

# **PLANNING WORK PROGRAM FOR FISCAL YEAR 2021**

## **PROSPECTUS WORK ELEMENTS APPENDICES**

Prepared by



### **MID-OHIO REGIONAL PLANNING COMMISSION**

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To be Approved by Transportation Policy Committee

To be Approved by ODOT

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## PROSPECTUS FOR SFY 2021

### DESCRIPTION OF MORPC

The Mid-Ohio Regional Planning Commission (MORPC) is a public planning agency operating under state and federal law and governed by an independent commission composed of appointed officials from member jurisdictions. MORPC is the principal public agency conducting regional transportation studies for the Central Ohio area and serves as the metropolitan planning organization (MPO) for the Columbus urban area. MPOs are agencies established (per U.S. Code Title 23, Section 134 and Title 49, Section 5303) in all urban areas of 50,000 or more population to carry out the "3-C" (continuing, cooperative and comprehensive) metropolitan transportation planning process.

As a voluntary association of over 70 local governments and regional organizations with an area of interest in Delaware, Fairfield, Fayette, Franklin, Hocking, Knox, Licking, Logan, Madison, Marion, Morrow, Perry, Pickaway, Ross and Union counties, MORPC serves many purposes as part of fulfilling its mission to *be the regional voice and a catalyst for sustainability and economic prosperity in order to secure a competitive advantage for Central Ohio.*

The past MORPC Strategic Plan (2011-2012) included strategic priorities that described the focus of the services MORPC provides. In particular, transportation is addressed as:

- Supporting Personal and Freight Mobility Choices  
As the federally designated MPO for Franklin, Delaware and portions of Fairfield, Licking and Union counties, MORPC has tremendous influence over where and how transportation investments occur in the region - especially inside the MPO area. This responsibility makes MORPC uniquely positioned to influence the region's growth patterns by promoting multimodal transportation choices, including travel by highways, transit, passenger rail, bicycling, and walking; reducing the demand for driving alone; and moving freight by highway, rail, air, and new emerging technologies. MORPC will promote transportation investments and policies that support sustainable prosperity while fulfilling its mandate to enhance personal and freight mobility, improve transportation safety, ensure the transportation system is adequately maintained, reduce congestion, and meet air quality standards.

The executive staff is working with members to revisit and update the agency's strategic plan

MORPC is involved in various planning and service activities throughout the Central Ohio region. However, the area within which MORPC<sup>1</sup> conducts urban transportation planning (its "MPO area") is limited to the jurisdictions within the area listed below and shown on the following map (though some of the MPO work of MORPC, such as transportation modeling, affects and is coordinated with a broader geographic area):

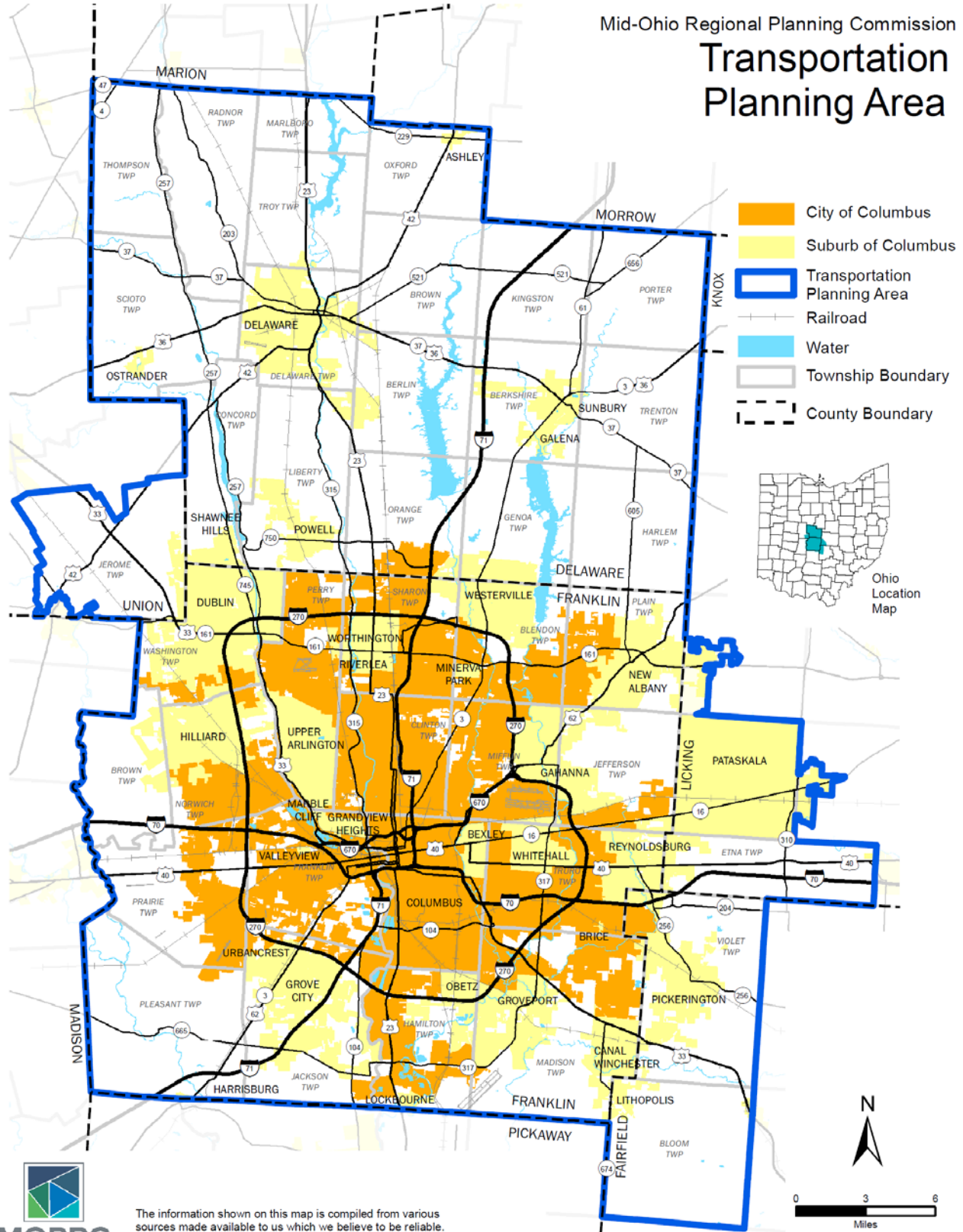
- Delaware and Franklin counties
- Bloom and Violet townships in northwest Fairfield County
- New Albany, Pataskala and Etna Township in Licking County
- Jerome Township in Union County

The remaining area of Licking County is served by the Licking County Area Transportation Study (LCATS), an MPO formed around the Newark urban area. MORPC and LCATS continually coordinate work on transportation issues that cross the borders of the two MPOs.

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<sup>1</sup> The Transportation Policy Committee of MORPC is officially designated as a metropolitan planning organization (MPO) by the Governor of Ohio.

Mid-Ohio Regional Planning Commission  
**Transportation  
 Planning Area**



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.  
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## THE 3-C PLANNING PROCESS

### COORDINATED PLANNING

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

1. Ohio Department of Transportation (ODOT)

ODOT is the major implementing agency for transportation projects in Ohio and the MORPC region. Districts 5 and 6 cover the MPO planning area. ODOT assigns staff liaisons to MORPC and other MPOs to oversee MPO planning and programming activities and to ensure compliance with applicable state and federal regulations. Obligation of MORPC-allocated funds from the Surface Transportation Block Grant Program (STBG), Transportation Alternatives Program (TAP), and Congestion Mitigation/Air Quality (CMAQ) (through the large MPO statewide process) Program occurs through ODOT. ODOT provides oversight, approval and technical assistance for the travel demand modeling processes. ODOT also has a significant role in the planning studies that are done prior to major metropolitan transportation investments.

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

FHWA and FTA are the major funding agencies for highway and transit planning activities, respectively. These agencies jointly conduct a periodic review and certification of MORPC's transportation planning process. Close coordination is maintained among FHWA, FTA, ODOT and MORPC. MORPC is the designated recipient and administrator for FTA's Section 5310 formula funding for the Columbus urbanized area.

3. Central Ohio Transit Authority (COTA)

COTA is the largest public mass transportation operator in the Columbus urbanized area. COTA participates in the development of the regional transportation plan, transportation improvement program, and short- and long-range implementation studies. COTA is one of three designated recipients of FTA formula funds for the Columbus urbanized area, splitting \$5307 and \$5340 Urbanized Area Formula funds, and \$5339 Bus and Bus Facilities funding.

4. Delaware County Transit Board (DCTB)

The Delaware Urban Cluster was merged into the Columbus urbanized area as a result of the 2010 Census. As a result, Delaware County Transit (DCT), which is owned and operated by the Delaware County Transit Board, was reclassified from a rural transit system to an urban system. DCT participates in the development of the regional transportation plan, transportation improvement program, and short- and long-range implementation studies. DCT is the second of three designated recipients for FTA formula funds in the Columbus urbanized area, splitting \$5307 and \$5340 Urbanized Area Formula funds and \$5339 Bus and Bus Facilities funding.

5. Licking County Transit Board (LCTB)

The Licking County Transit Board coverage includes a portion of the MORPC MPO area although they are primarily focused on the balance of Licking County and the LCATS MPO area. However, they are eligible to be a recipient of FTA formula funds in the Columbus urbanized area, splitting \$5307 and \$5340 Urbanized Area Formula funds and \$5339 Bus and Bus Facilities funding. They became the third designated recipient of FTA formula funds in 2019, when they participated in the splitting of these funds with COTA and DCTB for the first time.

6. Licking County Area Transportation Study (LCATS)

Adjacent and to the east of MORPC's MPO boundary is LCATS, the Newark MPO, which covers Licking County, except for the cities of Pataskala and New Albany, and Etna Township, which are in the MORPC MPO area. In order to coordinate activities between the two MPOs, LCATS and MORPC participate on each other's committees, provide regular mailings and notices of activities, and regularly work together on matters of mutual interest.

7. Local Governments in Delaware, Fairfield, Franklin, Licking and Union Counties

To varying degrees, local governments participate in technical activities, development of metropolitan transportation plans and transportation improvement programs, and major development issues associated with transportation. Representatives of these jurisdictions often communicate with ODOT and FHWA through MORPC.

8. Ohio Rail Development Commission, Columbus Regional Airport Authority, and Private Freight Companies

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

9. Ohio Environmental Protection Agency (OEPA)

In conjunction with the U.S. EPA, OEPA establishes and enforces standards for air and water quality in Ohio. OEPA's key role in transportation planning is monitoring air quality and producing a state implementation plan (SIP) for restoring and maintaining good air quality as required by the federal Clean Air Act.

OEPA is represented in MORPC's planning process with seats on the Transportation Advisory and Transportation Policy committees. MORPC also has an Energy and Air Quality Working Group to provide input into air quality planning and SIP development. MORPC works closely with OEPA as the SIP is developed and updated with regard to the Central Ohio region's status with the National Ambient Air Quality Standards.

MORPC executed a Memorandum of Understanding (MOU) with the OEPA to cover the required scope of work in preparing the SIP elements and related work. MORPC has also executed an MOU among LCATS, ODOT and OEPA to coordinate and carry out conformity findings under state and federal regulations and future SIP development requirements that may be needed as a result of changes to air quality regulations. This is referred to as the Interagency Consultation Procedures.

10. Agreements

MORPC has used intergovernmental reviews to obtain comments from interested parties and

to provide information and recommendations concerning proposed projects. The complexity of coordination done by MORPC necessitates defined roles and responsibilities for the various participants. The following agreements have been established to guide MORPC's interactions with other major players in transportation planning:

Agreement of Cooperation with ODOT - This is an agreement to conduct the cooperative, continuing and comprehensive (3-C) planning process. It has been signed for a two-year period effective July 1, 2019.

Two-Party Agreement - The two-party agreements are signed among Delaware, Fairfield, Franklin, Licking and Union counties and their respective local jurisdictions. These local jurisdictions are the cities, villages and townships in each of the five counties that have committed to participate in the 3-C process.

COTA/MORPC Memorandum of Understanding - This contract identifies the roles and responsibilities of the two parties and the services to be performed by COTA and MORPC. Funding changes require joint approval by COTA and MORPC and FTA concurrence (and other funding sources when applicable).

COTA/DCT/LCTB/MORPC Agreement for the Allocation of FTA 5307 Urbanized Area Funds and FTA 5339

Bus and Bus Facilities Funds in the Columbus Urbanized Area - This four-party agreement identifies the fair and rational process used to allocate \$5307 Urbanized Area Formula funds and \$5339 Bus and Bus Facilities funding in the Columbus urbanized area as identified by the 2010 U.S. Census.

MORPC/LCATS/OEPA/ODOT Memorandum of Understanding - This MORPC agreement of cooperation with LCATS, ODOT and OEPA defines the responsibilities and requirements in the conformity process and SIP development.

Two-Party Ridesharing Agreements – Fifteen counties have requested that ridesharing services be provided by MORPC's rideshare program. These counties are: Delaware, Fairfield, Fayette, Franklin, Hocking, Knox, Licking, Logan, Madison, Marion, Morrow, Perry, Pickaway, Ross and Union.

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

## CONTINUING PLANNING

Metropolitan transportation planning is an ongoing process. MORPC's two main transportation planning activities are completed and updated on a repeating cycle. The Metropolitan Transportation Plan (MTP) is completed or updated at least every four years according to federal law, and the Transportation Improvement Program (TIP) is normally developed on a two-year cycle. As soon as one of these documents is completed, work begins on the next one in a continuing cycle.

Three standing committees provide ongoing assistance and advice on transportation planning matters to MORPC staff and the Transportation Policy Committee:

Transportation Advisory Committee (TAC)  
Attributable Funds Committee (AFC)  
Community Advisory Committee (CAC)

The TAC is a technical committee that provides recommendations to the Transportation Policy Committee. The CAC, a major component of the public involvement process, provides public input and recommendations to the Transportation Policy Committee.

While the TAC and CAC provide guidance to the Transportation Policy Committee on all transportation planning matters, the Attributable Funds Committee provides advice to the Transportation Policy Committee, the TAC, and the CAC on the development and execution of the processes used to allocate MORPC-attributable federal funds to projects and project sponsors.

In addition, MORPC through the Regional Sustainability Advisory Committee maintains an Energy & Air Quality Working Group that provides assistance and advice on transportation-related matters. The Energy & Air Quality Working Group's mission is to improve and maintain clean, healthy air and economic vitality in Central Ohio through education, policy development, and strategies that address energy and air quality challenges. The committee participates in the SIP development with OEPA and includes broad representation from the community.

## COMPREHENSIVE PLANNING

Metropolitan transportation planning is intended to examine and integrate a variety of issues related to transportation. Some issues, such as air quality and energy consumption, are impacted by transportation decisions; others, such as development patterns and environmental constraints, directly impact transportation. One of MORPC's roles is to better understand these issues and their inter-relationships and to try to avoid or reduce potential negative consequences of transportation plans and decisions.

### Older Adults and People with Disabilities Special Planning

COTA, DCT and MORPC have complied with FTA requirements of the Americans with Disabilities Act (ADA). COTA's entire paratransit fleet became accessible in January 1996, and the fixed-route fleet followed in 2001. COTA continues efforts to increase productivity and on-time performance for service delivery. DCT's light-transit vehicle fleet is also 100% accessible.

MORPC serves on COTA's Mobility Advisory Board, providing advice on mobility issues. Part of this group's role is to continue to work with human service agencies, other non-profit agencies and private companies to develop transportation services to meet the needs of the community.

MORPC maintains a public transit-human services transportation coordination plan for Franklin and Delaware counties. MORPC and DCT completed the process of combining the Franklin and Delaware County Coordinated Plans to match the funding geography in the spring of 2018.

MAP-21 program expansion and consolidation of FTA §5310 funding for the enhanced mobility of seniors and individuals with disabilities is now apportioned to urbanized and rural areas. ODOT will administer these funds for small urban and rural areas. MORPC is the Designated Recipient with an approved Program Management Plan to administer these funds in the Columbus urbanized area.

MORPC's Complete Streets policy requires project sponsors receiving MORPC-attributable federal funding to provide safe and convenient access for all users and all ages and abilities.

MORPC's Smart Streets policy requires project sponsors receiving MORPC-attributable federal funding to consider digital infrastructure needs during the development and implementation of projects.



### Consideration of Private Mass Transportation Services and Their Role in Public Transportation

In accordance with FTA and FHWA private operator participation requirements, private operators are notified of MORPC planning activities via direct mail notices, newsletters, and through other public information efforts. A private operator sits on MORPC's TAC.

### Air Quality, Climate Change and Energy

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

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

In addition to reducing ozone and fine particle pollution, the region needs to pursue strategies to reduce greenhouse gas emissions. Transportation accounts for 20% of Ohio's greenhouse gas emissions, and there are growing global, national, state and local efforts to reduce greenhouse gases through regulatory and voluntary measures. Consistent with this, MORPC and its rideshare program will work with various partner organizations and agencies to develop strategies to reduce emissions. The metropolitan transportation plan addresses this growing concern in further detail.

Energy use is closely related to air quality and climate change. MORPC discovered in its Regional Energy Action Plan, released in 2014, that the Central Ohio region has a higher per capita energy use than the rest of Ohio and the United States by 3% and 8%, respectively. The transportation sector is identified as the leading contributor to energy use and emissions in Central Ohio. It is important for MORPC to support technologies that improve energy efficiency in the transportation system, support alternative fuels, and less wasteful use of energy by users of the transportation system.

### Water Quality/Greenways

MORPC holds regular meetings to discuss water quality and trail development issues. MORPC also participates in the Central Ohio Watershed Council, a collaborative effort of the various watershed advocacy groups operating in the region. The Council works to support the individual watershed programs by identifying and addressing common needs, such as training and fundraising. MORPC also coordinates the Central Ohio Greenways Board and hosts the Central Ohio Greenways Forum, which bring together groups focused on greenway-related trail development throughout Central Ohio.

MORPC facilitated the development of Balanced Growth Initiative plans for several Central Ohio Watersheds: the Olentangy River, Big Walnut/Alum Creek, Walnut Creek, the Upper Scioto River, and Whetstone Creek. The Olentangy River Balanced Growth Plan was adopted by 26 of the 27 participating communities and endorsed by the Ohio Water Resources Council. The Walnut Creek Balanced Growth Plan was endorsed by the Ohio Water Resources Council in early 2013. The

Upper Scioto Balanced Growth Plan was endorsed in 2015.

#### Development Patterns

Within the MORPC MPO Area, there are approximately 1.61 million people living in households and 0.92 million jobs today. Year 2050 forecasts for this same area show 2.15 million people in households and 1.19 million jobs.

As a result of this anticipated growth and the accompanying land use forecast developed for the 2020-2050 Metropolitan Transportation Plan, MORPC incorporated outcomes of the findings from insight2050 activities as well as local and area planning activities.

#### Transportation Funding

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

#### Planning Data Technology

Planning data technology includes equipment and systems for collecting, analyzing and reporting data necessary for transportation planning, predicting travel demand, and providing information for policy development. Data include demographic, land use, environmental, economic, and physical conditions of the transportation system. MORPC will continue to use tools such as Geographic Information System (GIS) technology to share information, as well as perform analyses. MORPC hosts an open data portal called Mid-Ohio Open Data to improve public data access. Along with access to raw data, MORPC also uses the portal to host numerous interactive web maps to solicit as well as distribute information. For example, transportation projects evaluated in the 2020-2050 Metropolitan Transportation Plan were displayed on an interactive on-line map that included a process for viewers to submit comments and draw suggested projects directly on the map. In addition, MORPC hosts center line and master address data for Franklin County that local communities are able to edit directly from their offices. This collaborative data collection and sharing process not only provides a standardized format for data, but also allows communities to have access to more current and accurate information. This system also allows the potential for expanding the collection of other attributes associated with transportation infrastructure. Other transportation systems including sidewalks and bikeways are also being replicated to partner editors in a manner similar to the roads and addresses. MORPC continues to expand upon its existing web-based mapping tools and other techniques, such as the vendor-based traffic count site, to improve data efficiencies, sharing, standardization, and provide better access to Central Ohio data.

MORPC maintains a state-of-the-art activity-based travel demand model that is used as the basis for our congestion management process and Metropolitan Transportation Plan and Transportation Improvement Program development. It is also the basis for numerous small- and large-scale special studies and ODOT's development of certified traffic for its project development needs. MORPC worked with ODOT on a project to update the model to the most current activity-based modeling platform. Work continues on final model validation.

MORPC is exploring new ways to incorporate technology into many aspects of transportation planning, especially public engagement. Possibilities include using social networking tools as a means to solicit public opinions, share development news, and conduct discussion by technical professional groups.

## Transit

MORPC will continue to play a role in seeking funds for new transit services and modes such as bus rapid transit, high capacity transit, light rail, streetcar and first/last mile such as micro-transit. In addition, MORPC has a role in helping to coordinate transit services. For example, it assisted the Delaware County Transit transition from a rural transit agency to becoming a part of an urban transit system. Based on Exhibit 1 in the COTA/DCT/LCTB/MORPC Agreement for the allocation of split FTA formula funds, each federal fiscal year MORPC prepares split documentation between COTA, DCT, and LCTB for the funds apportioned to the Columbus urbanized area.

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

Also, MORPC is working with transit providers in the counties to identify and coordinate inter-county transportation needs and strategies. COTA, DCT, and MORPC agreed to appoint MORPC as the designated recipient for FTA Section 5310 funds. MORPC has completed the formal process through ODOT and FTA.

## Freight

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

MORPC and other stakeholders are currently involved in a number of important regional projects to address these challenges. The Columbus Regional Airport Authority is actively developing intermodal (air, truck, and rail) freight facilities integrated with the Rickenbacker Airport. In 2008 Norfolk Southern Railroad opened a new intermodal facility near Rickenbacker International Airport. Norfolk Southern also improved its Heartland Corridor with double-stack capacity from Virginia to Rickenbacker. These improvements, combined with an increase in intermodal cargo into our region as a result of the expansion of the Panama Canal in 2015, have positioned the area to experience a significant increase in truck traffic. This expected increase in truck traffic led to the successful application for TIGER funds in 2012, which granted \$16 million for the Pickaway County East-West connector, a project that connects US 23 and the Rickenbacker Intermodal Facility.

CSX Corporation worked with MORPC and state and local agencies to transform its Buckeye Yard as part of the National Gateway. This, in addition to other rail and airport plans and projects, has resulted in the need for improved transportation access to these facilities. This will require continuation and expansion of MORPC's role as both a leader and a facilitator in Central Ohio's freight system.

As a regional coordinating entity, MORPC has partnered with ODOT and FHWA staff on an OARC Freight Working Group. The intent of this working group is to collaborate in addressing freight issues at a state level. The working group also seeks to coordinate interregional freight initiatives as their need is identified through the working group process. Tasks associated with this working group include program planning for the Ohio Conference on Freight, coordinating input into statewide freight planning activities such as the Statewide Rail Plan, the rail crossings study, and the upcoming update to the Statewide Freight Plan.

Freight and goods movement clearly have an impact beyond local, regional, state, and even national borders. Thus, the ongoing discussions regarding mega regions are directly related to freight activities. In particular, global trading patterns are shifting, and a competitive advantage will belong to regions that can attract not only high-skilled workers and businesses that employ them, but places that provide affordable housing options, a high quality of life, and transportation hubs that act as gateways to the global economy. MORPC's participation in various freight stakeholder groups, such as the Columbus Region Logistics Council, the Ohio Supply-Chain Academic Network, the Rickenbacker Area Employers Network, and the Warehousing Education Research Council ensures MORPC is aware of the region's freight activities and in a position to incorporate freight considerations into the agency's various planning programs.

#### Intelligent Transportation Systems (ITS)

In order to foster transportation system integration and agency cooperation, MORPC has taken on the role to house, update and maintain the Central Ohio ITS Architecture. This federally mandated effort is supported by ODOT, COTA, the Franklin County Engineer's Office, the City of Columbus and others through an ITS Committee. All ITS projects using federal funding must conform to the architecture (see 23 CFR 940.9). Project examples include centrally controlled traffic signal systems that can easily communicate with other systems, centers, and vehicles. In 2016, through the ITS Committee, MORPC updated the Central Ohio ITS Architecture and continually keeps it updated.

In 2016 the City of Columbus won the U.S DOT smart city challenge and is working to implement 8 projects in different parts of the region. MORPC participated in the planning stages in many areas of development and deployment of technology. Other examples of application of advanced technology and strategies in the region include the US 33 Smart Mobility Corridor and ODOT Smart Lanes project on I-670. Building off of these, MORPC established a Smart Region Task Force to align efforts around a shared vision for a smart region. The three deliverables of the Task Force were a Smart Streets Policy, a Smart Region Playbook, and a Smart Region Resource Guide.

MORPC will continue to encourage both public and private sectors to participate in the distribution of ITS-related information in order to find the most cost-effective way to reach the public. It is MORPC's goal that a traveler in the area will experience the benefits of ITS, whether using a highway, public transportation, or incident/emergency management services, and regardless of the jurisdictions involved. MORPC will also continue to work with ODOT to identify different ways to implement such a system.

#### Safety

As a partner in the federal Highway Safety Improvement Program, MORPC has a comprehensive program that addresses regional and statewide issues. MORPC participates in ODOT's Comprehensive Highways Safety Plan committee and sits on ODPS' Traffic Records Coordinating Committee. On a local level, MORPC attends the Safe Communities, Fatality Review Board, and Columbus Area Pedestrian Safety committee meetings.

As a result of these meetings, regional emphasis areas continue to offer crash data and analysis to our members, promoting non-motorist safety activities, encouraging local governments to address high-crash intersections and corridors, and working on regional safety outreach initiatives. More specifically, MORPC developed a regional safety plan which identified priority safety locations. MORPC also piloted a Systematic Safety Improvement Program.

#### Security

Effective coordination and communication among the many different transportation agencies in a region are essential. Security planning involves both the monitoring of the system to ensure that no catastrophic infrastructure failures occur and preparedness for dealing with situations where

the transportation network fails or where the transportation network could fail due to overcapacity usage.

MORPC has developed a Transportation Security Planning Program with three strategies: (1) Work to promote and strengthen local emergency preparedness efforts in the Central Ohio region by acting as a convener, coordinator, communicator, and advocate for training, planning, partnering, and funding opportunities from local, state, federal, or private resources; (2) Promote the improvement and maintenance of the transportation network to address issues related to homeland security and emergency preparedness; and (3) Promote and encourage prioritization of projects and policies that incorporate emergency and safety aspects.

## CATEGORY 600: TRANSPORTATION

### A. Key Issues

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

- Special planning for the elderly and people with disabilities
- Consideration of existing private mass transportation services and their role in public transportation
- Air quality, climate change and energy
- Sustainability
- Water quality/greenways
- Development patterns
- Transportation funding
- Planning data technology
- Transit
- Freight
- Intelligent transportation systems
- Safety
- Security

### B. Goals

Goals for the 2020-2050 Metropolitan Transportation Plan were adopted in September 2018 with measureable objectives adopted in November 2018. These guided the development of the 2020-2050 MTP adopted in May 2020.

Through transportation:

- GOAL: Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies
  - OBJECTIVE: Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking
  - OBJECTIVE: Reduce vehicle miles traveled (VMT) per capita
  - OBJECTIVE: Increase the percentage of vehicles using alternative fuels
  - OBJECTIVE: Increase the number of alternative fuel stations
- GOAL: Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community
  - OBJECTIVE: Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant
  - OBJECTIVE: Decrease the locations of freeway and expressway facilities that are at risk for flooding
- GOAL: Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally
  - OBJECTIVE: Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile and via transit
  - OBJECTIVE: Minimize the percentage of total vehicle miles traveled under congested conditions
  - OBJECTIVE: Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time.
- GOAL: Create sustainable neighborhoods to improve residents' quality of life
  - OBJECTIVE: Encourage and support MORPC member communities to adopt

- complete streets policies or policies that contain those elements
  - OBJECTIVE: Increase the amount of bicycle and pedestrian infrastructure
  - OBJECTIVE: Target infrastructure development to serve a higher number of people and jobs
  - OBJECTIVE: Increase the number of bike/pedestrian miles traveled on COG trails annually
- GOAL: Increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures
  - OBJECTIVE: Increase the percentage of funding from non-public sources on transportation projects on functionally classified Principal Arterials and above
  - OBJECTIVE: Increase the number of projects utilizing innovative initiatives on functionally classified Principal Arterials and above
  - OBJECTIVE: Increase the percentage of functionally classified Minor Arterials and above facilities employing coordinated Intelligent Transportation System (ITS) technologies, and increase the percentage of all facilities that incorporate digital infrastructure
  - OBJECTIVE: Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of functionally classified Principal Arterials and above with video surveillance
- GOAL: Use public investments to benefit the health, safety, and welfare of people
  - OBJECTIVE: Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time
  - OBJECTIVE: Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of a useful life
  - OBJECTIVE: Reduce the number of fatal crashes and serious injury crashes

#### C. Status and Future Actions Report

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

## Active Transportation Planning

In April 2010, MORPC adopted a regional Complete Streets Policy that requires project sponsors receiving MORPC-attributable funding to design and build roadways to accommodate all users. MORPC continues to educate its members on the importance of Complete Streets and active transportation planning specifically.

Active transportation planning is an important element to transportation planning in general. It 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.

This work element ensures that MORPC is conducting active transportation planning as part of its Metropolitan Transportation Plan and provides education, resources, and technical assistance to local governments.

Product: Method	Agency/ies:	Schedule:
Planning assistance: Assist local agencies and entities in planning for and implementing active transportation infrastructure. Assist Central Ohio Greenways (COG) Board with implementation of its Strategic Action Plan. Assist with studies, projects, and local plan review.	MORPC, COTA, Local Governments, ODOT	Ongoing
Active Transportation Plan: Maintain a regional active transportation plan that incorporates pedestrian, bicycle, and transit planning. Engage stakeholder input and feedback. Ensure that the plan is coordinated with other planning efforts within MORPC as well as with our members. Share the plans with our members and coordinate implementation.	MORPC, COTA, local governments	Ongoing
Non-motorized system monitoring: Continue regular counts of non-motorized traffic and develop a plan that identifies and prioritizes pedestrian and bicycle count locations to be incorporated into the regional transportation model and help improve decisions affecting non-motorized transportation.	MORPC, others	Ongoing
Complete Streets Outreach and Implementation: Assist local governments in promoting Complete Streets and developing their own policies or ordinances. Utilize the results and programs of insight2050 to advance interest and implementation of Complete Streets.	MORPC	Ongoing
Conduct special studies and projects related to active transportation: Conduct studies and assist with projects, as requested by local governments or others, that relate to pedestrian, bicycle, or transit planning.	MORPC	Ongoing
Education: Collaborate on educational efforts related to improving quality of life through Complete Streets, trails, and transportation safety initiatives.	MORPC, others	Ongoing



**Related Activities:**

Safety Planning (see 60131-1000)

Planning Coordination and Support (see 62511-1000)

Transit and Human Services Planning (see 60151-3000)

**Budget**

<b>Total Work Element Budget:</b>	<b>\$420,000</b>	<b>\$336,000 FHWA \$42,000 ODOT \$42,000 MORPC</b>
<b>Spent Previous Year(s):</b>	<b>\$0</b>	
<b>Remaining Work Element Budget:</b>	<b>\$420,000</b>	

## Management & Operations Planning

The FAST Act encourage 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. This work element coordinates on the benefits of a holistically managed transportation system. There are many ways MORPC works to do this: better access management; maintaining the Intelligent Transportation Systems (ITS) Architecture including being sure infrastructure is ready for connected vehicles (CV) and moving toward autonomous vehicles (AV); incorporating security and emergency response into the planning process; incorporating goods movement into the planning process; and continually monitoring and evaluating bridge and pavement conditions.

Product: Method	Agency/ies:	Schedule:
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.	MORPC	As needed in conjunction with TIP, MTP and PM reporting
Access Management: Participate in regional discussions on access management, provide assistance to local governments, and advocate for proactive management practices.	MORPC	Assistance as needed
Maintain Regional ITS Architecture: Coordinate Central Ohio Regional ITS Committee. Assist governments and agencies in researching and implementing ITS systems and projects including infrastructure to support connected vehicles (CVs) and autonomous vehicles (AVs) in the region. Participate on various committees and planning on Columbus's implementation of the Smart Cities project and other local and state initiatives. Monitor implementation of ITS projects with respect to the architecture.	MORPC, ODOT and local agencies	Ongoing
Participation and education on freight initiatives: Collaborate with the private and public sectors (including other MPOs, the state, and federal agencies) on projects that improve freight mobility in Central Ohio. Conduct freight scanning tours and one-on-one meetings with community officials. Use freight-related information to provide a picture of the current and future infrastructure impacting freight movement in Central Ohio through an interactive web tool and other means. Partner with the other MPOs through OARC and ODOT to hold the annual Ohio Conference on Freight.	MORPC, local agencies, ODOT and OARC	Ongoing
Transportation security assistance: Participate and advocate for transportation security through regional initiatives with federal, state and local governments and transit agencies.	MORPC	Ongoing

**Related Activities:**

Transportation Improvement Program (TIP) and Implementation (see 60201-3000)

**Budget**

<b>Total Work Element Budget:</b>	\$175,000	\$140,000 FHWA \$17,500 ODOT \$17,500 MORPC
<b>Spent Previous Year(s):</b>	\$0	
<b>Remaining Work Element Budget:</b>	\$175,000	

## Safety Planning

The purpose of this work element is to increase the profile and understanding of safety impacts of all MORPC work efforts in line with the FAST Act.

The FAST Act continued 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.

Since 2005, MORPC staff actively participates in local and statewide safety committees, such as the State Highway Safety Plan (SHSP) Committee, the Traffic Records Coordinating Committee (TRCC), or the Safe Community committees. Staff also provides ongoing assistance to local governments and seeks to improve safety education overall.

<b>Product: Method</b>	<b>Agency/ies:</b>	<b>Schedule:</b>
Regional crash data analysis: Develop priority safety locations information while pursuing enhanced network screening processes for improved corridor identification.	MORPC	Ongoing
Regional Safety Education: Work with local governments and the state on developing and promoting successful outreach materials to educate both the public and decision makers on safety-related concerns.	MORPC, local governments, ODOT	Ongoing
Member assistance: Encourage members through the priority safety locations information to address safety concerns . Assist them with their applications for safety funding.	MORPC, local governments	Ongoing
Participation in local and state safety committees: Attend and participate in state and local safety committees, such as the Traffic Records Coordinating Committee (TRCC), the State Highway Safety Plan (SHSP) Committee, and the Safe Community Committee meetings.	MORPC	Ongoing
Project Evaluation: Regularly conduct before and after crash data analysis of safety projects to identify the safety benefits of engineering and other countermeasures.	MORPC	Ongoing
Special projects and studies: Conduct special studies and projects related to transportation safety, as requested by local governments, ODOT, or other partners.	MORPC, ODOT, local governments	Ongoing

**Related Activities:**

Active Transportation Planning (see 60111-1000)

Planning Coordination and Support (see 62511-1000)

**Budget**

<b>Total Work Element Budget:</b>	\$125,000	\$100,000 FHWA \$12,500 ODOT \$12,500 MORPC
<b>Spent Previous Year(s):</b>	\$0	
<b>Remaining Work Element Budget:</b>	\$125,000	

## Transit and Human Services Planning

This work element includes transit planning efforts that carry out the metropolitan transportation plan. Work includes integration of all aspects of transit and mobility to ensure an adequate level of access is afforded to all populations while improving the range of options for meeting diverse mobility needs. Also, reporting requirements regarding civil rights compliance will be fulfilled.

Product: Method	Agency/ies:	Schedule:
Maintain the urbanized area's Coordinated Plan for Franklin and Delaware Counties: Keep Coordinated Plan current in the Columbus Urbanized Area for planning and funding purposes. Maintain Coordinated Plan relationships with neighboring counties, especially those in the CORPO, Licking County and ODOT's Human Services Transportation Coordination Regions 5 and 6.	MORPC, COTA, DCT, ODOT and CORPO	Ongoing
Public transit provider coordination: Provide technical support for ongoing planning activities of transit providers, especially COTA, DCT, LCTB, CORPO counties and other providers.	MORPC	Ongoing
Transit Service planning assistance: Maintain data and provide assistance for transit mode planning. Work with transit entities, human service agencies, private providers, and local communities to track transit inventory, policies, programs and facilities to improve mobility and support local governments in creation of the same.	MORPC, COTA, DCT, LCTB, CORPO counties, local governments	Ongoing
Monitor agreements and funding in the region: Work with relevant parties to ensure agreements and funding terms are met in the region.	MORPC, ODOT, FTA, transit entities	Ongoing
Workforce Mobility Assistance: Participate in developing recommendation solutions to transportation and congestion issues that employers, employees and colleges face in outlying areas where there is a lack of transportation for seasonal and permanent employees who do not drive vehicles.	MORPC and others	Ongoing

### Related Activities:

(see 67401-0000)

(see 67402-0000)

5310 Designated Recipient-2020 (see 67410-3000)

Mobility Management 2020 (see 67420-3000)

### Budget

<b>Total Work Element Budget:</b>	\$75,000	\$60,000 FHWA	\$7,500 ODOT	\$7,500 MORPC
<b>Spent Previous Year(s):</b>	\$0			
<b>Remaining Work Element Budget:</b>	\$75,000			

## Transportation Improvement Program (TIP) and Implementation

This work element is to prepare and continue to maintain an updated Transportation Improvement Program (TIP), including administering MORPC-attributable federal funds to maximize their benefits in the region. Through this element, MORPC identifies 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. Quarterly or as-needed amendments to the TIP are completed. Policies for allocation and management of MORPC-attributable funds are reviewed and updated and applications for MORPC funding are solicited every two years. Periodic reports concerning the status of federal funds are made to MORPC committees. MORPC also participates in public involvement opportunities conducted as part of the development of regionally significant transportation improvements, including COTA's program of projects.

Product: Method	Agency/ies:	Schedule:
Maintain the SFY 2021-2024 TIP: Coordinate with ODOT Districts 5 and 6, LCATS, COTA, DCT and local agencies on project information for TIP amendments. Coordinate with ODOT Central Office on TIP update and amendment schedules.	MORPC	Amendments as needed
Prioritized list of regional projects for TRAC: As needed, work with and assist local jurisdictions to apply for ODOT Major/New funding from the Transportation Review Advisory Council (TRAC). MORPC will prioritize all applications submitted according to MORPC's criteria and submit to TRAC for review under TRAC's criteria.	MORPC	Fall 2020
Collaboration on innovative project delivery and financing options for projects: As needed, continue to work with local jurisdictions to identify alternative 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 BUILD and INFRA. Work with our public and private partners to bring projects that are extremely time-sensitive online as quickly as possible.	MORPC	Ongoing
Reports on the status of federally funded projects & annual obligation report: Continue coordinating with project sponsors and partner agencies to establish realistic schedules for advancing projects in the TIP and help to accelerate development of projects when possible.	MORPC	Monthly & September 2020
Program of projects to use MORPC-attributable funding: MORPC will work through its Attributable Funds Committee to solicit and select projects to use MORPC Surface Transportation Block Grant (STBG), Congestion Mitigation Air Quality (CMAQ), and	MORPC	April 2021

Transportation Alternatives Program (TAP) funds. Also, participate in the large Ohio MPO statewide CMAQ committee process.		
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**Related Activities:**

Management & Operations Planning (see 60121-3000)

Transportation Public Involvement (see 61021-0400)

Supplemental Planning (see 66561-3000)

**Budget**

<b>Total Work Element Budget:</b>	\$275,000	\$220,000 FHWA	\$27,500 ODOT	\$27,500 MORPC
<b>Spent Previous Year(s):</b>	\$0			
<b>Remaining Work Element Budget:</b>	\$275,000			



## Manage, Map, Collect, and Share Data

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.

Product: Method	Agency/ies:	Schedule:
Increase efficiencies of internal data systems: Standardize internal data sets to reduce inaccuracies and redundancies. Provide assistance in streamlining internal data processes supporting transportation planning. Improve GIS processes as new techniques and technologies are made available. Update data sets from the U.S. Census and other federal sources. When possible, automate the collection, processing, and storage of data.	MORPC	Continuous
Update and maintain data sets to support transportation planning efforts: Collect, maintain and improve data on an established schedule to support diversity compliance, travel demand modeling, safety planning, and other general transportation planning processes. Examples of data collected and maintained include development information, building permits, QCEW employment, geographic boundaries, bikeways, sidewalks, intersections, road network characteristics, and other pertinent information.	MORPC, ODOT, ODNR, OEPA, OGRIP, ODPS, local GIS offices	Continuous
Promote data sharing among data providers to reduce redundancy: Manage the Franklin County Location Based Response System (LBRS) by working with local communities to keep their data current. Coordinate with ODOT on its Roads & Highway/LBRS integration project. Host quarterly GIS and Data User Group meetings and be involved in other groups where data sharing is discussed. Provide leadership and support development of the Smart Columbus Operating System to help leverage connected vehicle and other sensor data. Investigate other ways to improve data sharing among data providers in Central Ohio. Provide support to the Regional Data Advisory Committee at MORPC. Keep licenses current for GIS.	local governments, URISA, OneColumbus, CURA, OGRIP, ODOT	Continuous
Coordinate with U.S. Census: Participate in activities associated with the American Community Survey and preparations for the 2020 Census as needed.	US Census, Ohio Development Service Agency, local governments	Continuous

**Related Activities:**

Data Analytics and Research for Transportation Projects and Programs (see 60521-2000)

Transportation Systems Analysis Techniques and Applications (see 60551-3000)

Long-Range Multimodal Transportation Planning (see 61011-3000)

Supplemental Planning (see 66561-3000)

**Budget**

<b>Total Work Element Budget:</b>	\$445,000	\$356,000 FHWA \$44,500 ODOT \$44,500 MORPC
<b>Spent Previous Year(s):</b>	\$0	
<b>Remaining Work Element Budget:</b>	\$445,000	

## Data Analytics and Research for Transportation Projects and Programs

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.

<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. Continue data and mapping analyses in support of the 2020-2050 MTP.	MORPC, local governments	As needed
Prepare annual estimates of population and employment at the county and sub-county levels: Using residential building permits and tracking development information, create annual population and employment data at the county and sub-county levels.	MORPC, local governments, ODOT, and business community	October 2020
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. Monitor and expand upon MORPC's regional open data portal.	MORPC	As needed
Update the Transportation Plan Report Card: Perform necessary analyses to evaluate advancements toward meeting performance measurements identified in the Metropolitan Transportation Plan.	MORPC	April 2021
Respond to and document requests: Answer questions from governments, residents, academia and businesses for transportation and demographic data. Maintain Affiliate status with the Ohio Census Affiliate Network. Attend training sessions as appropriate and submit annual report to the Ohio Development Services Agency documenting census-related activities.	MORPC	As needed

**Related Activities:**

Manage, Map, Collect, and Share Data (see 60511-2000)

Transportation Systems Analysis Techniques and Applications (see 60551-3000)

Long-Range Multimodal Transportation Planning (see 61011-3000)

Supplemental Planning (see 66561-3000)

**Budget**

<b>Total Work Element Budget:</b>	\$400,000	\$320,000 FHWA \$40,000 ODOT \$40,000 MORPC
<b>Spent Previous Year(s):</b>	\$0	
<b>Remaining Work Element Budget:</b>	\$400,000	

## Transportation Systems Analysis Techniques and Applications

This work element is to maintain and update the regional transportation models and the processes that rely on the model. These processes include the technical components of the Congestion Management Process (CMP), environmental justice (EJ) analysis, air quality conformity analysis and Congestion Mitigation and Air Quality eligibility calculations.

Since the mid-1960's a regional travel demand model has been maintained that covered Central Ohio. It has evolved over the years with numerous updates and validation processes. During the early 2000's it evolved into one of the few activity-based models in the country. The model has been the basis for evaluating projects for inclusion in the Metropolitan Transportation Plan and Transportation Improvement Program (TIP), transportation conformity analysis for each Transportation Plan update, preparing mobile source budgets for the State Implementation Plan (SIP) for air quality, and environmental justice analyses for the Transportation Plan and TIP.

Product: Method	Agency/ies:	Schedule:
Up-to-date travel demand model: On-the-ground facilities and transit schedules will be monitored to maintain highway and transit networks. This will be coordinated with ODOT's model update consultant. The latest research in modeling techniques will be reviewed including modeling other modes such as bicycling, pedestrians and freight.	MORPC	Ongoing
Up-to-date data sets for SIP development and air quality conformity: Monitor air quality regulations as they impact the transportation planning process and coordinate with ODOT and OEPA to prepare data, run analyses and/or review documents.	MORPC, ODOT, OEPA	As needed
Up-to-date CMP and EJ analysis procedures, data and documents: Collect and analyze travel data from available sources. Review CMP and EJ procedures applied elsewhere and incorporate improvements. Update CMP procedures needed to evaluate candidate projects for the MTP.	MORPC	Ongoing
Determination of the emissions changes from proposed CMAQ projects: Use MOVES or other appropriate emission estimation tools.	MORPC	As needed
Up-to-date Land Use Model processes: Maintain the land use model processes and data inputs/outputs for analyzing land use scenario concepts.	MORPC	As needed
Modeling assistance to ODOT staff in the certified design traffic development: Provide full modeling assistance in ODOT's certified traffic development for roadways within MORPC's MPO area, including land use data review and revision, model network coding and refinement, model validation and calibration, alternative analysis, and application of ODOT's Traffic Forecasting Toolbox (if needed).	MORPC & ODOT	As Needed

**Related Activities:**

Manage, Map, Collect, and Share Data (see 60511-2000)

Data Analytics and Research for Transportation Projects and Programs (see 60521-2000)

Long-Range Multimodal Transportation Planning (see 61011-3000)

Active Transportation Planning (see 60111-1000)

**Budget**

<b>Total Work Element Budget:</b>	\$270,000	\$216,000 FHWA \$27,000 ODOT \$27,000 MORPC
<b>Spent Previous Year(s):</b>	\$0	
<b>Remaining Work Element Budget:</b>	\$270,000	

## Long-Range Multimodal Transportation Planning

This work element is the creation and maintenance of the Metropolitan 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 just completed 2020-2050 Metropolitan Transportation Plan and initial steps of the next Metropolitan Transportation Plan to be adopted in 2024. 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.

Previous long-range plans were adopted in 1982, 1989, 1993, 1997, 2001, 2004, 2008, 2012, 2016 and 2020. MORPC has also worked with COTA on its long-range transit plans, which are incorporated into the long-range metropolitan transportation plan. Other regional transportation planning efforts have included the regional thoroughfare plan completed in 2002, insight2050, and several light-rail studies and coordination with COTA on its NextGen plan completed in 2017, Columbus's Connect Columbus long-range plan and the insight2050 Corridors Concept study.

Product: Method	Agency/ies:	Schedule:
2020-2050 MTP Follow-up: Track MTP performance measures and compliance with federal requirements and ODOT measures. Prepare MTP amendments as needed. Prepare MTP report annually. Prepare federal performance measure reports.	MORPC	Amendments and federal PM reporting as needed, Report Card April 2021
Complete long-range system studies: Use the 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, and coordinate with LCATS as needed.	MORPC, LCATS, local governments	Ongoing
Coordination with ODOT planning activities: Identify and coordinate with special studies and projects that are in the early steps of the Project Development Process and the update to the statewide transportation plan. Coordinate with ODOT on implementation efforts of Access Ohio 2045 strategies.	MORPC, ODOT	Ongoing
Intercity transportation service planning: Coordinate with communities within Central Ohio and others on discussion of rail service and other modes to the Columbus area. This would include Chicago to Columbus, Cleveland, Columbus & Cincinnati, Columbus to Newark and Pittsburgh or other possible routes.	MORPC, LACRPC, LCATS, ODOT	Ongoing
Functional Class, National Highway System, and Regional Thoroughfare Plan: Update as necessary the federal-aid functional classification system and National Highway System, including intermodal connectors. Review local agency	MORPC	As Needed, Thoroughfare Plan Summer 2022

thoroughfare plans and coordinate with them to develop a regional thoroughfare plan that integrates all modes of transportation.		
insight2050 resource updates and outreach: Develop, maintain and update insight2050 tools and resources to ensure information is available to member communities. Conduct presentations and workshops about insight2050 findings with focus on the transportation, environmental, and fiscal impacts of land use decisions. Coordinate with outreach of the Metropolitan Transportation Plan.	MORPC, local governments	Ongoing

**Related Activities:**

Active Transportation Planning (see 60111-1000)

Transit and Human Services Planning (see 60151-3000)

Data Analytics and Research for Transportation Projects and Programs (see 60521-2000)

Transportation Systems Analysis Techniques and Applications (see 60551-3000)

**Budget**

<b>Total Work Element Budget:</b>	\$290,000	\$232,000 FHWA	\$29,000 ODOT	\$29,000 MORPC
<b>Spent Previous Year(s):</b>	\$0			
<b>Remaining Work Element Budget:</b>	\$290,000			



## Transportation Public Involvement

This work element is to prepare and conduct a public involvement process consistent with local needs and in conformance with state and federal requirements. Additionally, this element is to ensure that the general public and its significant constituent parts have access to and are engaged in the development of transportation plans and programs. This public involvement process also is being used to meet the public participation requirements for FTA's Section 5307, the Central Ohio Transit Authority's and Delaware County Transit's programs of projects.

In 1995 MORPC adopted a Public Involvement Process (PIP), which incorporated a Citizen Advisory Committee (CAC) into the MORPC committee structure. In 1994 Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations was signed by President Clinton. The PIP underwent an update in 2013, and the name of the CAC was changed to the Community Advisory Committee. The PIP was updated in 2015 to include FTA's Section 5307 Program of Projects.

Over the years MORPC has undertaken a number of activities to involve the public, including biennial reports, regional transportation plan summaries, open houses, and periodic newsletters. Currently, the focus has grown to include presentations, web access, electronic newsletters, and social media.

Product: Method	Agency/ies:	Schedule:
Transportation Public Involvement Process: Maintain and update, as necessary, the MORPC public participation process, which includes engaging local governments, stakeholders and the public in the transportation planning process and soliciting input into the decision-making process. The public participation process supports the activities of the community and technical advisory committees. Implement the public involvement process by providing for review and comment the elements of the transportation planning process to local communities, technical working groups, the media, the general public and placement on the web and through electronic newsletters, meetings, open houses, printed one-pagers, direct mail and social media. MORPC will continue to seek the involvement of the EJ target populations.	MORPC	Ongoing
Public Involvement Activities for the Metropolitan Transportation Plan: MORPC will execute the Public Involvement Plan that will provide outreach, engagement and education to the general and specific publics for the Metropolitan Transportation Plan through the media, social media, the website, printed material, meetings, presentations and open house. Focus will be on providing for review and comment elements of the Metropolitan Transportation Plan, including land use forecasts, evaluation criteria, population estimates, transit, draft strategies including	MORPC	Ongoing

candidate projects, etc., and the draft plan.		
Public Involvement Activities for the Transportation Improvement Program: MORPC will execute the Public Involvement Plan that will provide outreach, engagement and education to the general and specific publics for the Transportation Improvement Program through the media, social media, printed materials, presentations, open house and the website. Focus will be on identifying projects to include in the TIP, including FTA's 5307 Program of Projects, Section 5310 and providing input on the draft TIP.	MORPC	Ongoing
Public Involvement Activities for the Active Transportation Plan: MORPC will execute the Public Involvement Plan that will provide outreach, engagement and education to the general and specific publics for the Active Transportation Plan through the media, social media, printed materials, presentations, electronic newsletters and the website. Focus will be on identifying projects to be included in the Active Transportation Plan and providing input into the draft plan.	MORPC	Ongoing
Public Involvement for Miscellaneous Transportation Activities: MORPC will develop and implement project-specific public involvement programs to meet the unique needs of the individual projects.	MORPC	Ongoing

**Related Activities:**

Active Transportation Planning (see 60111-1000)

Safety Planning (see 60131-1000)

Transportation Improvement Program (TIP) and Implementation (see 60201-3000)

Long-Range Multimodal Transportation Planning (see 61011-3000)

**Budget**

<b>Total Work Element Budget:</b>	\$118,472	\$94,778 FHWA \$11,847 ODOT \$11,847 MORPC
<b>Spent Previous Year(s):</b>	\$0	
<b>Remaining Work Element Budget:</b>	\$118,472	

## Planning Coordination and Support

Coordination of planning efforts among different jurisdictions is a critical element to ensuring regional consistency in the transportation network.

This element is to ensure that MORPC staff is aware of local transportation planning efforts and that our members are engaged in MORPC's transportation activities. It includes informational meetings among MORPC and others, regional collaboration meetings, and educational 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.

Product: Method	Agency/ies:	Schedule:
Informational Meetings: Meet with local government staff and other transportation, planning and land use-related entities to stay abreast of their transportation planning efforts, share any MORPC transportation-related activities that may be useful to them, and facilitate coordinated efforts of neighboring jurisdictions.	MORPC, local communities	Ongoing
Regional Collaboration Group Meetings: Organize and facilitate regular collaboration meetings among neighboring jurisdictions to discuss any major transportation and land use projects or plans that could influence others.	MORPC, local communities	Ongoing
Member Education: Provide transportation-related best practices and relevant information to our members through educational forums, workshops, webinars, events, or multi-media.	MORPC	Ongoing
Planning Technical Assistance Program: Provide technical planning assistance, through MORPC staff, 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.	MORPC	Ongoing

**Related Activities:**

Supplemental Planning (see 66561-3000)

**Budget**

<b>Total Work Element Budget:</b>	\$200,000	\$160,000 FHWA \$20,000 ODOT \$20,000 MORPC
<b>Spent Previous Year(s):</b>	\$0	
<b>Remaining Work Element Budget:</b>	\$200,000	

## Ongoing Local Planning

Identify local planning efforts to be coordinated with the transportation planning process.

MORPC annually reviews active plans with local governments and planning agencies to ensure current information is on hand for reference during transportation study activities. A library of plans is maintained and a catalog of the plans is kept and made available on-line through the MORPC website.

Product: Method	Agency/ies:	Schedule:
Integrate local planning efforts into MORPC's regional transportation planning processes: Track local planning activities through communication with local government sources and make regular reports of local planning activity. Update planning library published on the MORPC website.	Local communities and local agencies	Continuous

### Related Activities:

Active Transportation Planning (see 60111-1000)

Transportation Improvement Program (TIP) and Implementation (see 60201-3000)

Data Analytics and Research for Transportation Projects and Programs (see 60521-2000)

Long-Range Multimodal Transportation Planning (see 61011-3000)

### Budget

<b>Total Work Element Budget:</b>	\$0
<b>Spent Previous Year(s):</b>	\$0
<b>Remaining Work Element Budget:</b>	\$0

Note: This study is provided only for informational purposes and has no final product or any budget within the work program, although staff may be involved through Work Elements 61010's, 60510's, or others.

## Central Ohio Greenways Planning

This work element focuses on conducting regional and community connector trail planning and outreach to ensure a safe, accessible, and equitable implementation of the Regional Trail Vision. The Central Ohio Greenways (COG) Board will serve as an advisory body guiding some of this work.

In 2015, MORPC established the COG Board with a mission to build more trails and get more people on the trails. Based on a five-year strategic plan, and over the course of more than two years, this multi-disciplinary board developed a Regional Trail Vision through extensive community and stakeholder engagement. This Vision, which would expand Central Ohio's existing 230+ regional trail mile system by another 500+ miles and serve as the backbone of its active transportation system, was unanimously adopted by MORPC's Commission in 2018.

In 2019, ULI Columbus announced a project called Rapid 5, which would create the largest greenspace system in the county along the region's river corridors. ULI Columbus is partnering with MORPC in a branding and feasibility study to not only bring the park system to life but to create linear, paved transportation connections within the corridors and to the corridors that are aligned with the Regional Trail Vision. Today, many neighborhoods don't have safe pedestrian and bicycle infrastructure in place that allow residents to access the regional trail system and greenspace without a vehicle. It will be critical for MORPC and its COG Board to plan for and prioritize the implementation of such connections.

<b>Product: Method</b>	<b>Agency/ies:</b>	<b>Schedule:</b>
Trail Planning & Mapping: Work with local communities and organizations, such as COTA, to identify, prioritize, and map regional trail segments and local neighborhood connectors.	MORPC, Local Governments, COTA	Summer 2022
Trail Assistance: Assist local governments and transportation providers with trail studies, trail counts & data collection, trail design, and project reviews.	MORPC, Local Governments, COTA	Summer 2022
Funding Guidance: Update cost estimates for trail projects and develop a funding toolkit for trail projects. Assist local governments in funding requests.	MORPC, ULI Columbus, State Agencies	Summer 2022
Outreach & Storytelling: Work closely with ULI Columbus and other partners on good trail impact metrics to use for outreach, marketing, and storytelling to the general public and philanthropic sector.	MORPC, ODOT, ODNR, Rails to Trails, ULI Columbus	Summer 2022

**Related Activities:**

Active Transportation Planning (see 60111-1000)

Planning Coordination and Support (see 62511-1000)

**Budget**

**Total Work Element Budget:**    \$200,000    \$200,000 STP

**Spent Previous Year(s):**                \$0

**Remaining Work Element Budget:**    \$200,000

100% STBG with Toll Credit

PID TBD

## Paving The Way

The purpose of this work element is to provide transportation project construction and other road closure 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 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.

Product: Method	Agency/ies:	Schedule:
Project Coordination: Work with agencies to maintain the status of ongoing construction projects and projects expected to go to construction in the next construction season. This includes hosting an annual meeting to review upcoming, construction-season projects, as well as other regular meetings from which those involved would benefit.	MORPC, ODOT, OSU, county engineers, city, village, and township contacts	Ongoing
Communications and Outreach: Provide construction and traffic management information and education to motorists and pedestrians through such channels as the media, employers and businesses, and community groups. Methods for doing this include website maintenance and updates, press releases and media inquiries, social media posts, e-mail alerts, responses to community members' inquiries, and the production of printed materials such as the "glovebox guide." The messages will also include information providing alternative strategies and routes and options and messages promoting work zone safety and demand reduction.	MORPC	Ongoing

### Related Activities:

Transportation Improvement Program (TIP) and Implementation (see 60201-3000)

Manage, Map, Collect, and Share Data (see 60511-2000)

### Budget

Total Work Element Budget: \$100,000 \$100,000 STP

Spent Previous Year(s): \$0

Remaining Work Element Budget: \$100,000

100% STBG using toll credit

PID 109288



## Supplemental Planning

This work element includes research and planning efforts that are required to fulfill MPO planning and project implementation responsibilities. The project includes seven elements:

1. Promote the advancement of transportation projects that use MORPC-attributable federal funds by supplementing monitoring and coordination efforts.
2. Support travel demand modeling applications and bike and pedestrian planning through the acquisition of necessary traffic counts and bike and pedestrian counts.
3. Develop technical tools and data sets for promoting data sharing and availability, and soliciting public feedback.
4. Provide planning data, travel demand forecasting, and transportation analysis assistance to members upon request for studies conducted by or for local governments.
5. Support for the Rapid Speed Transportation Initiative activities
6. Conduct resiliency research and planning to prepare the transportation system for a changing climate
7. Coordinate with other regional activities such as the Regional Sustainability Agenda activities that further the 2016-2040 MTP Goals.

Product: Method	Agency/ies:	Schedule:
Regular reports to members and MORPC committees on project delivery: Work with project sponsors, their consultants and ODOT to develop realistic schedules of key progress points for each project. Provide assistance in determining appropriate facilities for complying with MORPC's complete streets policy. Coordination with affected agencies and adjustment of the project processing schedules will take place as necessary.	MORPC, ODOT, local jurisdictions	Continuous
Traffic counts for approximately 200 locations, including bike and pedestrian counts as identified in active transportation count plan: Hire a consultant to take 24-hour traffic counts during the year. Some counts will be classification counts and include bike and pedestrian counts.	MORPC, locals	June 2021
Implement projects to address the goals, objectives, and action items detailed in the Regional Data Agenda. The Regional Data Advisory Committee (RDAC) has prioritized four projects to work on during CY2019.: Formalize outcomes and efforts of regional coordination and cooperative data efforts around the goals identified in the 2016-2040 MTP. Develop new collaborative partnerships and adjust staff roles to implement the priority projects of the RDAC.	local governments, regional data providers	December 2019
Provide special services and conduct special transportation studies: Review specific problem situations or concerns with the transportation system identified by our members and make recommendations to alleviate them.	MORPC & locals	As needed
Support for the Rapid Speed Transportation Initiative (RSTI) activities: Resources for staff to advance intercity travel modes.	MORPC	As needed

Resiliency Planning: Forecast impacts on Central Ohio's infrastructure of changing weather patterns and environment to better plan for a resilient region.	MORPC, local agencies, ODOT, OEPA	Summer 2021
Coordination with other regional activities such as the Regional Sustainability Agenda to further the 2020-2050 MTP goals: Expand the MTP's reach and impact by coordinating its goals, objectives, and strategies with other activities such as the Regional Sustainability Agenda.	MORPC, Local Agencies, ODOT	ongoing

**Related Activities:**

Transportation Improvement Program (TIP) and Implementation (see 60201-3000)

Manage, Map, Collect, and Share Data (see 60511-2000)

Long-Range Multimodal Transportation Planning (see 61011-3000)

**Budget**

**Total Work Element Budget:**    \$350,000       \$350,000 STP

**Spent Previous Year(s):**               \$0

**Remaining Work Element Budget:**    \$350,000

100% STBG using toll credit

PID 99112

## Technical Assistance Program

The results of insight2050 show that focusing on “compact development” will be conducive to the creation of communities with robust multi-modal transportation systems. With more compact development, the results also indicate a reduced need for new infrastructure investments, thus saving valuable transportation dollars to go toward the operation and maintenance of existing roadways and providing more pedestrian, bicycle, and transit facilities.

insight2050 delivers tools and resources to assist member communities with evaluating the insight2050 findings at the local level for the purpose of incorporating the results into their transportation and land use planning processes and policy development.

Product: Method	Agency/ies:	Schedule:
Planning Assistance: Provide technical assistance, through MORPC staff and/or external consultants, to member communities. Provide access to additional financial support to be leveraged with communities’ existing funds toward planning efforts that demonstrate an impact on transportation, improved air quality, mode shift, and/or other transportation-related metrics.	MORPC, stakeholders, consultants	Ongoing
Outreach: Hold regular presentations and workshops about insight2050 findings with various audiences, including transportation- and community development-oriented audiences, with focus on the transportation, environmental, and fiscal impacts of land use decisions. Ensure multi-media coverage to engage a broader audience, including residents. Coordinate with outreach of the Metropolitan Transportation Plan	MORPC, Stakeholders	Ongoing
Maintenance of insight2050 resources: Maintain and update tools and resources to ensure timely and accurate information is available to member communities.	MORPC	Ongoing

### Related Activities:

Supplemental Planning (see 66561-3000)

Active Transportation Planning (see 60111-1000)

Long-Range Multimodal Transportation Planning (see 61011-3000)

Planning Coordination and Support (see 62511-1000)

### Budget

**Total Work Element Budget:** \$200,000 \$200,000 STP

**Spent Previous Year(s):** \$0

**Remaining Work Element Budget:** \$200,000

%100 STBG using toll credit

PID 110238

## Transportation Services (Ridesharing)

Transportation Demand Management (TDM) strategies have shown effectiveness in reducing traffic congestion and environmental pollution caused by motor vehicles. TDM refers to a series of measures promoting alternatives to the single-occupancy vehicle (SOV) by maximizing the use of the existing transportation infrastructure. These measures include carpooling, vanpooling, public transportation, walking, bicycling, telecommuting, and compressed work weeks. MORPC updated its Transportation Demand Management Strategic Plan in spring of 2020.

In 2017, the OARC Rideshare and Air Quality Subcommittee concluded the process of combining the two different existing ride-matching platforms in different parts of the state into one new multi-modal TDM and rideshare system with air quality support. The new platform is branded Gohio Commute. MORPC holds the prime contract and pays the vendor with reimbursement from OARC Rideshare and Air Quality Subcommittee members and other entities that have signed an inter-agency agreement.

MORPC's ridesharing program has been in existence since the 1980's, with a clear mission of reducing use of single-occupancy vehicles (SOVs) while traveling to and from work or job training in order to address the individual commuter's needs.

Product: Method	Agency/ies:	Schedule:
Promote a culture of sustainable and smart multimodal travel throughout Central Ohio. Public education and ridematching services: Increase and retain working relationships with employers. Support OARC and multi-regional TDM ridematching software vendor. Increase program awareness and participation in communities throughout the 15 counties. Support a MORPC mobility hub, air quality efforts and TDM consortium. Promote services to the public, communities, employers and government partnerships through special multi-modal projects, networking, events, alternative transportation groups, air quality awareness events, websites and individual meetings, campaigns and social media outlets.	MORPC, OARC	Ongoing
Raise public awareness about mobility options in the region. Increase ridesharing and TDM acceptance to improve air quality: Implement best practices that equip individual travelers/organizations with comprehensive mobility resources necessary to change behavior away from high SOV usage. Develop customizable multi-modal strategies for workplaces, such as telecommuting, rideshare parking, vanpool subsidies, transit and bike options to increase employees' usage of alternative modes. Use existing and develop additional data sets to focus strategies with alternative transportation partners.  MORPC staff will continue to use the Gohio platform to support	MORPC	Ongoing

and administer the Downtown C-pass program with COTA, the Capital Crossroads Special Improvement District and the Smart Columbus Pivot app that provides COTA transit passes as a benefit for eligible downtown Columbus employees.		
National Transit Database reporting: Submit vanpool ridership, operating costs and passenger miles traveled for inclusion in the National Transit Database to increase the Columbus UZA federal funding apportionments. Work with COTA to track and use additional federal funds to increase vanpooling in the region, and help fill empty vanpool seats. The data will also be used to monitor air quality and calculate the reduction of fuel used due to vanpooling.	MORPC	Ongoing
Program evaluation and strategic plan: Update, maintain and track MORPC's TDM strategic plan and mobility hub platform. The rideshare program will continue to use the TDM strategic plan as a planning tool to assist in growing the program. Staff is using the tool to create, track and implement best practices, form and maintain partnerships with employers and community-based organizations, build its relationship with other TDM providers, and the individual commuters.	MORPC	Ongoing
Promote TDM services in diverse and underserved populations: The rideshare program and AQ Marketing Plans have identified vulnerable populations and the need for specific multi-cultural outreach on TDM and AQ campaigns at resource centers, libraries, transit centers, etc., in vulnerable population communities. Target languages will be Somali, Spanish, Asian, and African communities. MORPC continues to build relationships and reach out to serve diverse populations in and around the 15 counties. Rideshare program staff is working with numerous agencies to help ensure that reliable, affordable and safe transportation options and air quality information are available to individuals. Staff will continue to work with first-mile/last-mile and the needs of commuters who work 2nd and 3rd shifts.	MORPC	Ongoing

**Related Activities:**

Transit and Human Services Planning (see 60151-3000)

Management & Operations Planning (see 60121-3000)

Air Quality Awareness (see 66731-1000)

**Budget**

**Total Work Element Budget:** \$700,000

**Spent Previous Year(s):** \$0

**Remaining Work Element Budget:** \$700,000

100% MORPC CMAQ

PID 99036

## Air Quality Awareness

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. These activities also align with the region's goal working toward attainment with the National Ambient Air Quality Standards for ozone and particulate matter pollution.

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 the public has the knowledge to protect their health from air pollution caused by fossil-fueled transportation.

Strategies for reducing fossil-fuel consumption include providing technical assistance, 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.

Product: Method	Agency/ies:	Schedule:
Operate a year-round daily air quality forecasting and alert system to communicate important air quality information to Central Ohio residents: Work with forecasting consultant to provide accurate forecasts and the technical skills to maintain a year-round, daily air quality forecasting service for ozone and particulate matter pollution.	MORPC, Ohio EPA, air quality forecasting contractor	Ongoing
Air Quality Alerts: Maintain a regional communications network for issuing Air Quality Alerts. Establish and maintain relationships with partners to broaden the reach of messaging.	MORPC, ODOT, NWS, the media, others	Ongoing
Education and Outreach: Collaborate on educational and outreach efforts related to the impacts of air quality on individuals and communities and the reduction of air pollution through reduction of energy and fuel use.	MORPC, local government members, public health, others	Ongoing
Conduct special studies and projects related to air quality: : Conduct studies, provide technical assistance, and assist with projects, as requested by local governments or others that relate to air quality, its impacts, fuels and energy consumption, and air emissions.	MORPC	Ongoing
Planning and policy assistance: Assist local agencies and entities in energy and resiliency planning and air quality and	MORPC, others	Ongoing

energy policy matters. Assist with studies, projects, and plan reviews. Develop and maintain tools and resources to encourage activities that reduce air emissions and fuels and energy consumption. Serve as a trusted resource concerning U.S. EPA and Ohio EPA proposed rules and policy related to air quality. Assist Energy and Air Quality Working group with implementation of its Action Plan.		
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**Related Activities:**

Transportation Services (Ridesharing) (see 66711-3000)

**Budget**

**Total Work Element Budget:** \$550,000

**Spent Previous Year(s):** \$0

**Remaining Work Element Budget:** \$550,000

\$550,000 MORPC CMAQ (100% using toll credit)

PID 99007

## Ongoing COTA Activities

This work element is for coordination with COTA and reporting COTA planning activities 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.

Through other work elements MORPC assists COTA in the preparation of a long-range transit plan and helps channel federal money through the TIP process toward its implementation. MORPC incorporates the transit elements into the Regional Transportation Plan. MORPC also supports COTA through coordination with other local, state and federal agencies like ODOT, FTA, etc., in various efforts like National Transit Database reporting, safety planning, asset management, the UZA's coordinated human services plan, and the Bus on Freeway Shoulders project, etc.

MORPC facilitates user feedback through its public involvement process to ensure COTA's compliance with the Americans with Disabilities Act and Title VI requirements. MORPC also coordinates with COTA in long-range planning efforts including regional fixed-guideway corridor analysis and Transportation Demand Management.

Product: Method	Agency/ies:	Schedule:
COTA's planning process: MORPC will work with COTA to demonstrate consistency of its operations and planning with the Metropolitan Transportation Plan and federal regulations, and to assess COTA's capital and operating needs, including update of the SRTP as needed.	COTA, MORPC, FTA, ODOT	Ongoing
Continued refinement of COTA Long-Range Plan and other planning activities: Continued planning activities regarding COTA long and short range plans, including Corridor Concepts, ITS activities, Bus on Freeway Shoulder, BRT planning, first-mile/last-mile or micro-transit, high capacity transit, and the SID Transit Pass (Downtown C-pass), etc.	COTA, MORPC	Ongoing
Short-Range Transit Plan (SRTP) update: COTA is updating its SRTP by inventorying planned development projects and discussing existing and planned routes.	COTA	April 2022
Service change planning: COTA service change planning occurs months before regularly scheduled service changes (typically January and May of each year).	COTA	Ongoing
COTA safety and asset management plans: COTA development of performance measures and targets in relation to the National Public Transportation Safety Plan. COTA develops a Transit Access Management Plan (TAMP) which includes capital asset inventories, condition assessments, investment prioritization and reporting requirements. COTA coordinates with MORPC for reporting and other federal requirements.	COTA, MORPC, FTA	Ongoing



**Related Activities:**

Active Transportation Planning (see 60111-1000)

Transit and Human Services Planning (see 60151-3000)

Long-Range Multimodal Transportation Planning (see 61011-3000)

Ongoing DCT Activities (see 67402-3000)

**Budget**

<b>Total Work Element Budget:</b>	<b>\$0</b>
<b>Spent Previous Year(s):</b>	<b>\$0</b>
<b>Remaining Work Element Budget:</b>	<b>\$0</b>

These studies are provided only for informational purposes and have no final product or budget within the work program.

## Ongoing DCT Activities

This work element is for coordination with DCT and reporting DCT planning activities to ensure adherence to federal and state requirements and for the facilitation of effective transit services in Delaware County.

As a result of the 2010 Census, portions of Delaware County were added to the Columbus urbanized area. MORPC changed its role with DCT accordingly and will continue to assist through other work elements, with its transition to an urban transit system, providing support to as required/requested in the administering of federal transit formula grants, development of the UZA's coordinated human services plan and the MTP/TIP. In the past, MORPC has assisted DCT with its bike-on-bus CMAQ applications, its coordinated planning efforts, and other TIP processes. MORPC will provide assistance with safety planning and asset management.

MORPC facilitates user feedback through its public involvement process to ensure COTA's compliance with the Americans with Disabilities Act and Title VI requirements.

Product: Method	Agency/ies:	Schedule:
DCT's planning process and requirements needed to receive federal urban area and state funds: MORPC will work with DCT to demonstrate consistency of its operations and planning with the Metropolitan Transportation Plan and federal regulations, and to assess DCT's capital and operating needs.	DCT, MORPC, ODOT, FTA	Ongoing
Implement recommendations from DCT's Interim SRTP.: Incorporate the interim SRTP results. Continue to review Delaware County residents' attitudes, priorities and needs for short-term and long-term public transportation services and potential local funding of the services based on findings and resources to match federal funds.	DCT, Delaware County, ODOT, MORPC, and others	Ongoing
DCT safety and asset management plans.: DCT development of performance measures and targets in relation to the National Public Transportation Safety Plan. DCT develops a Transit Access Management Plan (TAMP) which includes capital asset inventories, condition assessments, investment prioritization and reporting requirements. MORPC will assist DATABus in these activities through work element 60159-3000.	MORPC, DCT, ODOT & FTA	Ongoing

**Related Activities:**

Active Transportation Planning (see 60111-1000)

Transit and Human Services Planning (see 60151-3000)

Long-Range Multimodal Transportation Planning (see 61011-3000)

Ongoing COTA Activities (see 67401-3000)

**Budget**

<b>Total Work Element Budget:</b>	<b>\$0</b>
<b>Spent Previous Year(s):</b>	<b>\$0</b>
<b>Remaining Work Element Budget:</b>	<b>\$0</b>

These studies are provided only for informational purposes and have no final product or budget within the work program.

## 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.

Prior to MAP-21, FTA Section 5310 Program funds had been apportioned to and administered statewide by the Ohio Department of Transportation (ODOT) for 80% of the purchase of equipment to support transportation services for the elderly and people with disabilities where existing transportation is unavailable, inappropriate, or insufficient. With the passage of MAP-21, the Section 5310 Program was revised and expanded to include operating and some activities from the former New Freedom Program.

Product: Method	Agency/ies:	Schedule:
A Program Management Plan (PMP) according to FTA provisions: Work from MORPC's FTA-approved PMP, which includes the Designated Recipient's program objectives, policies, procedures, and administrative requirements in a form readily accessible to potential subrecipients, recipient staff, FTA, and the public. The PMP details coordination, eligible sub-recipients, local share and local funding requirements, project selection criteria, method of distributing funds and the development of the Program of Projects.	FTA, MORPC, COTA, DCT, other	Ongoing
Comply with other FTA requirements: Oversee the implementation of projects, certifying a fair and equitable distribution of funds to sub-recipients, management of all aspects of grant distribution, vehicle use, oversight and submit reports as required by FTA.	FTA, MORPC, COTA, DCT, others	Ongoing
Program of Projects: Develop a project selection process and confirm selected projects are documented in MORPC's MTP and TIP.	FTA, MORPC & ODOT	Ongoing
Update and maintain the Coordinated Plan: Maintain a locally developed, coordinated public transit-human services transportation plan (coordinated plan) for the UZA in association with the MTP and TIP. The Plan must be developed and approved through a process that provided adequate outreach to allow for participation.	MORPC, COTA, DCT, others	Complete in 2021

**Related Activities:**

Transit and Human Services Planning (see 60151-3000)

Ongoing COTA Activities (see 67401-3000)

Ongoing DCT Activities (see 67402-3000)

5310 Designated Recipient-2021 (see 67411-3000)

**Budget**

**Total Work Element Budget:**    \$108,597       \$108,597 FTA

**Spent Previous Year(s):**       \$20,000

**Remaining Work Element Budget:**    \$88,597

100% FTA 5310 Administration 10% of Apportionment of the FFY 2019, ODOT PID 112802

## 5310 Designated Recipient-2021

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.

Prior to MAP-21, FTA Section 5310 Program funds had been apportioned to and administered statewide by the Ohio Department of Transportation (ODOT) for 80% of the purchase of equipment to support transportation services for the elderly and people with disabilities where existing transportation is unavailable, inappropriate, or insufficient. With the passage of MAP-21, the Section 5310 Program was revised and expanded to include operating and some activities from the former New Freedom Program.

Product: Method	Agency/ies:	Schedule:
A Program Management Plan (PMP) according to FTA provisions: Work from MORPC's FTA-approved PMP, which includes the Designated Recipient's program objectives, policies, procedures, and administrative requirements in a form readily accessible to potential subrecipients, recipient staff, FTA, and the public. The PMP details coordination, eligible sub-recipients, local share and local funding requirements, project selection criteria, method of distributing funds and the development of the Program of Projects.	FTA, MORPC, COTA, DCT, other	Ongoing
Comply with other FTA requirements: Oversee the implementation of projects, certifying a fair and equitable distribution of funds to sub-recipients, management of all aspects of grant distribution, vehicle use, oversight and submit reports as required by FTA.	FTA, MORPC, COTA, DCT, others	Ongoing
Program of Projects: Develop a project selection process and confirm selected projects are documented in MORPC's MTP and TIP.	FTA, MORPC & ODOT	Ongoing
Update and Maintain the Coordinated Plan: Maintain a locally developed, coordinated public transit-human services transportation plan (coordinated plan) for the UZA in association with the MTP and TIP. The Plan must be developed and approved through a process that provided adequate outreach to allow for participation.	MORPC, COTA, DCT, others	Due in 2021

**Related Activities:**

Transit and Human Services Planning (see 60151-3000)

Ongoing COTA Activities (see 67401-3000)

Ongoing DCT Activities (see 67402-3000)

5310 Designated Recipient-2020 (see 67410-3000)

**Budget**

**Total Work Element Budget:**    \$113,771       \$113,771 FTA

**Spent Previous Year(s):**                \$0

**Remaining Work Element Budget:**    \$113,771

100% FTA 5310 Administration 10% of Apportionment of the FFY 2020, ODOT PID 112802

## Mobility Management 2020

This work element will support mobility management coordinating programs among public, private and human service transportation providers that serve older adults, people with disabilities and individuals with lower incomes. Mobility management will focus on increasing access to service by increasing awareness, coordinating services and addressing barriers to achieve a more efficient transportation system. MORPC maintains the locally developed Coordinated Plan for the MPO and administers the FTA's Section 5310 funding for the Columbus urbanized area.

Through this work element MORPC will engage in ongoing mobility service and planning efforts throughout the region. MORPC will work with existing mobility managers in the MORPC MPO area, Licking County, the Central Ohio Rural Planning Organization (CORPO) counties, ODOT's Human Service Transportation Coordination Regions (HSTCR) 5 and 6 and ODOT's Office of Transit for a more regional multi-county approach to the Coordinated Plan.

<b>Product: Method</b>	<b>Agency/ies:</b>	<b>Schedule:</b>
Engagement: Work with human service agencies, municipalities, transit agencies, private providers, and the public to address gaps in understanding and awareness of mobility options for older adults, people with disabilities, and low-income populations.	FTA, MORPC, COTA, DCT, others	Ongoing
Increase capacity: Address the gaps and needs identified in the Coordinated Plan that impact transportation capacity. Work with current transportation providers and stakeholders to improve coordination and increase capacity.	MORPC, COTA DCT & others	Ongoing
Information coordination: Facilitate regional collaboration among transit agencies and private transportation providers to develop operational planning for technology that coordinates the transportation system, mode eligibility, and trip arrangement for users.	MORPC, COTA, DCT, & others	Ongoing
State and local coordination: Convene a dynamic local stakeholder committee to exchange best practices, provide feedback on urban and rural program progress, to assist in tracking the Coordinated Plan Action Plan (Goals and Strategies) providing input to the next more regional Coordinated Plan update.	MORPC, COTA, DCT, ODOT HSTCRs 5&6, Other state agencies consumers & others	Complete 2021
Awareness and accessibility: Develop a regional inventory of accessible transportation options, travel training, scheduling/routing software etc... Track barriers to transportation caused by cost, benefit coverage, geography, language, age, ability, infrastructure and accessibility challenges. Incorporate inclusive transportation in to MORPC's Transportation Demand Management and Active Transportation Plans	MORPC, COTA, DCT, & others	Ongoing



**Related Activities:**

5310 Designated Recipient-2020 (see 67410-3000)

Transit and Human Services Planning (see 60151-3000)

Transportation Services (Ridesharing) (see 66711-3000)

**Budget**

**Total Work Element Budget:**    \$130,000        \$104,000 FTA \$26,000 Local

**Spent Previous Year(s):**        \$20,000

**Remaining Work Element Budget:**    \$110,000

## Mobility Management 2021

This work element will support mobility management coordinating programs among public, private and human service transportation providers that serve older adults, people with disabilities and individuals with lower incomes. Mobility management will focus on increasing access to service by increasing awareness, coordinating services and addressing barriers to achieve a more efficient transportation system. MORPC maintains the locally developed Coordinated Plan for the MPO and administers the FTA's Section 5310 funding for the Columbus urbanized area.

Through this work element MORPC will engage in ongoing mobility service and planning efforts throughout the region. MORPC will work with existing mobility managers in the MORPC MPO area, Licking County, the Central Ohio Rural Planning Organization (CORPO) counties, ODOT's Human Service Transportation Coordination Regions (HSTCR) 5 and 6 and ODOT's Office of Transit for a more regional multi-county approach to the Coordinated Plan.

<b>Product: Method</b>	<b>Agency/ies:</b>	<b>Schedule:</b>
Engagement: Work with human service agencies, municipalities, transit agencies, private providers, and the public to address gaps in understanding and awareness of mobility options for older adults, people with disabilities, and low-income populations.	FTA, MORPC, COTA, DCT and Others	Ongoing
Increase capacity: Address the gaps and needs identified in the Coordinated Plan that impact transportation capacity. Work with current transportation providers and stakeholders to improve coordination and increase capacity	MORPC, COTA DCT & others	Ongoing
Information coordination: Facilitate regional collaboration among transit agencies and private transportation providers to develop operational planning for technology that coordinates the transportation system, mode eligibility, and trip arrangement for users.	MORPC, COTA, DCT, & others	Ongoing
State and local coordination: Convene a dynamic local stakeholder committee to exchange best practices, provide feedback on urban and rural program progress, to assist in tracking the Coordinated Plan Action Plan (Goals and Strategies) providing input to the next more regional Coordinated Plan update.	MORPC, COTA, DCT, ODOT HSTCRs 5&6, Other state agencies consumers & others	Completion in 2021
Awareness and accessibility: : Develop a regional inventory of accessible transportation options, travel training, scheduling/ routing software etc... Track barriers to transportation caused by cost, benefit coverage, geography, language, age, ability, infrastructure and accessibility challenges. Incorporate inclusive transportation in to MORPC's Transportation Demand Management and Active Transportation Plans	MORPC, COTA, DCT, & others	Ongoing

**Related Activities:**

5310 Designated Recipient-2021 (see 67411-3000)

Transit and Human Services Planning (see 60151-3000)

Transportation Services (Ridesharing) (see 66711-3000)

**Budget**

<b>Total Work Element Budget:</b>	<b>\$130,000</b>	<b>\$104,000 FTA \$26,000 Local</b>
<b>Spent Previous Year(s):</b>	<b>\$0</b>	
<b>Remaining Work Element Budget:</b>	<b>\$130,000</b>	

## 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 MPO committee structure is maintained, which included revisions to articles of agreement and bylaws in 2014. Each year the Planning Work Program is developed and a completion report prepared and submitted to ODOT. Self-certification resolutions are adopted biennially, and ODOT and multi-party planning agreements are prepared and executed. Title VI and Disadvantaged Business Enterprise (DBE) requirements are completed and incorporated into the agency's diversity program. Quadrennial U.S. DOT certifications are completed.

Product: Method	Agency/ies:	Schedule:
CAC, TAC, TPC agendas and meeting summaries: The MPO committees are maintained by filling empty seats and providing information necessary to make decisions for the MPO.	MORPC & member governments	Ongoing
Annual Planning Work Program and Completion Report: Prepare report of activities to accomplish the scope of work for the previous year. Based on U.S. DOT and ODOT requirements and guidance along with MPO board direction, develop the planning scope of work for the coming year.	MORPC	September & March
Title VI & DBE Process: Prepare and submit annual and triennial Title VI Compliance reports, incorporating updates as necessary. Implement and prepare reports on the DBE program.	MORPC	March & ongoing
Maintain certification and planning agreements: Prepare annual self-certification information. Undergo the quadrennial U.S. DOT certification process. Prepare biennial ODOT/MORPC agreement and other required multi-party and two-party planning agreements.	MORPC, ODOT, COTA, DATABus, & local governments	As needed
Monitor federal and state planning requirements: Obtain and provide updates on changes to planning laws and rules.	MORPC	Ongoing

### Related Activities:

#### Budget

<b>Total Work Element Budget:</b>	\$105,000	\$84,000 FHWA	\$10,500 ODOT	\$10,500 MORPC
<b>Spent Previous Year(s):</b>	\$0			
<b>Remaining Work Element Budget:</b>	\$105,000			