products/Activities</u></p> <p>Maintain the SFY 2018-2021 TIP and prepare SFY 2021-2024 TIP</p> <p>Prioritized list of regional projects for TRAC</p> <p>Collaboration on innovative project delivery and financing options for projects</p> <p>Reports on the status of federally funded projects &amp; annual obligation report</p> <p>Update the Policies for Managing MORPC-Attributable Funding</p>
<p><b>60510-2000</b></p> <p>\$445,000</p>	<p><b>Manage, Map, Collect, and Share Data</b></p> <p>This element pertains to MORPC's role as a leader in coordinating data providers throughout the region, as well as managing its own internal data and GIS systems. It includes using technology for collecting, maintaining and sharing data sets that support transportation programs. It includes keeping data sets current and organized, and managing and monitoring the GIS system. In addition, it includes advancing collaboration among local data providers to reduce redundancies and improve efficiencies associated with information management.</p> <p><u>Products/Activities</u></p> <p>Increase efficiencies of internal data systems</p> <p>Update and maintain data sets to support transportation planning efforts</p> <p>Promote data sharing among data providers to reduce redundancy</p> <p>Coordinate with U.S. Census</p>
<p><b>60520-2000</b></p> <p>\$400,000</p>	<p><b>Data Analytics and Research for Transportation Projects and Programs</b></p> <p>Many transportation programs and projects require GIS and database analytical methods. This element includes using information and tools developed through 60510-2000 to develop and prepare final products associated with the various projects and programs of the Metropolitan Planning Organization. In addition, MORPC functions as a regional resource for requests for information regarding transportation, demographic, development, and various other community needs. This element includes aspects of research associated with fulfilling those requests.</p> <p><u>Products/Activities</u></p> <p>Provide GIS and technical assistance to transportation programs</p> <p>Prepare annual estimates of population and employment at the county and sub-county level</p> <p>Transform raw data into useful information, suggest conclusions, and support decision-making</p> <p>Update the Transportation Plan Report Card</p> <p>Respond to and document requests</p>

\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020

**60550-3000**

\$270,000

**Transportation Systems Analysis Techniques and Applications**

Building upon transportation data, this activity maintains, updates and refines the regional transportation models and continues to refine and implement the Congestion Management Process (CMP) procedures in the 3C planning process, including monitoring congestion, Environmental Justice (social equity) analysis, TIP and Transportation Plan air quality conformity, SIP revisions, and CMAQ justifications. Participation in other regional congestion management and air quality initiatives.

Products/Activities

Up-to-date travel demand model

Up-to-date data sets for SIP development and air quality conformity

Up-to-date CMP and EJ analysis procedures, data and documents

Determination of the emissions changes from proposed CMAQ projects

Up-to-date Land Use Model processes

Modeling assistance to ODOT staff in the certified design traffic development

**61010-3000**

\$290,000

**Long-Range Multimodal Transportation Planning**

The Long-Range Transportation Plan is the major requirement of the MPO, including coordinating all Transportation Plan-related activities. This includes any follow-up to the 2016-2040 Metropolitan Transportation Plan and continuing steps of the 2020-2050 Metropolitan Transportation Plan. This activity is also to coordinate with state and local agencies on transportation studies and plans. Specific activities this year are listed below.

Products/Activities

2016-2040 MTP Follow-up

Goals and Objectives; Project Evaluation Criteria; and Land Use Projections for the 2020-2050 Metropolitan Transportation Plan

2020-2050 MTP Candidate Strategies and Projects

Draft MTP Projects and Draft and Final 2020-2050 MTP

Functional Class, National Highway System, and Regional Thoroughfare Plan

Coordination with ODOT planning activities

Complete long-range system studies

insight2050 resource updates and outreach

Intercity transportation service planning

**61020-0400**

\$119,762

**Transportation Public Involvement**

Public involvement is a vital component of the transportation planning process. This activity maintains the public involvement process for transportation consistent with the FAST-Act and federal regulations and local needs. Efforts continue to seek the involvement of low-income and minority populations, handicapped and elderly in the transportation planning process, Metropolitan Transportation Plan, Transportation Improvement Program, Active Transportation Plan, FTA's Section 5310, FTA's Section 5307 and other transportation-related studies. The Public Involvement Plan (PIP) supports the activities of the Community Advisory Committee, and provides updates on transportation planning activities through presentations, the web, electronic newsletter, social media and other public involvement activities.

Products/Activities

Transportation Public Involvement Process

Public Involvement Activities for the Metropolitan Transportation Plan

Public Involvement Activities for the Transportation Improvement Program

Public Involvement Activities for the Active Transportation Plan

Public Involvement for Miscellaneous Transportation Activities

**62510-1000**

\$200,000

**Planning Coordination and Support**

Coordination of transportation planning efforts among different jurisdictions is a critical element to ensuring regional consistency in the transportation network. This activity includes informational sharing meetings among MORPC and others, regional collaboration meetings, and educational transportation workshops and forums. Through this element MORPC staff will provide technical planning assistance to support individual communities with effective integration of insight2050 findings into local land use and transportation plans.

Products/Activities

Informational Meetings

Regional Collaboration Group Meetings

*\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019*

*^ Project is expected to continue beyond SFY 2020*

Member Education  
Planning Technical Assistance Program

**69710-3000**

\$105,000

**Program Administration**

This work element is to facilitate the efficient administration of the transportation planning program. This work element provides for technical and policy direction of activities to fulfill ODOT, U.S. EPA, Ohio EPA, FHWA, FTA and jointly funded work as described in the Planning Work Program, where such activities are not directly attributable to specific work elements. The specific items are listed below.

Products/Activities

CAC, TAC, TPC agendas and meeting summaries  
Annual Planning Work Program and Completion Report  
Title VI & DBE Process  
Maintain certification and planning agreements  
Monitor federal and state planning requirements

*\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019*

*^ Project is expected to continue beyond SFY 2020*

## II. Special Studies

**Total Budget \$1,776,299**

**\$875,000 spent prior to SFY 2020**

**Balance for SFY 2020 or later is \$901,299**

<b>WORK ELEMENT</b>	<b>PROJECT DESCRIPTION</b>
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<b>66528-3000</b> \$536,000 * \$36,000 remaining	<b>Rapid-Speed Transportation Initiative (RSTI) – Environmental Components</b> The purpose of this work element is to study intercity routes that could utilize two rapid-speed transportation technologies—traditional passenger rail and/or hyperloop technology—between Chicago, Columbus, and Pittsburgh. The piece includes work that could build into components of an Environmental Impact Study (EIS) for the corridor. Future pieces will likely include completing a full Tier 1 EIS. <u>Products/Activities</u> Components of an Environmental Impact Study (EIS) for the Corridor
<b>66538-3000</b> \$300,000 * \$50,000 remaining	<b>Rapid-Speed Transportation Initiative (RSTI) - Feasibility</b> The purpose of this work element is to study intercity routes that could utilize hyperloop technology—between Chicago, Columbus, and Pittsburgh. Initially, the RSTI will be a Hyperloop Feasibility Study. This will provide a building block for additional, more detailed studies. The Hyperloop study will enhance work already completed by MORPC, that submitted the winning proposal to Virgin Hyperloop One as part of its Global Challenge competition in 2017. <u>Products/Activities</u> Hyperloop Feasibility Study
<b>66540-0400</b> \$150,000 * \$50,000 remaining 100% STBG using toll credit	<b>Paving The Way SFY20</b> The purpose of this work element is to provide transportation project construction information to the public. Paving the Way acts as a liaison between the government agencies implementing projects and the public, and it is unique in that it provides information on all construction projects affecting traffic regardless of which agency (state, local, or utility) is responsible. Paving the Way addresses construction management and communication on a regional, rather than project, basis. The program regularly provides information and education to the public on roadway construction, traffic management, and work zone safety and alternative transportation options with the goal of ensuring that drivers experience the least possible inconvenience while traveling in and around Central Ohio. <u>Products/Activities</u> Project Coordination Communications and Outreach
<b>66558-1000</b> \$200,000	<b>Technical Assistance Program</b> The purpose of this work element is to provide technical planning assistance to support individual communities with effective integration of insight2050 findings into local land use and transportation plans. Services will be provided for specific community planning and development projects related to transportation, air quality, traffic, and other projects that support consideration of transportation in land use planning and/or demonstrate the benefits of various modes of transportation. Part of this work element is to maintain online references, tools, policies, and expertise developed under this PWP work element. <u>Products/Activities</u> Planning Assistance Outreach Maintenance of insight2050 resources
<b>66560-3000</b> \$350,000  100% MORPC STBG using toll credit	<b>Supplemental Planning SFY20</b> This work element supplements the formula-funded program and includes research and planning efforts that are required to fulfill MPO planning and project implementation responsibilities. The activity includes elements that supplement project delivery, data collection and data management, RSTI support, long-range studies and sustainability. Specific activities this year are listed below. <u>Products/Activities</u> Regular reports to members and MORPC committees on project delivery Traffic counts for approximately 200 locations, including bike and pedestrian counts as identified in active transportation count plan

**\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019**

**^ Project is expected to continue beyond SFY 2020**

Develop a Strategic Plan for the Regional Data Advisory Committee  
 Provide special services and conduct special transportation studies  
 Western Licking and Fairfield County Thoroughfare Plan  
 Support for the Rapid Speed Transportation Initiative (RSTI) activities  
 Coordination with other regional activities such as the Regional Sustainability Agenda to further the 2016-2040 MTP goals

**67410-3000**

\$108,597

100% FTA 5310  
 Administration 10% of  
 Apportionment

**5310 Designated Recipient-2020**

This work element is to carry out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for each federal fiscal year apportionment for the Columbus urbanized area. The program will follow FTA policy and program guidance in the selection of projects and apply for FTA funding using the designated FTA electronic grant management system on behalf of eligible recipients.

Products/Activities

A Program Management Plan (PMP) according to FTA provisions  
 Comply with other FTA requirements  
 Program of Projects  
 Update and maintain the Coordinated Plan

**67419-3000**

\$106,702

\* \$81,702 remaining  
 100% FTA 5310  
 Administration 10% of  
 Apportionment

**5310 Designated Recipient-2019**

This work element is to carry out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for each federal fiscal year apportionment for the Columbus urbanized area. The program will follow FTA policy and program guidance in the selection of projects and apply for FTA funding using the designated FTA electronic grant management system on behalf of eligible recipients.

Products/Activities

A Program Management Plan (PMP) according to FTA provisions  
 Comply with other FTA requirements  
 Program of Projects  
 Update and Maintain the Coordinated Plan

**90103-9004**

\$25,000

Funding amount is  
 ODOT contribution only

**America Walks Conference**

The National Walking Summit is an opportunity for community advocates, nonprofit representatives, government officials, and transit, health, and planning professionals to share best practices and stories, increase the visibility of key issues, build support for the walking movement, and create momentum for the work ahead. The Summit will discuss and plan interventions to address concerns, share process, resources, and stories, and build awareness and actions of the walking movement. The Summits will celebrate and identify local approaches and applications of national solutions that feature projects, programs, and practitioners that are creating safe, accessible, equitable, and enjoyable places to walk and be physically active. America

Products/Activities

October 1, 2019 National Walking Summit

\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019

^ Project is expected to continue beyond SFY 2020

### III. Ridesharing and Air Quality Projects

**Total Budget \$1,365,000**

WORK ELEMENT	PROJECT DESCRIPTION
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<b>BUDGET</b>	
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66710-3000	<b>Transportation Services (Ridesharing) SFY20</b>
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\$800,000	Promote Travel Demand Reduction (TDM) in Central Ohio; and market programs and service in a 15-county area. Program services include carpool matching, vanpool formation, transit, bike and pedestrian support and strategies for employers and the general public. MORPC administers an emergency ride home program, vanpool program, and a multiregional rideshare matching vendor contract in coordination with OARC rideshare agencies.
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100% MORPC CMAQ	<u>Products/Activities</u>  Promote a culture of sustainable and smart multimodal travel throughout Central Ohio. Public education and ridematching services  Raise public awareness about mobility options in the region. Increase ridesharing and TDM acceptance to improve air quality  National Transit Database reporting  Program evaluation and strategic plan  Promote TDM services in diverse and underserved populations
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66730-1000	<b>Air Quality Awareness</b>
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\$565,000	In 2001, MORPC began a year-round daily air quality forecasting service for ground-level ozone and particulate matter in order to track and report poor air quality to the public, businesses, and organizations. This work element ensures that MORPC continues air pollution forecasting and educating its members and the public on the importance of air quality, its health and environmental impacts, and how to reduce air pollution.
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100% MORPC CMAQ	Educating the public, issuing air quality alerts, and understanding the impacts of air quality on our communities is an important complement to transportation planning and funding. It ensures: 1) that the public understands the benefits of non-motorized and alternative-fueled transportation, 2) technology enhancement for more efficient transportation to reduce congestion and 3) that they have the knowledge to protect their health from air pollution caused by fossil-fueled transportation. Strategies for reducing fuel use include providing technical assistance, such as outreach, data benchmarking and analysis, assessments, and planning services to assist communities in advancing alternative fuel and other transportation-related choices which reduce emissions and energy use.  <u>Products/Activities</u>  Operate a year-round daily air quality forecasting and alert system to communicate important air quality information to Central Ohio residents  Air Quality Alerts  Education and Outreach  Conduct special studies and projects related to air quality  Planning and policy assistance
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*\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019*

*^ Project is expected to continue beyond SFY 2020*

## IV. Projects Undertaken By Other Entities

**Total Budget \$0**

<b>WORK ELEMENT</b>	<b>PROJECT DESCRIPTION</b>
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<b>BUDGET</b>	
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<b>66505-3000</b>	<b>Ongoing Local Planning</b>
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\$0	Other agencies also undertake transportation planning activities. This activity includes identifying local planning efforts and coordinating with them through other projects. No budget.
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No funding	
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	<u>Products/Activities</u>
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	Integrate local planning efforts into MORPC's regional transportation planning processes
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<b>67401-3000</b>	<b>Ongoing COTA Activities</b>
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\$0	This work element is for coordination with COTA to ensure adherence to federal and state requirements and for the facilitation of effective transit services in the COTA service area, mainly in Franklin County and in portions of adjacent counties. No budget.
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No funding	
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	<u>Products/Activities</u>
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	COTA's planning process
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	Continued refinement of COTA Long-Range Plan and other planning activities
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	Short-Range Transit Plan (SRTP) update
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	Service change planning
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	COTA safety and asset management plans
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	Transit On Board Survey
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<b>67402-3000</b>	<b>Ongoing DATABus Activities</b>
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\$0	This work element is for coordination with DATABus to ensure adherence to federal and state requirements and for the facilitation of effective transit services in Delaware County. No budget.
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No funding	
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	<u>Products/Activities</u>
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	DATABus's planning process and requirements needed to receive federal urban area and state funds
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	Delete Census changes to transit operations - Delete
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	Implementing recommendations from DATABus's updated mission and visioning process and the Transit Development Plan & Local Funding Study
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	DATABus safety and asset management plans.
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*\* Project was previously authorized. Budget estimated to remain at the end of SFY 2019*

*^ Project is expected to continue beyond SFY 2020*

**“Certification of the MORPC Metropolitan Transportation Planning Process”**

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission is designated as the metropolitan planning organization (MPO) for the Columbus Urbanized Area; and

WHEREAS, 23 CFR 450.334 requires that the state and MPO certify, at least every four years, that the transportation planning process is being carried out in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303 (Metropolitan Transportation Planning requirements);
- (2) Sections 174 and 176(c) and (d) of the Clean Air Act, as Amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST-Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- (6) 23 CFR part 230, regarding the implementation of the equal employment opportunity program on federal and federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, this “self-certification” is separate from the MPO certification done by the Federal Highway Administration and Federal Transit Administration, which was last conducted at MORPC in 2018; and

WHEREAS, as a prerequisite to the receipt of federal financial assistance (per 49 CFR Subtitle A, Section 21.7), MORPC is required to provide the Title VI Assurances included in Attachment A; and

WHEREAS, the Community Advisory Committee at its meeting on April 29, 2019 and the Transportation Advisory Committee at its meeting on May 1, 2019 recommended approval of this resolution by the Transportation Policy Committee; now therefore

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

- Section 1. That it certifies that the urban transportation planning process is carried out in conformance with all the applicable federal requirements to the degree that is appropriate for the size and complexity of the area.
- Section 2. That it provides the Title VI Assurances in Attachment A, Parts 1 and 2.
- Section 3. That this committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

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Rory McGuinness, Chair  
**MID-OHIO REGIONAL PLANNING COMMISSION**

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Date

Prepared by: Nick Gill

Attachments:

- A. Part 1 - Standard DOT Title VI Assurances
- Part 2 – Contractor Contractual Requirements

## **PART 1 STANDARD DOT TITLE VI ASSURANCES**

The Mid-Ohio Regional Planning Commission (MORPC) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR 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") to the end that no person in the United States shall, on the ground 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 for which MORPC receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, MORPC agrees that:

1. Each "program" and "facility" (as defined in Sections 21.23(e) and 21.23 (b)) will be conducted or operated in compliance with all requirements of the Regulations.
2. It will insert the clauses of Part 2 of this assurance in every contract subject to the Act and the Regulations.
3. This assurance obligates MORPC for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates MORPC or any transferee for the longer of the following periods:
  - (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits, or
  - (b) the period during which MORPC retains ownership or possession of the property.
4. It will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom (s)he delegates specific authority to give reasonable guarantee that it, other sponsors, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants or Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this assurance.
5. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on MORPC, its contractor, subcontractors, transferees, successors in interest and other participants in the Project. The person whose signature appears on this resolution is authorized to sign this assurance on behalf of MORPC.

## PART 2 CONTRACTOR CONTRACTUAL REQUIREMENTS

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations.** The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter "DOT"), Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the "Regulations"), which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination.** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, national origin, sex (including pregnancy, gender identification and sexual orientation), age (40 years or older), disability, low-income status, or limited English proficiency in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 49 CFR 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.
3. **Solicitations for Subcontracts, including Procurements of Materials and Equipment.** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, sex (including pregnancy, gender identification and sexual orientation), age (40 years or older), disability, low-income status, or limited English proficiency.
4. **Information and Reports.** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Mid-Ohio Regional Planning Commission (MORPC), the Ohio Department of Transportation (ODOT), or U.S. DOT to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to MORPC, ODOT or U.S. DOT, as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance.** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, MORPC shall impose such contract sanctions as it, ODOT or the U.S. DOT may determine to be appropriate, including, but not limited to:
  - a. Withholding of payments to the contractor under the contract until the contractor complies, and/or
  - b. Cancellation, termination, or suspension of the contract, in whole or in part.
6. **Incorporation of Provisions.** The contractor and subcontractor(s) shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor and subcontractor(s) shall take such action with respect to any subcontract or procurement as MORPC, ODOT or U.S. DOT may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor or subcontractor(s) becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor or subcontractor(s) may request MORPC or ODOT to enter into such litigation to protect the interests of MORPC or ODOT and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.



MID-OHIO REGIONAL  
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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:** May 3, 2019

**SUBJECT:** Proposed Resolution T-7-19: **“Adoption of Project Evaluation Criteria for Developing The 2020-2050 Metropolitan Transportation Plan”**

Resolution T-7-19 establishes the project evaluation process and criteria to be used in the development of the 2020-2050 Metropolitan Transportation Plan (MTP). The criteria build upon the goals and objectives adopted via Resolutions T-13-18 and T-14-18 for the MTP. By applying these criteria, each project can be measured as to how it will help advance the goals and objectives of the region, as established in the MTP. The evaluation process allows for the comparison of similar projects to be prioritized in the fiscally constrained MTP.

The results of the evaluation process, together with a fiscal analyses, will lead to the first draft list of projects, which will be made available for public review and comment this fall. This evaluation process attempts to capture the major considerations in selecting transportation projects. However, there may be special considerations that will need to be addressed outside of this process with regard to particular projects. Furthermore, public and stakeholder input will also play a role in determining the final set of transportation plan projects.

The draft criteria were presented to MORPC's CAC, TAC and Transportation Policy Committee in April. The information was posted on the MORPC website, and a comment period was held from April 1st to April 24th. Comments were considered and incorporated as appropriate.

### Enclosures

1. Resolution T-7-19: **“Adoption of Project Evaluation Criteria for the Developing the 2020-2050 Metropolitan Transportation Plan”**
2. 2020-2050 Metropolitan Transportation Plan Project Evaluation Process & Criteria

## RESOLUTION T-7-19

### **“Adoption of Project Evaluation Criteria for Developing the 2020-2050 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, MORPC is developing the federally required, long-range, metropolitan transportation plan (MTP) for the MPO; and

WHEREAS, MORPC adopted goals and objectives for the 2020-2050 MTP by Resolutions T-13-18 and T-14-18; and

WHEREAS, Resolutions T-13-18 and T-14-18 directed 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; and

WHEREAS, the project evaluation process including the criteria are described in the attachment to this resolution; and

WHEREAS, the criteria are based upon the goals and objectives adopted by Resolutions T-13-18 and T-14-18; and

WHEREAS, the evaluation process and criteria will be used to evaluate candidate projects for inclusion in the metropolitan transportation plan; and

WHEREAS, the project evaluation criteria were distributed for public and member review and comment; and

WHEREAS, the Community Advisory Committee at its April 29, 2019 meeting and the Transportation Advisory Committee at its May 1, 2019 meeting recommended approval of these goals; 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 Metropolitan Transportation Plan Project Evaluation Process and Criteria as shown in the attachment.
- Section 2. That it directs staff to use this process and criteria to develop a draft list of projects to be included in the 2020-2050 Columbus Area Metropolitan Transportation Plan.
- Section 3. That this Committee finds and determines that all formal deliberations and actions of this Committee concerning and relating to the adoption of this resolution were taken in open meetings of this Committee.

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Rory McGuinness, Chair  
MID-OHIO REGIONAL PLANNING COMMISSION

Prepared by: Transportation & Infrastructure Development Staff  
Attachment(s): 2020-2050 Metropolitan Transportation Plan  
Project Evaluation Process & Criteria

## 2020-2050 Metropolitan Transportation Plan Project Evaluation Process & Criteria

Evaluation criteria have been developed to ensure consistency between 2020-2050 Metropolitan Transportation Plan (MTP) recommendations and the goals and objectives of the MTP. These criteria, developed based on the adopted goals and objectives, will be applied to each candidate transportation project considered for inclusion in the MTP. By applying these criteria, each project can be evaluated based on its ability to help the region meet its adopted goals, objectives and targets. It will also be a tool in prioritizing projects in the fiscally constrained MTP. The evaluation criteria is applied to projects that add capacity to the surface transportation network (road, transit, bicycle, and/or pedestrian networks). Specific maintenance projects are not included in the MTP, but transportation maintenance needs are addressed in an aggregate fashion.

### How the Evaluation Criteria Will be Used

The projects will be categorized by project type and each project will be evaluated against only projects of the same project type. Data for each criteria (beginning on Page 3) will be generated for each candidate transportation project. Quantitative criteria will be compared against the distribution of values among other like project types to help gauge how a project compares to similar projects. Additionally, each project will have statements about qualitative criteria that will be taken into consideration in assigning the score for the goal. These will be used by MORPC team members to objectively assign a score between 0 and 20 to the project for each goal. Each project will receive six scores, one score for each goal.

### Use of the Score

The overall score (represented as the percentage of total points available) and ranking (among similar projects), as well as each individual goal sub-score and ranking (among similar projects), will be reported for each project. The results will then be used to assist in the creation of an initial list of projects to be included in the first draft of the Metropolitan Transportation Plan.

### Final Steps to Determine Projects to Include in the Transportation Plan

An important consideration in what can be included in the Metropolitan Transportation Plan is the amount of funding forecasted to be available to the region through the 2050 horizon year of the plan. Thus, the projects included are tied to the available funding.

The evaluation score resulting from this process is just one piece of information used to determine the projects to be included in the MTP. The projects to be included in the MTP will be shaped by member and public input.

This fall, the initial list of projects proposed to be included will be shared with our members and the general public for comments and input. Based on the input and any updates to the forecast of available funding, the list of projects to be included in the MTP will be updated for the final

draft Metropolitan Transportation Plan in early 2020. This will then undergo a final round of member and public input before final adoption in spring 2020.

The adopted goals that these project criteria are designed around are listed below. The objectives and specific evaluation criteria are then organized by project type and goal (identified by icon).

## Adopted Goals of the 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

## Specific Project Evaluation Criteria by Project Type

**Freeway** projects, including interchange modifications and new interchanges will be evaluated using the following criteria:

 <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking</li> <li>• Reduce vehicle miles traveled (VMT) per capita</li> <li>• Increase the percentage of vehicles using alternative fuels</li> <li>• Increase the number of alternative fuel stations</li> </ul>	
<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Reduction in regional VMT	The change in regional VMT will be an estimate calculated by the travel demand model. Projects with a greater reduction in VMT will score higher.
Qualitative assessment as to the potential of the project to reduce SOV use and/or increase transit, bicycling or walking. This should be extraordinary aspects of the project. Most projects may not have a qualitative statement.	
Qualitative assessment as to the potential of the project to support alternative fuel vehicles and infrastructure. This should be extraordinary components. Most projects may not have a qualitative statement.	

 <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant</li> <li>• Decrease the locations of freeway and expressway facilities that are at risk for flooding</li> </ul>	
<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Reduction in PM 2.5 Reduction in VOC Reduction in NOx	The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to poor air quality. The change in the regional emissions as a result of the project will be estimated and reported in kilograms per day. Projects with a greater reduction will score higher.
Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.	


**Objectives:**

- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

<b><i>Project Evaluation Criteria</i></b>	<b><i>Explanation</i></b>
Reduction in congested VMT in project corridor in 2050	The ability of the project to improve travel within a corridor by redistributing travel in the corridor so one or more congested components of the transportation system are relieved-measured by the percentage reduction in VMT within 1 mile of the project that experiences Level of Service E or worse. Projects with a greater reduction will score higher.
Average peak travel delay reduction per project user for year 2050	Measured as the average travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project. Projects with a greater reduction will score higher.
Existing uncertainty index within 1 mile of project	Travel time uncertainty is a significant issue for business. Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within a mile of the project. Projects in areas with greater travel time uncertainty index will score higher.
Existing (2018) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.
Forecasted (2050) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve forecasted high job density areas will score higher.
Qualitative statement as to the relationship of project to key development and/or redevelopment sites, and freight areas. Not all projects will have a qualitative statement.	


**Objectives:**

- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and jobs
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

<b><i>Project Evaluation Criteria</i></b>	<b><i>Explanation</i></b>
Average origin and destination density of the users of the project in 2018	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2018 conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average origin and destination density of the users of the project in 2050	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2050 forecasted conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average change in origin and destination density of the users of the project between 2018 and 2050	This will be the change in the lower density end of the trip and the higher density end of the trip as found in the above to criteria measures. Projects that serve travel from areas becoming denser will score higher.
Qualitative statement as to whether the project is along an existing transit route or otherwise enhances transit service. The information will be simply yes or no with regard to if an existing transit route uses the project facilities. An additional statement may also be provided if there are other extraordinary aspects of the project that will enhance transit service.	

**Objectives:**


- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above
- 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
- 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
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements


<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Amount of new development within 1 mile of the project	This measures the change in households and change in jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Percent of new development within 1 mile of the project	This measures the percent change in households and percent jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Number of jurisdictions that contribute 75% of the project users in 2050	This measures the extent to which the project serves multiple jurisdictions. The jurisdictional origins and destinations of the project users will be estimated. Then, starting with the jurisdiction contributing the most users, the jurisdictions will be ranked. The measure will then be how many different jurisdictions contribute 75% of the users. Projects that serve more jurisdictions will score higher.
Listing of the plan(s)/study(ies) in which the project appears	This measure provides background on the origin of the project. It is a listing of all community or regional plans or studies that has included the project as recommended or needed. This also includes whether or not the project addresses a congestion problem identified by the MORPC congestion management process or whether the project resulted from MORPC's technical Assistance Program or other technical study.
Qualitative statement on mechanisms in place in the project area to enable non-public participation. Most projects may not have a qualitative statement.	
Qualitative statement of any innovative project delivery or construction techniques that may be used. Most projects may not have a qualitative statement.	
Qualitative assessment to determine if the project will increase ITS technologies on Minor Arterials and above or digital infrastructure coverage.	
Qualitative assessment to determine if the project will increase use of video surveillance on transit facilities and Principal Arterials and above. Most projects may not have a qualitative statement.	


**Objectives:**


- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
- Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of useful life
- Reduce the number of fatalities and serious injuries from crashes

<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Ratio of EJ population users of the project to the regional average for each EJ population	To what extent does the project serve Environmental Justice (EJ) target populations? Of the users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated.
Crashes	Composite ranking as compared to similar project types consistent with the methodology used for MORPC's high crash location list among similar projects. The composite ranking takes into account: <ul style="list-style-type: none"> <li>- Existing total crash frequency</li> <li>- Existing total crash rate</li> <li>- Existing ratio of fatal and serious injuries to total crashes</li> <li>- Existing pedestrian/bike crash frequency</li> </ul> Projects on facilities with crash problems will score higher.
Bridge Rating	The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the worst existing bridge rating that would be improved as part of the project. Projects on facilities with lower bridge rating will score higher.
Pavement Condition Rating (PCR)	The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the average PCR of the existing roadway that would be improved as part of the project. Projects on facilities with lower PCR rating will score higher.
Qualitative statement as to any potential negative impacts to EJ populations. This would include any extraordinary impact that may be as a result of the project. Most projects may not have a qualitative statement.	
Qualitative assessment as to any extraordinary improvements to safety. Most projects may not have a qualitative statement.	
Qualitative assessment of the project's potential to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. Most projects may not have a qualitative statement.	

**Non-freeway roadway projects, including intersection modifications will be evaluated using the following criteria:**

 <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking</li> <li>• Reduce vehicle miles traveled (VMT) per capita</li> <li>• Increase the percentage of vehicles using alternative fuels</li> <li>• Increase the number of alternative fuel stations</li> </ul>	
<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Reduction in regional VMT	The change in regional VMT will be an estimate calculated by the travel demand model. Projects with a greater reduction in VMT will score higher.
Qualitative assessment as to the potential of the project to reduce SOV use and/or increase transit, bicycling or walking. This should be extraordinary aspects of the project. Most projects may not have a qualitative statement.	
Qualitative assessment as to the potential of the project to support alternative fuel vehicles and infrastructure. This should be extraordinary components. Most projects may not have a qualitative statement.	

 <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant</li> <li>• Decrease the locations of freeway and expressway facilities that are at risk for flooding</li> </ul>	
<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Reduction in PM 2.5 Reduction in VOC Reduction in NOx	The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to poor air quality. The change in the regional emissions as a result of the project will be estimated and reported in kilograms per day. Projects with a greater reduction will score higher.
Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.	


**Objectives:**

- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Reduction in congested VMT in project corridor in 2050	The ability of the project to improve travel within a corridor by redistributing travel in the corridor so one or more congested components of the transportation system are relieved-measured by the percentage reduction in VMT within 1 mile of the project that experiences Level of Service E or worse. Projects with a greater reduction will score higher.
Average peak travel delay reduction per project user for year 2050	Measured as the average travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project. Projects with a greater reduction will score higher.
Existing uncertainty index within 1 mile of project	Travel time uncertainty is a significant issue for business. Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within a mile of the project. Projects in areas with greater travel time uncertainty index will score higher.
Existing (2018) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.
Forecasted (2050) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve forecasted high job density areas will score higher.
Qualitative statement as to the relationship of project to key development and/or redevelopment sites, and freight areas. Not all projects will have a qualitative statement.	


**Objectives:**

- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and job
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

<b><i>Project Evaluation Criteria</i></b>	<b><i>Explanation</i></b>
Average origin and destination density of the users of the project in 2018	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2018 conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average origin and destination density of the users of the project in 2050	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2050 forecasted conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average change in origin and destination density of the users of the project between 2018 and 2050	This will be the change in the lower density end of the trip and the higher density end of the trip as found in the above to criteria measures. Projects that serve travel from areas becoming denser will score higher.
Percentage of project without sidewalks in good condition	Project is along a facility which does not have adequate sidewalks and the project is expected to include them. The measure is the percentage of the project length which does not currently have sidewalks in good condition. Projects on facilities with higher percentages without sidewalks in good condition will score higher.
Is the project located in a community with a Complete Streets policy? The information will be yes or no.	
Qualitative statement as to whether the project is along an existing transit route or otherwise enhances transit service. The information will be yes or no with regard to if an existing transit route uses the project facilities. An additional statement may also be provided if there are other extraordinary aspects of the project that will enhance transit service.	
Qualitative statement as to whether the project is along a key regional corridor as identified in MORPC's Active Transportation Plan and/or COG Vision Plan or the project's ability to enhance the regional bikeway system such as connections to existing bike/ped facilities.	

**Objectives:**


- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above
- 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
- 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
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements


<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Amount of new development within 1 mile of the project	This measures the change in households and change in jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Percent of new development within 1 mile of the project	This measures the percent change in households and percent change in jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Number of jurisdictions that contribute 75% of the project users in 2050	This measures the extent to which the project serves multiple jurisdictions. The jurisdictional origins and destinations of the project users will be estimated. Then, starting with the jurisdiction contributing the most users, the jurisdictions will be ranked. The measure will then be how many different jurisdictions contribute 75% of the users. Projects that serve more jurisdictions will score higher.
Listing of the plan(s)/study(ies) in which the project appears	This measure provides background on the origin of the project. It is a listing of all community or regional plans or studies that has included the project as recommended or needed. This also includes whether or not the project addresses a congestion problem identified by the MORPC congestion management process or whether the project resulted from MORPC's technical Assistance Program or other technical study.
Qualitative statement on mechanisms in place in the project area to enable non-public participation. Most projects may not have a qualitative statement.	
Qualitative statement of any innovative project delivery or construction techniques that may be used. Most projects may not have a qualitative statement.	
Qualitative assessment to determine if the project will increase ITS technologies on Minor Arterials and above or digital infrastructure coverage.	
Qualitative assessment to determine if the project will increase use of video surveillance on transit facilities and Principal Arterials and above. Most projects may not have a qualitative statement.	


**Objectives:**


- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
- Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of useful life
- Reduce the number of fatalities and serious injuries from crashes

<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Ratio of EJ population users of the project to the regional average for each EJ population	To what extent does the project serve Environmental Justice (EJ) target populations? Of the users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated.
Crashes	Composite ranking as compared to similar project types consistent with the methodology used for MORPC's high crash location list among similar projects. The composite ranking takes into account: <ul style="list-style-type: none"> <li>- Existing total crash frequency</li> <li>- Existing total crash rate</li> <li>- Existing ratio of fatal and serious injuries to total crashes</li> <li>- Existing pedestrian/bike crash frequency</li> </ul> Projects on facilities with crash problems will score higher.
Bridge Rating	The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the worst existing bridge rating that would be improved as part of the project. Projects on facilities with lower bridge rating will score higher
Pavement Condition Rating (PCR)	The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the average PCR of the existing roadway that would be improved as part of the project. Projects on facilities with lower PCR rating will score higher.
Qualitative statement as to any potential negative impacts to EJ populations. This would include any extraordinary impact that may be as a result of the project. Most projects may not have a qualitative statement.	
Qualitative assessment as to any extraordinary improvements to safety including whether or not it is on the regions high crash location list. Most projects may not have a qualitative statement.	
Qualitative assessment of the project's potential to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. Most projects may not have a qualitative statement.	

**Stand-alone bicycle and pedestrian projects** will be evaluated using the following criteria:

 <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking</li> <li>• Reduce vehicle miles traveled (VMT) per capita</li> <li>• Increase the percentage of vehicles using alternative fuels</li> <li>• Increase the number of alternative fuel stations</li> </ul>	
<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Reduction in regional VMT	The change in regional VMT will be an estimate calculated through a qualitative statement as to magnitude of vehicle traffic removed multiplied by existing traffic of adjacent roadways. Projects with a greater reduction in VMT will score higher.
Qualitative assessment as to the potential of the project to reduce SOV use and/or increase transit, bicycling or walking. This should be extraordinary aspects of the project. Most projects may not have a qualitative statement.	

 <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant</li> <li>• Decrease the locations of freeway and expressway facilities that are at risk for flooding</li> </ul>	
<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Reduction in PM 2.5 Reduction in VOC Reduction in NOx	The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to poor air quality. The change in the regional emissions as a result of the project will be estimated and reported in kilograms per day. Projects with a greater reduction will score higher.
Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.	


**Objectives:**

- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

<b><i>Project Evaluation Criteria</i></b>	<b><i>Explanation</i></b>
Existing (2018) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.
Forecasted (2050) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve forecasted high job density areas will score higher.
Qualitative statement as to the relationship of project to key development and/or redevelopment sites, workforce access/mobility including connections to transit, and freight areas. Not all projects will have a qualitative statement.	


**Objectives:**

- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and job
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

<b><i>Project Evaluation Criteria</i></b>	<b><i>Explanation</i></b>
Density in the area of the project in 2018	The density (population + jobs) in the project area will be estimated based on 2018 conditions. Projects that serve travel from more dense areas will score higher.
Density in the area of the project in 2050	The density (population + jobs) in the project area will be estimated based on 2050 forecasted conditions. Projects that serve travel from more dense areas will score higher.
Change in density in the area of the project between 2018 and 2050	This will be the change in the density as found in the above to criteria measures. Projects that serve areas becoming denser will score higher.
Percentage of project without sidewalks in good condition	Project is along a facility which does not have adequate sidewalks and the project is expected to include them. The measure is the percentage of the project length which does not currently have sidewalks in good condition. Projects on facilities with higher percentages without sidewalks in good condition will score higher.
Qualitative statement as to whether the project is along an existing transit route, provides a connection to one or more transit stops, or otherwise enhances transit service. The information will be yes or no with regard to if an existing transit route or stop uses the project facilities. An additional statement may also be provided if there are other extraordinary aspects of the project that will enhance transit service.	
Qualitative statement as to whether the project is along a key regional corridor as identified in MORPC's Active Transportation Plan and/or COG Vision Plan or the project's ability to enhance the regional bikeway system such as connections to existing bike/ped facilities.	

**Objectives:**



- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above
- 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
- 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
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements


<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Amount of new development within 1 mile of the project	This measures the change in households and jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Percent of new development within 1 mile of the project	This measures the percent change in households and jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Number of jurisdictions that contribute 75% of the population in the project area in 2050	This measures the extent to which the project serves multiple jurisdictions. The jurisdictional population in the project area will be estimated. Then, starting with the jurisdiction contributing the most population, the jurisdictions will be ranked. The measure will then be how many different jurisdictions contribute 75% of the area population. Projects that serve more jurisdictions will score higher.
Listing of the plan(s)/study(ies) in which the project appears	This measure provides background on the origin of the project. It is a listing of all community or regional plans or studies that has included the project as recommended or needed. This also includes whether or not the project addresses a congestion problem identified by the MORPC congestion management process or whether the project resulted from MORPC's technical Assistance Program or other technical study.
Qualitative statement on mechanisms in place in the project area to enable non-public participation. Most projects may not have a qualitative statement.	
Qualitative statement of any innovative project delivery or construction techniques that may be used. Most projects may not have a qualitative statement.	



**Objectives:**

- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
- Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of useful life
- Reduce the number of fatalities and serious injuries from crashes

<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Ratio of EJ population in the project area to the regional average for each EJ population	To what extent does the project serve Environmental Justice (EJ) target populations? Of the population in the project area, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated.
Crashes	Composite ranking as compared to similar project types consistent with the methodology used for MORPC's high crash location list among similar projects. The composite ranking takes into account: <ul style="list-style-type: none"> <li>- Existing total crash frequency</li> <li>- Existing total crash rate</li> <li>- Existing ratio of fatal and serious injuries to total crashes</li> <li>- Existing pedestrian/bike crash frequency</li> </ul> Projects on facilities with crash problems will score higher.
Bridge Rating	The existing physical condition of the transportation system, which would be expected to be improved by the project. This is a measure of the worst existing bridge rating that would be improved as part of the project. Projects on facilities with lower bridge rating will score higher.
Qualitative statement as to any potential negative impacts to EJ populations. This would include any extraordinary impact that may be as a result of the project. Not all projects will have a qualitative statement.	
Qualitative assessment as to any extraordinary improvements to safety including whether or not it is on the regions high crash location list. Most projects may not have a qualitative statement.	
Qualitative assessment of the project's potential to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. Not all projects will have a qualitative statement.	

**Transit** projects, including both bus and high capacity transit (including but not limited to BRT, light rail, high speed rail, streetcar, and others) will be evaluated using the following criteria:

 <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking</li> <li>• Reduce vehicle miles traveled (VMT) per capita</li> <li>• Increase the percentage of vehicles using alternative fuels</li> <li>• Increase the number of alternative fuel stations</li> </ul>	
<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Reduction in regional VMT	The change in regional VMT will be an estimate calculated by the travel demand model. Projects with a greater reduction in VMT will score higher.
Qualitative assessment as to the potential of the project to reduce SOV use and/or increase transit, bicycling or walking. This should be extraordinary aspects of the project. Most projects may not have a qualitative statement.	

 <p><b>Objectives:</b></p> <ul style="list-style-type: none"> <li>• Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant</li> <li>• Decrease the locations of freeway and expressway facilities that are at risk for flooding</li> </ul>	
<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Reduction in PM 2.5 Reduction in VOC Reduction in NOx	The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to poor air quality. The change in the regional emissions as a result of the project will be estimated and reported in kilograms per day. Projects with a greater reduction will score higher.
Qualitative assessment of project's impact on known flooding problems. Most projects may not have a qualitative statement.	

**Objectives:**


- Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
- Minimize the percentage of total vehicle miles traveled under congested conditions
- Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

<b><i>Project Evaluation Criteria</i></b>	<b><i>Explanation</i></b>
Reduction in congested VMT in project corridor in 2050	The ability of the project to improve travel within a corridor by redistributing travel in the corridor so one or more congested components of the transportation system are relieved- measured by the percentage reduction in VMT within 1 mile of the project that experiences Level of Service E or worse. Projects with a greater reduction will score higher. This criteria will apply to high capacity transit projects only.
Existing (2018) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve existing high job density areas will score higher.
Forecasted (2050) job density within 1 mile of project (non-retail jobs)	Non-retail jobs are an indicator of economic activity. Projects that serve forecasted high job density areas will score higher.
Qualitative statement as to the relationship of project to key development and/or redevelopment sites, and freight areas. Not all projects will have a qualitative statement.	


**Objectives:**

- Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements
- Increase the amount of bicycle and pedestrian infrastructure
- Target infrastructure development to serve a higher number of people and job
- Increase the number of bike/pedestrian miles traveled on Central Ohio Greenways trails annually.

<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Average origin and destination density of the users of the project in 2018	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2018 conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average origin and destination density of the users of the project in 2050	The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2050 forecasted conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. Projects that serve travel from more dense areas will score higher.
Average change in origin and destination density of the users of the project between 2018 and 2050	This will be the change in the lower density end of the trip and the higher density end of the trip as found in the above to criteria measures. Projects that serve travel from areas becoming denser will score higher.
Percentage of project without sidewalks in good condition	Project is along a facility which does not have adequate sidewalks and the project is expected to include them. The measure is the percentage of the project length which does not currently have sidewalks in good condition. Projects on facilities with higher percentages without sidewalks in good condition will score higher.
Qualitative statement as to connection to existing transit services or has extraordinary aspects that will enhance transit service.	
Qualitative statement as to whether the project is along a key regional corridor as identified in MORPC's Active Transportation Plan and/or COG Vision Plan or the project's ability to enhance the regional bikeway system or connect to exiting bike/ped facilities.	

**Objectives:**


- Increase the percentage of funding from non-public sources on transportation projects on functionally classified principal arterials and above
- Increase the number of projects utilizing innovative initiatives on functionally classified principal arterial and above
- 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
- 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
- Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements

<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Amount of new development within 1 mile of the project	This measures the change in households and jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Percent of new development within 1 mile of the project	This measures the percent change in households and jobs between 2018 and 2050 within 1 mile of the project. Because of the opportunity to leverage non-public funding or capture increased property values for the transportation needs, projects in areas with more development will score higher.
Number of jurisdictions that contribute 75% of the project users in 2050	This measures the extent to which the project serves multiple jurisdictions. The jurisdictional origins and destinations of the project users will be estimated. Then, starting with the jurisdiction contributing the most users, the jurisdictions will be ranked. The measure will then be how many different jurisdictions contribute 75% of the users. Projects that serve more jurisdictions will score higher.
Listing of the plan(s)/study(ies) in which the project appears	This measure provides background on the origin of the project. It is a listing of all community or regional plans or studies that has included the project as recommended or needed. This also includes whether or not the project addresses a congestion problem identified by the MORPC congestion management process or whether the project resulted from MORPC's technical Assistance Program or other technical study.
Qualitative statement on mechanisms in place in the project area to enable non-public participation. Most projects may not have a qualitative statement.	
Qualitative statement of any innovative project delivery or construction techniques that may be used. Most projects may not have a qualitative statement.	
Qualitative assessment to determine if the project will increase ITS technologies on Minor Arterials and above or digital infrastructure coverage.	
Qualitative assessment to determine if the project will increase use of video surveillance on transit facilities and Principal Arterials and above. Most projects may not have a qualitative statement.	

**Objectives:**


- Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
- Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of useful life
- Reduce the number of fatalities and serious injuries from crashes

<b>Project Evaluation Criteria</b>	<b>Explanation</b>
Ratio of EJ population users of the project to the regional average for each EJ population	To what extent does the project serve Environmental Justice (EJ) target populations? Of the users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated.
Qualitative statement as to any potential negative impacts to EJ populations. This would include any extraordinary impact that may be as a result of the project. Not all projects will have a qualitative statement.	
Qualitative assessment as to any extraordinary improvements to safety. Not all projects will have a qualitative statement.	
Qualitative assessment of the project's potential to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. Not all projects will have a qualitative statement.	



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

## Mid-Ohio Regional Planning Commission Commission Meeting Minutes

Date: April 11, 2019

Time: 1:30 p.m.

Location: Scioto Conference Room

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### **Commission Members**

Chris Amorose Groomes  
Mike Anderson  
Karen Angelou  
Joe Antrum  
Herb Asher  
Trudy Bartley  
Teresa Bemiller  
Jeff Benton  
Pat Blayney  
Stacey Boumis  
Ron Bullard  
Steve Campbell  
Carolyn Casper  
Franklin Christman  
Thom Collier  
Ben Collins  
Karl Craven  
William Dorman  
Brad Ebersole

Riane Federman for  
Bryan Rhoads  
Sophia Fifner  
Jennifer Gallagher  
Bill Habig  
Tim Hansley  
Marian Harris  
Alex Heckman  
Matt Huffman  
Erik Janas  
Steve Kennedy  
Tom Kneeland  
Bill LaFayette  
Kim Maggard  
Dana McDaniel  
Rory McGuinness  
Gary Merrell  
Megan O'Callaghan  
Robert Peters

Eric Phillips  
Dan Ralley  
Cornell Robertson  
Lauren Rummel  
Michael Schadek  
Don Schonhardt  
Roby Schottke  
Kent Shafer  
David Simmons  
Joe Stefanov  
Steve Stolte  
Andy Teater  
Christie Ward  
Andy Ware  
Nancy White  
Cathy Youtkus for  
Jeffry Harris

### **Policy Committee Members**

Joanna Pinkerton  
Tory Richardson

Isaac Robinson  
Thom Slack

Dan Sowry

### **Associate Members**

Charles Hillman

Nikki Scarpitti

### **MORPC Staff**

Bernice Cage  
Kerstin Carr  
Mark Crosten  
Mary Ann Frantz  
Joe Garrity  
Shawn Hufstedler

Alex Jokerst  
Niel Jurist  
Ciel Klein  
Eileen Leuby  
William Murdock  
Shari Saunders

Aaron Schill  
Bevan Schneck  
Thea Walsh  
Brandi Whetstone  
Robert Williams

### **Guests Present**

Mitch Blackford, ODOT District 6  
Don Gaitten, Terragon  
Scott Scharlach, CMHA  
David Schniegeberg, OSU  
Morgan Schroeder, Strand Associates

Kelly Scocco – City of Columbus  
Sonja Simpson – Michael Baker  
Steve Tugend – Kegler Brown Hill + Ritter  
Matt Weber – City of Delaware

**Meeting Called to Order – Rory McGuiness (City of Columbus), MORPC Chair**

Chair Rory McGuiness called the Commission meeting to order at 1:35 p.m. followed by the pledge of allegiance.

Chair McGuiness thanked the Commission, MORPC Staff, and ODOT for their work and leadership in helping ensure the passage of the Ohio transportation budget.

Chair McGuiness announced that the Italian treasure Niccolo Paganini's "Il Cannone" violin is traveling to Columbus for the first time in its history. The violin will be on display May 11-19 at the Columbus Museum of Art with a concert on May 15 at the Ohio Theater.

Chair McGuiness encouraged Commission members to join him on May 9 to bike to the Commission meeting. Yay Bikes! Executive Director Catherine Girves is organizing a bike ride from the Scioto Audubon Metro Park to the May 9 Commission meeting. Ms. Girves is making arrangements to supply helmets and CoGo bikes for those who need them.

Eileen Leuby welcomed new members and guests: Teresa Bemiller, Thom Collier, and Cathy Youtkus from Knox County; Matt Weber, City of Delaware; Sonja Simpson, Michael Baker; Kelly Scocco, City of Columbus; Don Gaitten, Terragon; and Charles Hillman and Scott Scharlach from the Columbus Metropolitan Housing Authority.

**Nominating Committee Report – Erik Janas**

Erik Janas reported no new nominations have been added to the Nominating Committee recommendations presented last month. The Nominating Committee makes the following recommendations for Officer positions and Executive Committee positions.

**Nominees for Officers for renewed one-year Officer Terms (expires 2020):**

**Chair:** Rory McGuiness, Deputy Director of Development, City of Columbus

**Vice-Chair:** Karen Angelou, Council Member, City of Gahanna

**Secretary:** Erik Janas, Deputy County Administrator, Franklin County

**Nominees for renewal of one year Executive Committee Terms (expires 2020)**

Joe Stefanov (2008), Chair of Reserve & Investment Advisory Committee, City Manager, City of New Albany

Eric Phillips (2007), Chair of Benefits & Compensation Committee, Executive

Director/Chamber CEO, Union County/Marysville Economic Development Partnership

Rory McGuiness (2012), Chair of Commission, Deputy Director of Administration, City of Columbus

**Nominees for renewal of two-year Executive Committee Term (expires 2021)**

Kim Maggard (2015), Mayor, City of Whitehall

Jennifer Gallagher (2017), Director, Department of Public Service, City of Columbus

Erik Janas (2017), Deputy County Administrator, Franklin County

**Nominees for a new two-year Executive Committee Term (expires 2021)**

John Benton (2019), Commissioner, Delaware County

Note: the year in parentheses after each name refers to the first year of the member's current service on the Executive Committee.

Chair McGuiness opened the floor for nominations, no nominations were made. Steve Stolte made a motion to accept the Nominating Committee recommendations, second by Nancy White; motion passed.

Chair McGuiness thanked Commissioner Gary Merrell for his service on the Executive Committee and welcomed newly elected Commissioner Jeff Benton.

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

William Murdock introduced and welcomed MORPC's new Communications & Engagement Director Niel Jurist. Ms. Jurist is thankful to be at MORPC and looks forward to communicating the good work of the agency and the MORPC communities.

Mr. Murdock reported MORPC Team Members made changes to address the parking issues from last month's Commission meeting. Let Mr. Murdock know if you encounter parking issues.

Mr. Murdock echoed Chair McGuiness' praise regarding the passage of the Ohio transportation budget. It would not have happened without the advocacy of the people and communities in the room. Mr. Murdock thanked Chair McGuiness and Matt Greeson for the formation of the Task Force last summer that ensured MORPC was prepared when Governor DeWine was ready to tackle transportation funding. Mr. Murdock also thanked Joanna Pinkerton and COTA, Joe Garrity, Steve Tugend, Kim Maggard, the Policy Team and ODOT for their hard work. Mr. Murdock thanked Tom Homan, Dean Ringle, and Laura Koprowski who began advocating for license plate fees five years ago.

The Benefits & Compensation Committee will reconvene in May or June to take a deeper look at MORPC's health care benefits. MORPC does this occasionally as due diligence. Let Mr. Murdock know if you are interested in serving on the committee. Franklin County is a great health care benefits partner with MORPC.

The Local Government Energy Partnership is still launching. The free benchmarking and help with energy efficiency and energy measuring is offered to all MORPC members.

Beginning in May, MORPC is bringing in community speakers for the Commission meetings. Shelly Beiting, Executive Director of the Columbus Women's Commission, is speaking at the May Commission meeting.

Over 1,000 people registered for the April 18 State of the Region; the most ever. The luncheon includes keynote speaker Anthony Foxx and presentations of local government awards. Commission members are welcome to park at MORPC and take the CBus to the event.

MORPC, in partnership with ULI Columbus, is releasing the insight2050 Corridor Concepts Study Recommendations April 30, 11:30 a.m., at the Boat House at Confluence Park. A series of events are planned for the day including a neighborhood level conversation at 2 p.m. for zoning boards and planning commissions.

There is a motion on today's agenda regarding a regional housing strategy. The City of Columbus, MORPC and other partners are soon releasing an RFP to conduct the work of a regional housing strategy. The strategy will focus on policies, investments, and other things we can recommend to tackle the housing affordability crisis in Central Ohio. MORPC is seeking community partners.

MORPC's Annual Salary & Fringe Benefit Survey will be sent to communities in early May. Mr. Murdock encouraged communities to complete the survey that is a useful tool for budget and other planning.

Upcoming Events:

- What's Up with Drones? – Wednesday, May 1, Noon, MORPC or Webinar
- May is Bike Month – Ride to the Commission Meeting, Thursday, May 9, Meet at Scioto Audubon Metro Park, Yay Bikes! Executive Director Catherine Girves will provide helmets and access to bikes if needed

**Proposed Resolution 07-19: “Authorizing the executive director to accept up to \$250,000 in local, private and other funding and contract to conduct a regional housing strategy” – Kerstin Carr, MORPC Planning & Sustainability Director**

With Central Ohio continuing to grow, the increases in the young adult and baby boomer population are shifting housing preferences and needs. The competitive housing market and a persistently high poverty rate are making it more difficult for more groups to find safe and affordable housing. The BIA Foundation recently found that Central Ohio has an estimated demand for 14,000 housing units every year, yet only 8,000 housing units are being built each year. This lack of supply makes it difficult to provide a variety of housing in both type and cost.

The City of Columbus asked MORPC to lead a housing strategy for the region that develops investment and policy recommendations for communities to support mixed income neighborhoods and regional growth. The goal is to foster a housing market where every household with a full-time wage earner can obtain housing in the private market, and to effectively supplement the market where we cannot achieve that goal. The regional effort begins in May/June and should be finalized by the end of the year.

Gary Merrell made a motion to approve Resolution 07-19, second by Marian Harris; motion passed. Rory McGuiness, Trudy Bartley, Steve Campbell, Sophia Fifner, Jennifer Gallagher, Bill LaFayette, and Mike Schadek abstained.

**Committees**

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

The Regional Data Advisory Committee (RDAC) met March 19 and reviewed priorities:

- Create a regional data users group hosted at MORPC
- Build an interactive dashboard to track MORPC sustainability metrics
- Serve local governments to discover their biggest data policy and governance challenges and develop resources to address them
- Map municipally owned fiber optics in Central Ohio and improving interconnectivity

Working groups were formed for each priority and are meeting in May. The next RDAC meeting is June 19.

**Regional Policy Roundtable – Kim Maggard (City of Whitehall), Regional Policy Roundtable Chair**

Kim Maggard presented the [Regional Policy Roundtable Update](#). The next Regional Policy Roundtable meeting is April 16 and will focus on the state operating budget and collaborate with the Sustainable Advisory Committee on sustainability issues in the region.

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

Steve Tugend and Joe Garrity gave the legislative update highlighting the following:

- HB 62 – State Transportation Budget – [Information Sheet](#) provided
- Federal infrastructure
- HB 190 – Fiber Broadband Development
- The genesis of the \$5 permissive fee began in this building with Tom Homan and Dean Ringle – it would not have happened without MORPC
- New energy bill

See the [April 2019 Monthly Legislative Update](#) for other legislative news.

Chair McGuiness publicly thanked Gov. DeWine and his leadership on getting the state transportation budget passed.

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

Chair McGuiness called the Transportation Policy Committee Session to order at 2:23 p.m. The session adjourned at 2:54 p.m. Separate minutes are attached.

The meeting adjourned at 2:55 p.m.

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